

Inglewood Fire Station: Integrated Mixed Use Facility

Calgary Planning Commission
Pre-Application Brief

Ownership-Partnership Group

City of Calgary | RND SQR

Consultant Team

CivicWorks | S2 Architecture | Navagrah Landscape Architecture + Urban Design | Bunt & Associates | Morrison Hershfield | Envirotech Engineering

PE2022-00276

March 9, 2022

Section 1

Project Brief

Introduction

Background

Integrated Civic Facility Planning

In 2015, Council directed Administration to shift away from planning and delivering single-use facilities, adopting a strategy to build multi-service and mixed use facilities to utilize City-owned land more efficiently, allow multiple providers to provide community services from one location and better serve benefiting communities. As a result, the Integrated Civic Facility Planning (ICFP) Program was created.

Previously, City facilities were often planned independently according to their specific needs and service lines. By shifting to an integrated facility planning approach through the ICFP Program, The City of Calgary has been able to increase efficiencies, investment and partnerships, and better collaborate with community partners to build facilities that are truly reflective of thriving and evolving neighbourhoods.

Project Delivery

The project site was strategically acquired by The City of Calgary in 1986 to deliver a new emergency response station, with supplemental land assembly in 2010. The Calgary Fire Department (CFD) received Council-approved funding and direction in the 2019-2022 budget cycle for the construction and operation of a new Fire Station on project site, leading to a public selection process for a delivery partner through the ICFP Program.

In July 2020, in accordance with Council direction, The City of Calgary initiated a public competition through a Request for Proposals (RFP), inviting proponents to submit proposals to purchase the four contiguous parcels of City-owned land that make up the project site and lead the financing, planning, design, and development of the new Inglewood Fire Station: Integrated Mixed Use Facility (IMUF).

Project Team

Following a City review and evaluation of proposals based on established selection criteria, RNDSQL emerged as the highest rated proponent. RNDSQL has considerable experience in delivering inner-city developments ranging from affordable and family-oriented rowhomes that meet the growing demand for walkable urban living; to mid-rise, mixed-use developments that offer a range of housing and employment options.

The City and RNDSQL are working with a multi-disciplinary team of local planning, design, and engineering professionals. Core team members include CivicWorks, a planning and urban design firm specializing in inner-city redevelopment; and S2 Architecture, an architectural firm with a track record of designing mixed-use developments in Calgary and over 20 Fire Station and emergency service projects throughout Alberta and British Columbia.

Project Goals

The ownership-partnership group involved in the IMUF project consists of:

1. Calgary Fire Department (CFD)
2. RNDSQL

The City's key project goals for the IMUF project are:

1. Realize a new modern 2-bay Fire Station that will be funded, owned and operated by The City (CFD), as part of a medium to high density mixed-use transit oriented development.
2. Deliver an appropriate mix of housing, commercial / retail or other private use(s) to be financed, designed, constructed, owned and operated by a private entity (RNDSQL).

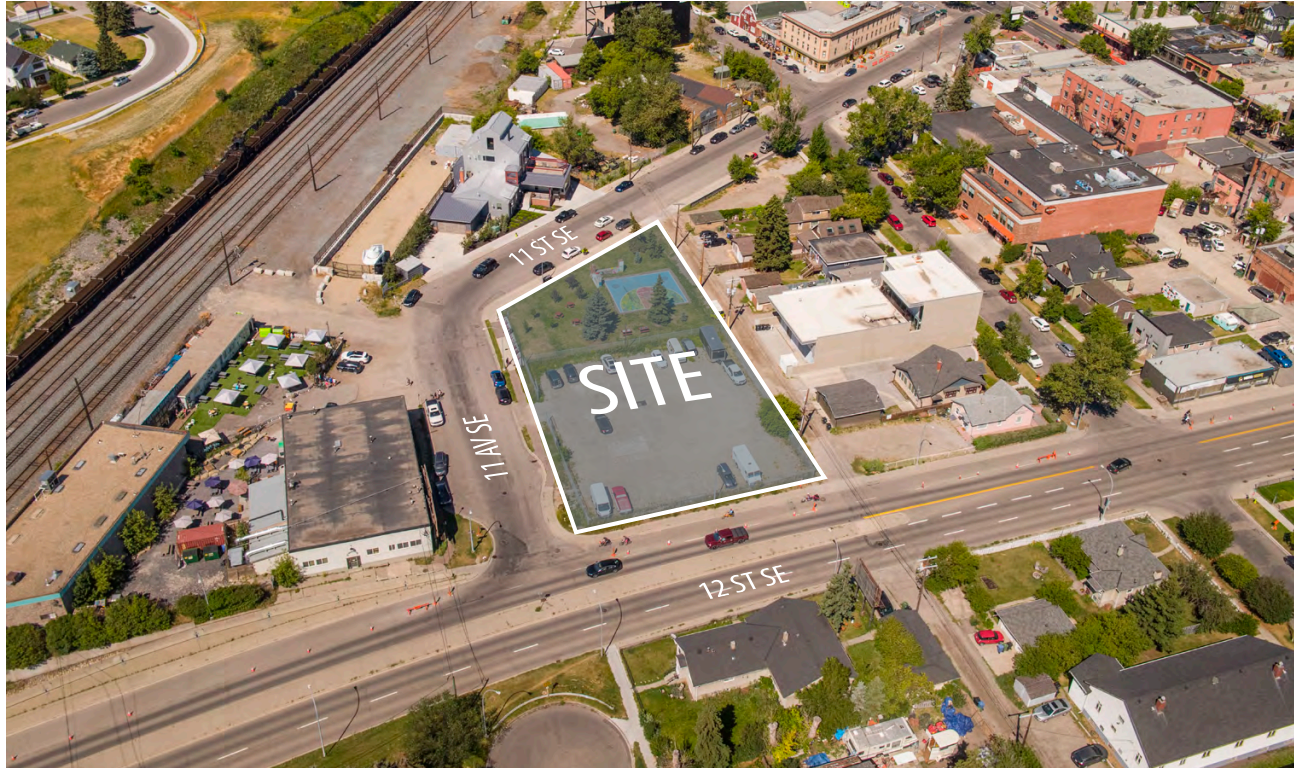
Context

Strategic Location

The project is located at the corner of 12 ST and 11 AV SE, in the Inner-city community of Inglewood, just two blocks south of the 9 AV SE Main Street and one block north of the future Ramsay-Inglewood Green Line Station.



Context Site Aerial Photographs

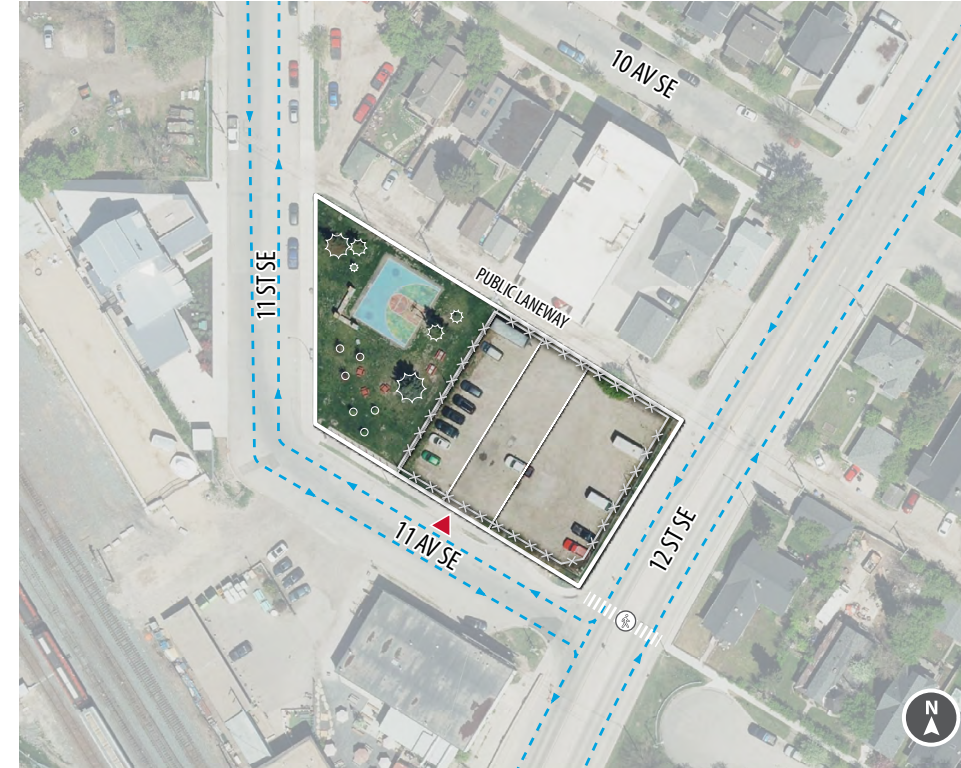


Aerial view: Looking west



Aerial view: Looking south

Context Existing Site Conditions



EXISTING USES

The project site consists of 0.66 acres (0.27 ha) of City-owned land, bounded by 11 ST SE to the west, 11 AV SE to the south, 12 ST to the east, and a public lane to the north. The eastern portion of the site operates as a gravel parking lot while a Temporary Public Space Activation (Gopher Park) occupies the westerly portion. Vehicular access to the parking lot is provided via a curb-cut on 11 AV SE.

Legend

- Site Access
- Traffic Flow
- Parcel Boundary
- Chain Link Fence
- Coniferous Tree
- Deciduous tree
- New Signaled Pedestrian Crossing

EXISTING SERVICING

Existing overhead power lines extend east-west along the north site boundary. Sanitary and water deep utilities extend along the west and south site perimeter within the 11 ST SE / 11 A SE ROWs. A stormwater main in the lane runs east-west.

Legend

- Power
- Sanitary
- Stormwater
- Potable Water
- Parcel Boundary

Context Key Adjacencies



A. New 12 ST Multi-modal Bridge



B. 9 AV SE Main Street Commercial Corridor



C. Future Development Site (RNSQR)



D. Historic National Hotel: The Nash



E. Festival Hall



F. Ol' Beautiful & Cold Garden Breweries



G. Smithbuilt Hats



H. CPR Railway

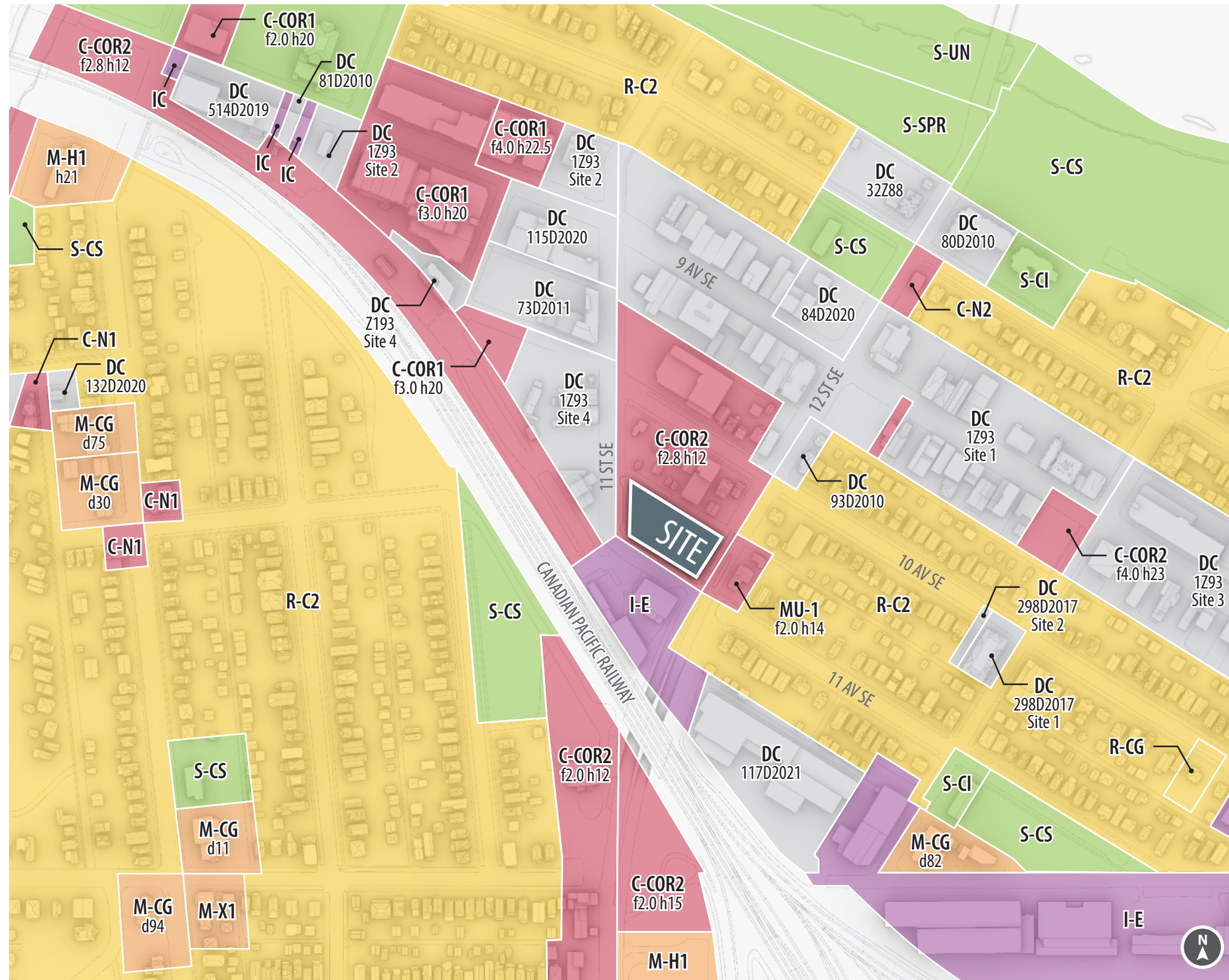


I. Future Development Site (Hungerford)



J. Future Green Line Station

Context
Land Use

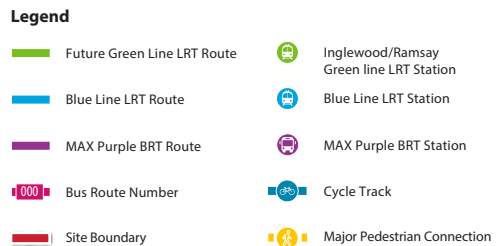
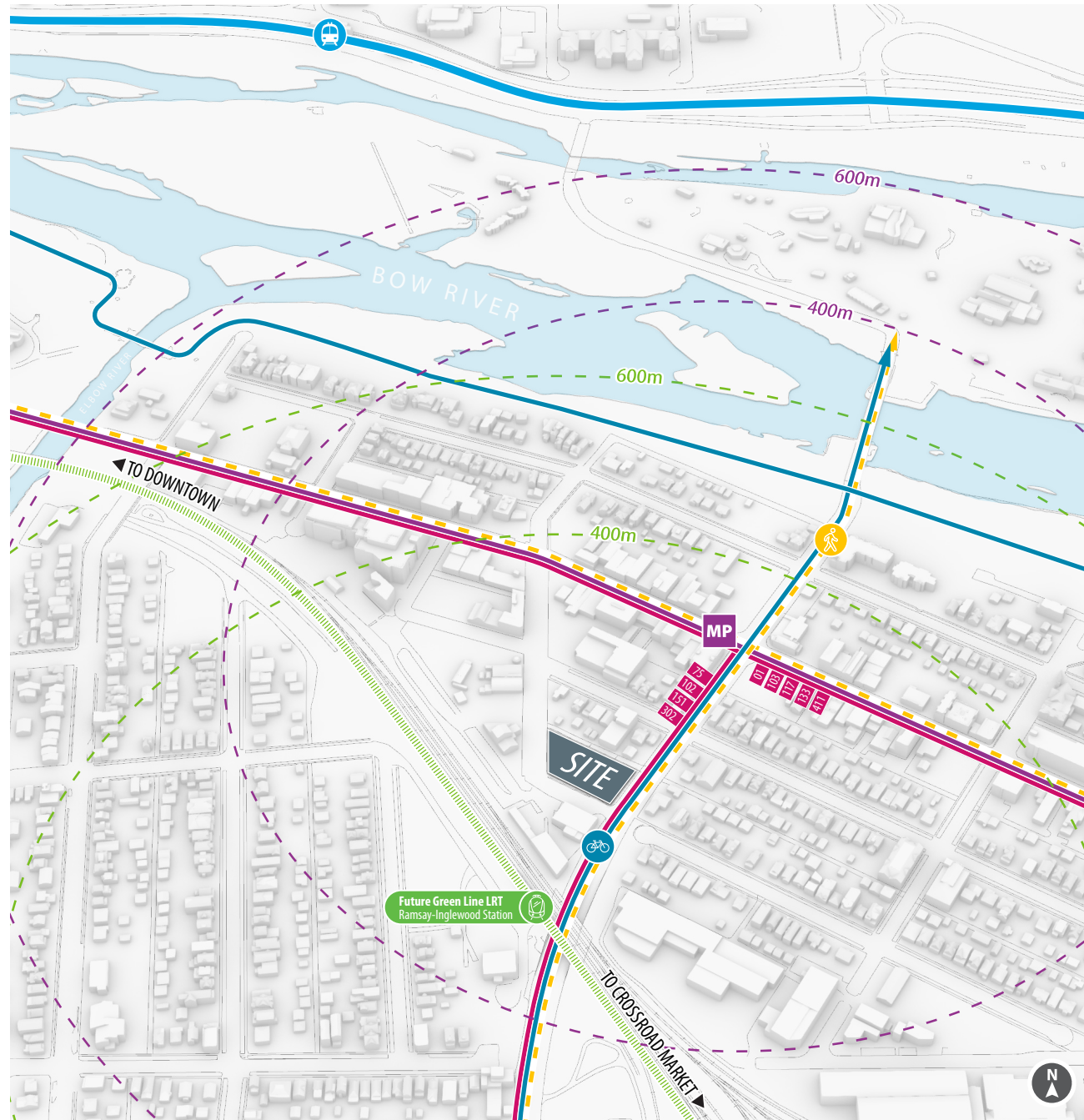


10 AV SE: Local Small Business & Festival Hall Looking West



10 AV SE: Local Small Business & Festival Hall Looking East

Context Mobility

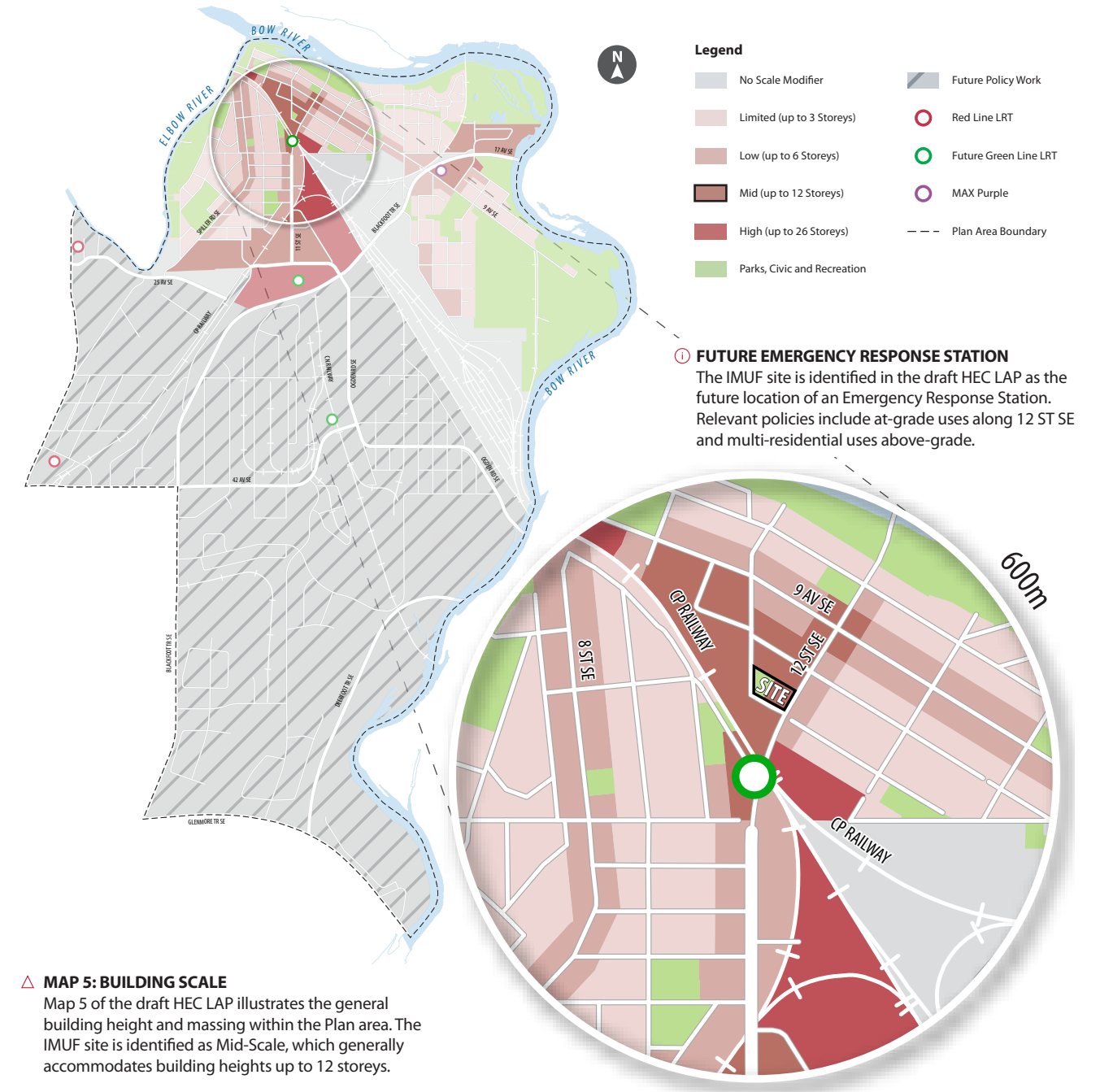


TRANSIT-ORIENTED DEVELOPMENT
 The site is within easy walking distance (400m) of both a future MAX Purple BRT Station and the Ramsay-Inglewood Green Line LRT Station. City Council has directed that the IMUF site be developed as an integrated facility within this transit-oriented development node, promoting a more strategic use of land and optimizing public infrastructure.

Context Local Area Plan Policy

The project site is located within the *Inglewood Area Redevelopment Plan (ARP)*, first approved in 1993. As the ARP no longer aligns with current city-wide land use, urban form and transportation objectives, The City of Calgary has been working on a new Plan—the *Historic East Calgary Local Area Plan (HEC LAP)*.

The *HEC LAP* is guided by higher order policy like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)*, and provides the draft framework for local area growth in the communities of Inglewood, Ramsay, and Alyth/Bonnybrook. The *HEC LAP* is in draft form and currently on hold until the Heritage Conservation Tools and Incentives work on commercial areas is completed.



Context

Local Area Parks & Open Space



Context

Growth Enabling Public Investments



Public Realm & Mobility

- 1** 9 Avenue SE Bridge Replacement
Budget: \$23,000,000
Status: Under Construction
- 2** Elbow River Traverse Pedestrian Bridge
Budget: \$3,000,000
Status: Built
- 3** 12 Street SE Bridge Replacement
Budget: \$26,000,000
Status: Built
- 4** 9 Avenue SE Streetscape Master Plan
Budget: \$30,000,000-\$60,000,000
Status: Pending Budget Availability
- 5** 9 Avenue SE Route Improvements
Budget: \$1,100,000
Status: Under Construction
- 6** 8 Avenue SE Corridor Improvements
Budget: \$680,000
Status: Under Construction



Parks & Open Space

- 7** Jack Long Park Upgrades
Budget: \$1,100,000
Status: Built
- 8** Mills Park Redevelopment
Budget: \$500,000
Status: Built
- 9** Ramsay Inclusive Playground
Budget: \$4,200,000 (Program Budget)
Status: Built
- 10** Lot 43: PARK PARK Activation
Budget: \$120,000
Status: Built
- 11** Inglewood Bird Sanctuary Nature Centre
Budget: \$1,600,000
Status: Under Construction
- 12** Bend In The Bow
Budget: \$6,000,000
Status: Pending Budget Availability



Transit

- 13** Green Line LRT
Budget: \$5.5b (Program Budget)
Status: Stage 1 - Segment 1
- 14** MAX Purple Bus Rapid Transit
Budget: \$177,000,000 (Program Budget)
Status: Stage 1 & 2 Built



Infrastructure

- 15** ENMAX Transmission Line Relocation
Budget: \$5,150,000
Status: Under Construction
- 16** Inglewood Sanitary Trunk
Budget: \$91,500,000
Status: Under Construction



Site History

City-owned Property

The project site has been an integral part of CFD's long-term planning for growth and change for over 30 years. The original western portion of the site was purchased by The City of Calgary in 1986, recently supplemented by an additional land purchase in 2010 for the delivery of a new priority Fire Station.



Inglewood Fire Station site acquisition history

Temporary Public Space Activation 'Gopher Park'

In 2019, The City of Calgary partnered with the Inglewood Business Improvement Area (BIA), local businesses and artists to enable a community-led Temporary Public Space Activation on the site of the future Inglewood Fire Station through a temporary License of Occupation of the City-owned lands.

The temporary program included a BIA-funded and realized basketball half-court and mural, along with informal community gathering spaces and seating. Since 2019, the temporary community space has continued to evolve, with the addition of new elements like a custom Inglewood-themed bike rack that provides bike parking for local area visitors and patrons of the breweries just south of the project site.

As the project moves through upcoming planning and development applications processes and prior to construction, the temporary License of Occupation will expire and require the site to be cleared in preparation for construction. The project team is actively exploring options for integrating key elements of 'Gopher Park' into the site and spatial program of the Inglewood Fire Station project.



Temporary basketball half-court surface and gopher mural



Custom 'Inglewood' bicycle rack installed along the project site's south edge

Project Goal Priority Fire Station Delivery



Calgary Fire Department Project Owner Profile

The Calgary Fire Department (CFD) is dedicated to the safety of Calgarians. Four platoons of firefighters located in 42 fire stations across Calgary provide a range of emergency and non-emergency services. Emergency services include response to fires, emergency medical incidents, chemical and hazardous materials releases and motor vehicle collisions. In addition, CFD provides specialized rescue services in high or collapsed structures, confined spaces, on our waterways or in situations caused by weather events.

Our Mission: To serve the community through excellence in fire prevention, education, protection and safety.

Our Vision: To be the international fire service leader.

Our Values: Pride, professionalism, teamwork and respect guide our actions and guide how we work with the communities we serve.

Evolving Realities Fire Station No. 1 Closure

The CFD portion of the IMUF will replace the aging Downtown Fire Station No.1 (450 1 ST SE), slated for closure and decommissioning. Fire Station No.1 was built in 1973 and is at the end of its lifecycle —no longer able to accommodate newer fire engines due to size restrictions and insufficient apparatus bay height that is also restricted by legal covenants. The 49 year old Station's internal layout is unsuitable for modern response station operations and lacks necessary staff and visitor on-site parking.

Demolishing and rebuilding Station No.1 is cost-prohibitive and will not result in required service-level improvements. Although Station No.1 generally fulfills response time targets, it is located in the primarily commercial Downtown Core where fire risk is generally lower due many commercial buildings having existing fire plans, sprinklers and maintenance systems in place. Outside of the Downtown Core, the recent permanent rail crossing closure at 8 ST SE has resulted in delayed response times by Station No.1 crews who had previously used 8 ST as the primary access route to the Ramsay community.

Best Practice Community-based Response Stations

In 2016, the CFD worked with the consultant group NCE Value Engineers (NCE) to undertake a *Value Management Study (VMS)* — a long-term plan to guide the future growth and development of response stations in Calgary's downtown area, based on evolving service area needs and the functional requirements of the CFD.

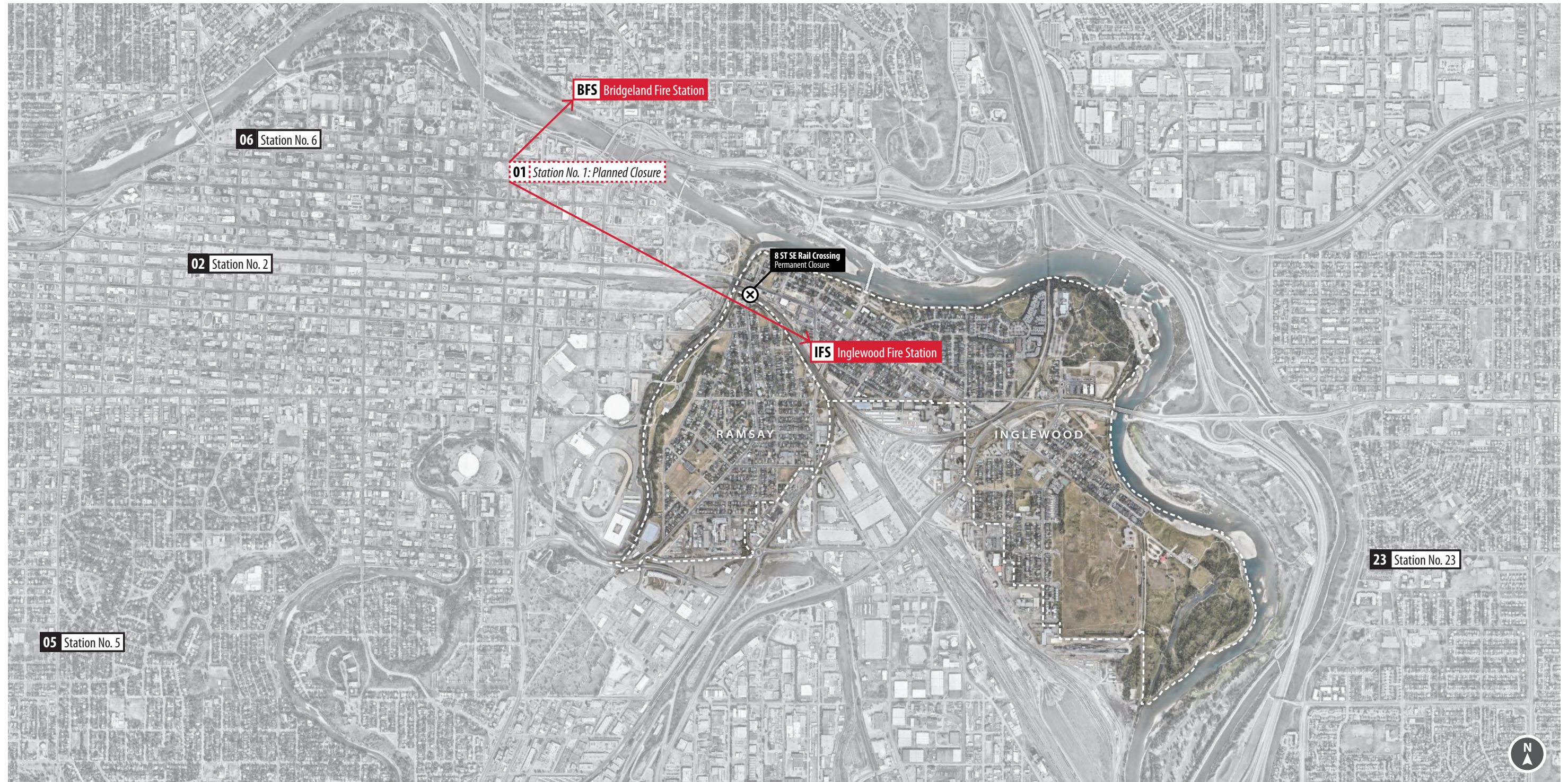
NCE's #1 recommendation was to build multiple two-bay response stations to replace the existing Station No.1. This decentralized approach provides excellent coverage and works well with the CFD's current operational model. Ultimately, multiple smaller, community-based fire stations are a more efficient use of budget dollars than a larger, centralized super-station. In combination with a future Bridgeland Fire Station, the Inglewood Fire Station project site meets these requirements and has been specifically planned for this use by The City of Calgary and CFD since the site's original acquisition in 1986. The location also aligns with the mandate of Integrated Civic Facility Planning (ICFP) Program which seeks to deliver integrated, mixed use facilities in strategic locations.



Existing Fire Station No. 1 450 1 ST SE

Best Practice A Decentralized Approach

As part of a comprehensive strategy to address evolving emergency response needs across Calgary's inner city communities, CFD continues to plan for the lifecycle of existing fire stations and introduction of new modern community-level fire stations that can integrate into the fabric of existing neighbourhoods. Together, the new Bridgeland and Inglewood Fire Stations are an integral part of the replacement strategy for Fire Station No. 1.





Past: Historic Fire Station No. 3 1030 9 AV SE

Past & Present

The Return of a Community Fire Station

The new Inglewood Fire Station will see the return of a local fire station to the Inglewood community. Now operating as a neighbourhood pub only blocks from the project site, the historic Fire Station No.3 (1030 9 AV SE) provided fire protection to the community and surrounding area from 1906 to 1952, when the size requirements of modern fire fighting equipment outgrew the legacy apparatus bays and doors, requiring the Calgary Fire Department to relocate.



Present: Historic Fire Station No. 3 1030 9 AV SE

The return of a local fire station is anticipated to improve response times to the communities of Inglewood, Ramsay, and surrounding area. The program and location of the new Inglewood Fire Station is designed with optimized response times in mind, while maintaining clear division between public, private and utility spaces. The new Inglewood Fire Station will occupy two floors at the west site of the property and will provide two modern apparatus bays and nine firefighter living quarters. It is anticipated that the IMUF will be completed in late 2024.

Keeping Calgarians Safe

Response Targets & Station Location

The overriding goal of the CFD is to serve all Calgarians in a timely fashion, supported by the Department's Council-approved targets and the City's Growth Management Plan. As Calgary's inner city continues to grow and evolve, so too does the need to provide essential services like emergency response. The CFD is key to the safety of Calgarians and continuity of emergency response is a critical factor when choosing a location for a new fire station.

The safety of Calgarians and continuity of emergency response are critical considerations for strategic site selection, site design and building layout. The CFD plans for new and replacement fire stations to ensure they are able to meet target response times.

The Calgary Fire Department has a target response time of seven minutes, 90% of the time, for all 911 calls they receive. This means that for 9 out of 10 calls, the goal is to arrive within seven minutes.

The 90th percentile is used instead of an average because it more closely reflects the response times that Calgarians can realistically and reliably expect from CFD.

In 2019, CFD exceeded their annual short-term total response time target for arrival of a first-in unit at fire suppression and critical medical intervention incidents. However it was still taking just under two minutes longer than the Council-approved, long-term target to assemble 12 firefighters on scene, at high-risk fire suppression incidents, 90 per cent of the time.

Seconds Matter

When it comes to fire and emergency response – seconds matter. According to the National Fire Protection Association (NFPA), fires can grow up to 1,100 per cent in the first four minutes, doubling in size every 30 seconds and potentially spreading to multiple homes in under 10 minutes. Every fire burns differently, depending on the materials involved, fuel sources and weather conditions.

Within Calgary, the probability of civilian death can increase by 243 per cent when a fire moves beyond the room of origin. Under the same circumstances, the dollar loss due to fire increases by over 1,700 per cent.

According to the American Heart Association, in the case of critical medical interventions for events like cardiac arrest, each minute a patient waits for cardio-pulmonary resuscitation reduces their chance of survival by up to 10 per cent. Treatment within three to five minutes of a heart attack increases a patient's survival rate by up to 70 per cent. After 10 minutes, the chance of success from defibrillation is only five per cent.

Project Goal Mixed Use Transit-oriented Development

RNDSQR

Project Owner Profile

RNDSQR builds up inner-cities through thoughtful placemaking — using design as a tool to promote collision points and opportunities for collaboration.

RNDSQR has considerable experience in delivering inner-city developments ranging from affordable and family-oriented rowhomes that meet the a growing demand for walkable urban living; to mid-rise, mixed-use developments that offer a range of housing, retail and employment options.

'Fit Where You Live'

'Fit where you live' is about finding balance. We all want to get more out of our lives, and for some, that means less commuting and more living. It means appreciating that sometimes less is more — a philosophy that embodies conscious and sustainable living. At RNDSQR, we focus on living, connecting, and creating spaces where people can make it all fit.

We build for people who understand the joys of walking around the corner for groceries, a fresh coffee, and amazing local meals. We build for people who love the vibrant mix of the inner-city. We also value quality craftsmanship, and believe we can fit that in too.



General Block Neighbourhood-Scale Commercial – Bridgeland, Calgary

Program Requirements

Mixed Use Transit-oriented Development

As part of delivering the required development program, the project team is exploring development concepts that support three key project goals:

1. *A high-quality, mixed-use outcome with a focus on realizing a new Fire Station that meets the goals and objectives of The City and Calgary Fire Department;*
2. *A variety of new housing options that take advantage of the strategic transit-oriented location of the project site and significant public local area investments; and*
3. *Ground-level retail options to activate the 11 AV SE and 12 ST SE streetscape and contribute to the overall vitality of the community.*

The privately owned mixed use portion of the project will be a transit-supportive development that takes advantage of an highly connected and amenity-rich inner city context, with easy access to Calgary's Primary Transit Network, including the MAX Purple Bus Rapid Transit route along 9 Avenue SE and future Ramsay-Inglewood Green Line LRT station just steps from the project site.

To realize the full potential of this transit-oriented development opportunity and to align with the emerging draft *Historic East Calgary Local Area Plan*, the project team is targeting a mid-rise, high density mixed use building with a maximum height of 12-storeys / 45m, with a transition to a lower 9-storey building scale along the western portion of the site to provide varied arrangement of mass and scale and accommodate common outdoor rooftop amenity spaces for future residents.



CY33 33 AV SW Main Street Mixed Use – Marda Loop, Calgary

Green Line LRT

Green Line LRT Implementation

Ramsay-Inglewood Station Area Improvements

The City's transit-oriented development program is intended to support a high quality of life across Calgary by creating vibrant, active and interesting neighbourhood centres where people and businesses thrive. New development will provide the opportunity for more people to live, work and shop within walking distance of public transit. And that means more citizens and visitors will have an easy, accessible and economical way of living and travelling in our city.

The communities of Ramsay and Inglewood in southeast Calgary will soon undergo significant transformation with a new light rail transit station and several nearby developments proposed. To support this change, The City's Transit-Oriented Development Program is leading a cross-corporate project to re- envision, re- design and ultimately deliver components of the public realm including streetscapes, parks and pathways.

Currently in the conceptual planning and stakeholder outreach, The Ramsay-Inglewood Station Area Improvements project will focus on public realm improvements immediately surrounding the IMUF site and to the following areas:

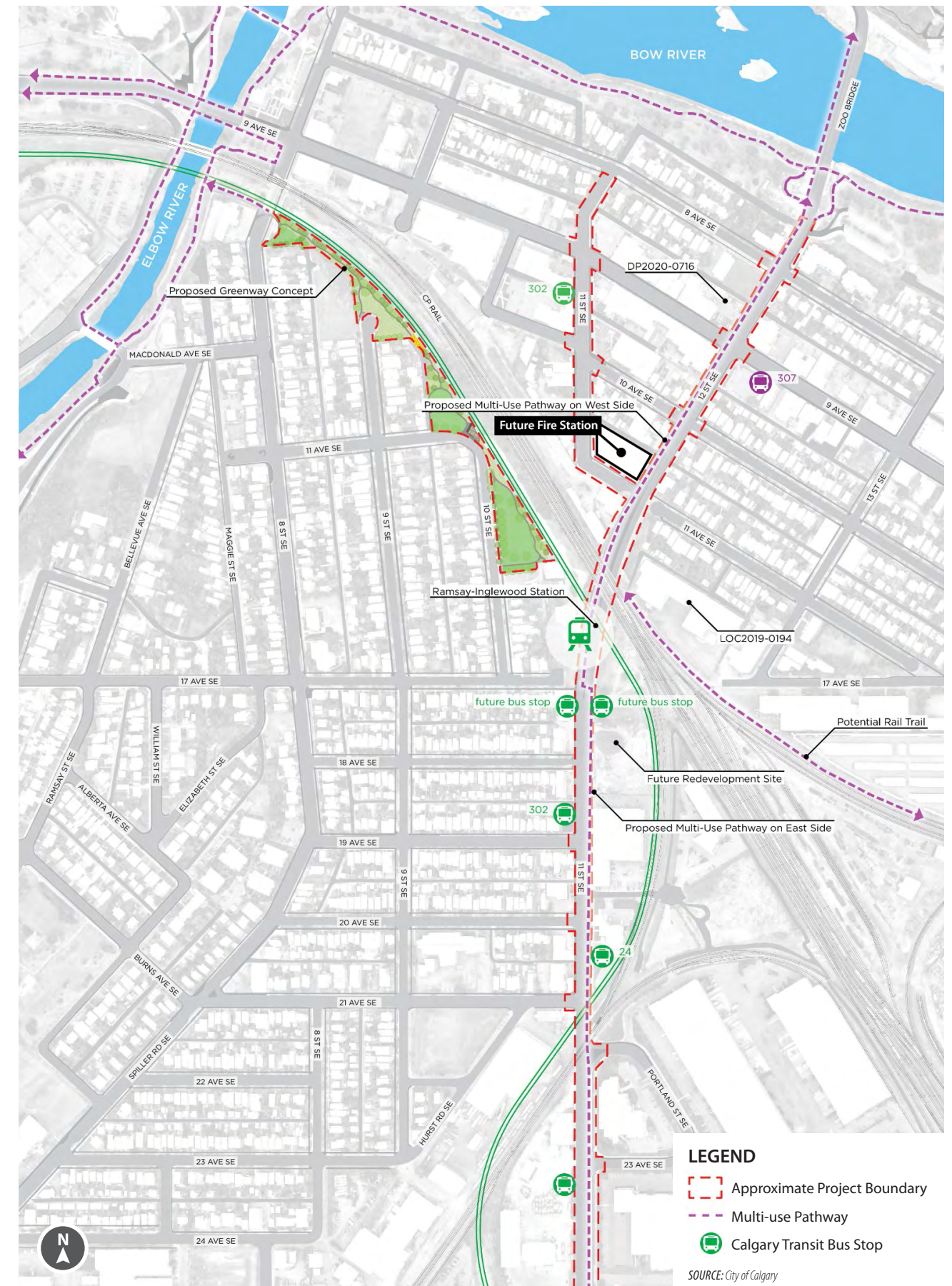
- 11/12 Street SE from the Zoo Bridge to 26 Avenue SE
- 11 Avenue SE/11 Street SE from 8 Avenue SE to 12 Street SE
- Jeffries Park
- Greenway link from Ramsay-Inglewood Station, through Jeffries Park to the Elbow River
- Area south of future LRT station, opportunity beneath portions of elevated LRT

An Integrated Approach

Project Team Coordination

To ensure the planning, design and construction of the IMUF is coordinated with the delivery of project site-adjacent Ramsay-Inglewood Station Area Improvements, the respective project teams have committed to a collaborative process that will see key related streetscape improvements delivered as part of IMUF construction.

Both project teams will continue to work in close coordination through the future detailed design phases of both projects to maximize planning, design and construction efficiencies and realize a high quality public realm that serves future site users, residents and visitors alike.



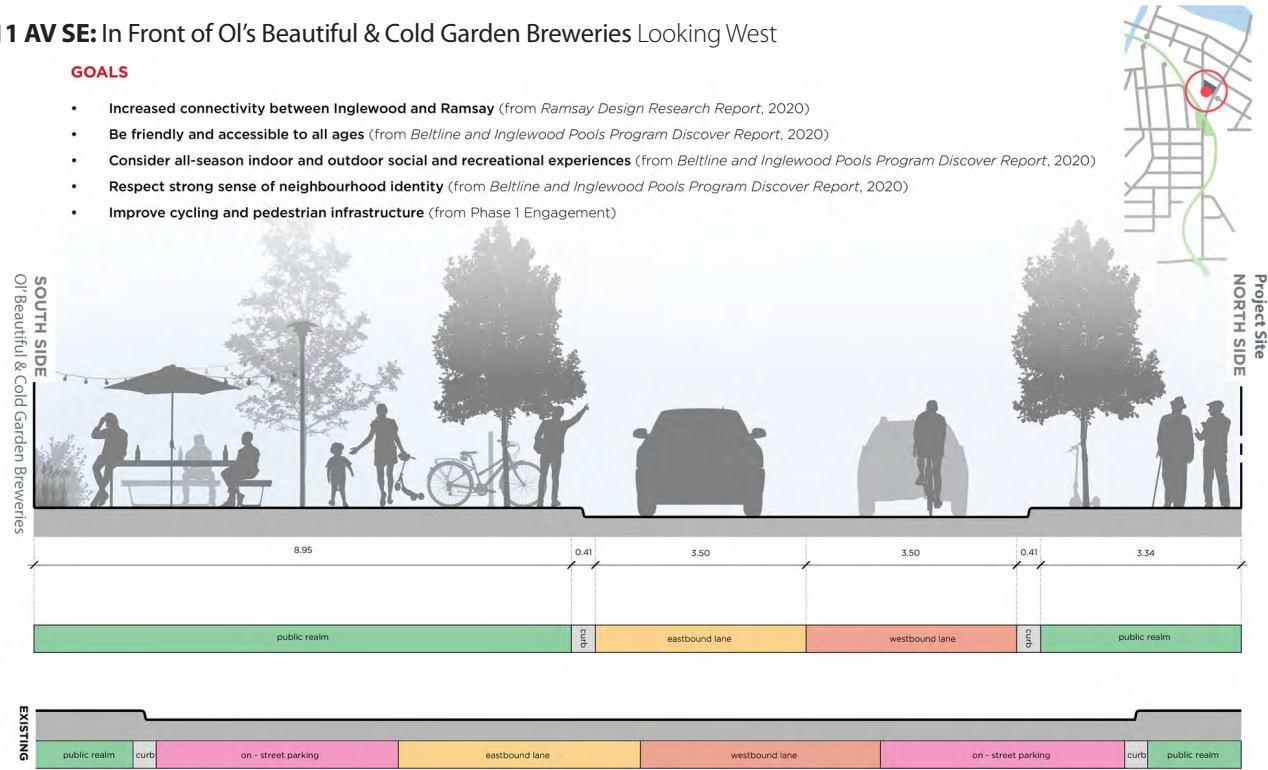
Ramsay-Inglewood Station Area Improvements

Conceptual Right of Way Sections

11 AV SE: In Front of Ol's Beautiful & Cold Garden Breweries Looking West

GOALS

- Increased connectivity between Inglewood and Ramsay (from Ramsay Design Research Report, 2020)
- Be friendly and accessible to all ages (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Consider all-season indoor and outdoor social and recreational experiences (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Respect strong sense of neighbourhood identity (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Improve cycling and pedestrian infrastructure (from Phase 1 Engagement)

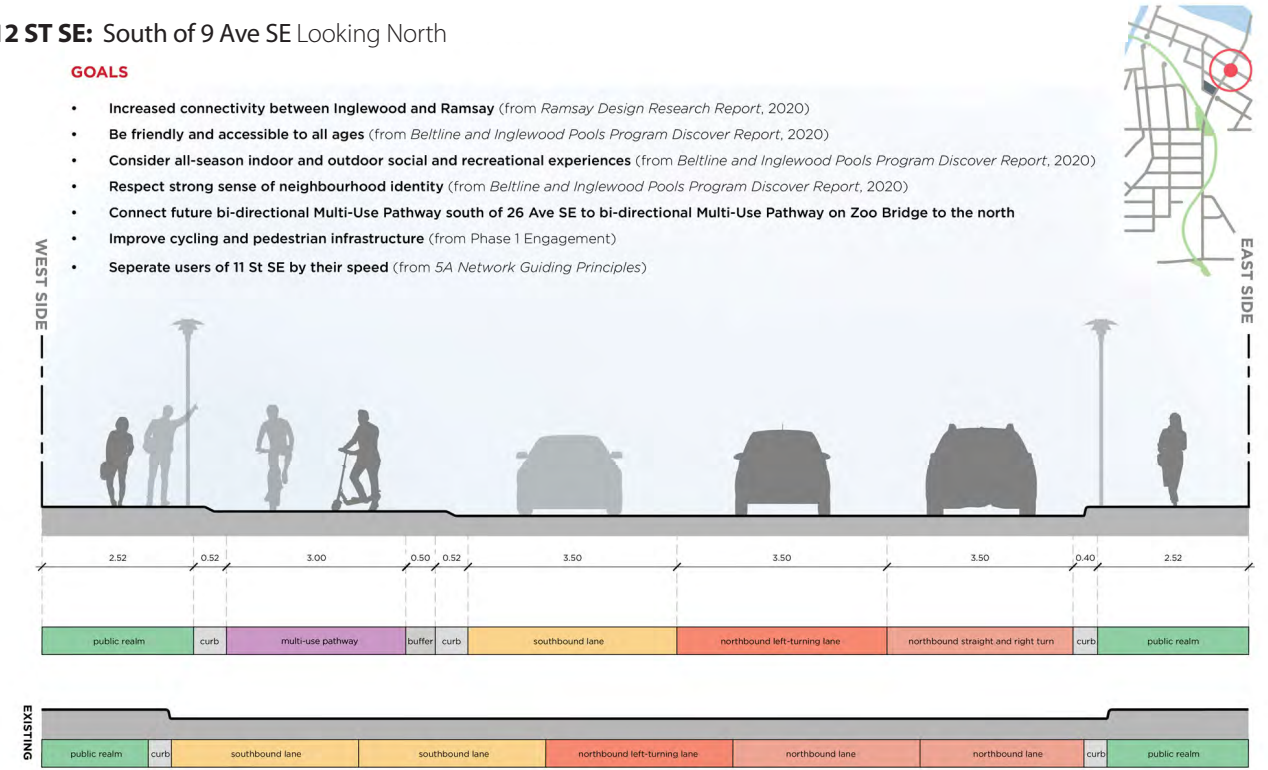


SOURCE: City of Calgary

12 ST SE: South of 9 Ave SE Looking North

GOALS

- Increased connectivity between Inglewood and Ramsay (from Ramsay Design Research Report, 2020)
- Be friendly and accessible to all ages (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Consider all-season indoor and outdoor social and recreational experiences (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Respect strong sense of neighbourhood identity (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Connect future bi-directional Multi-Use Pathway south of 26 Ave SE to bi-directional Multi-Use Pathway on Zoo Bridge to the north
- Improve cycling and pedestrian infrastructure (from Phase 1 Engagement)
- Separate users of 11 St SE by their speed (from 5A Network Guiding Principles)

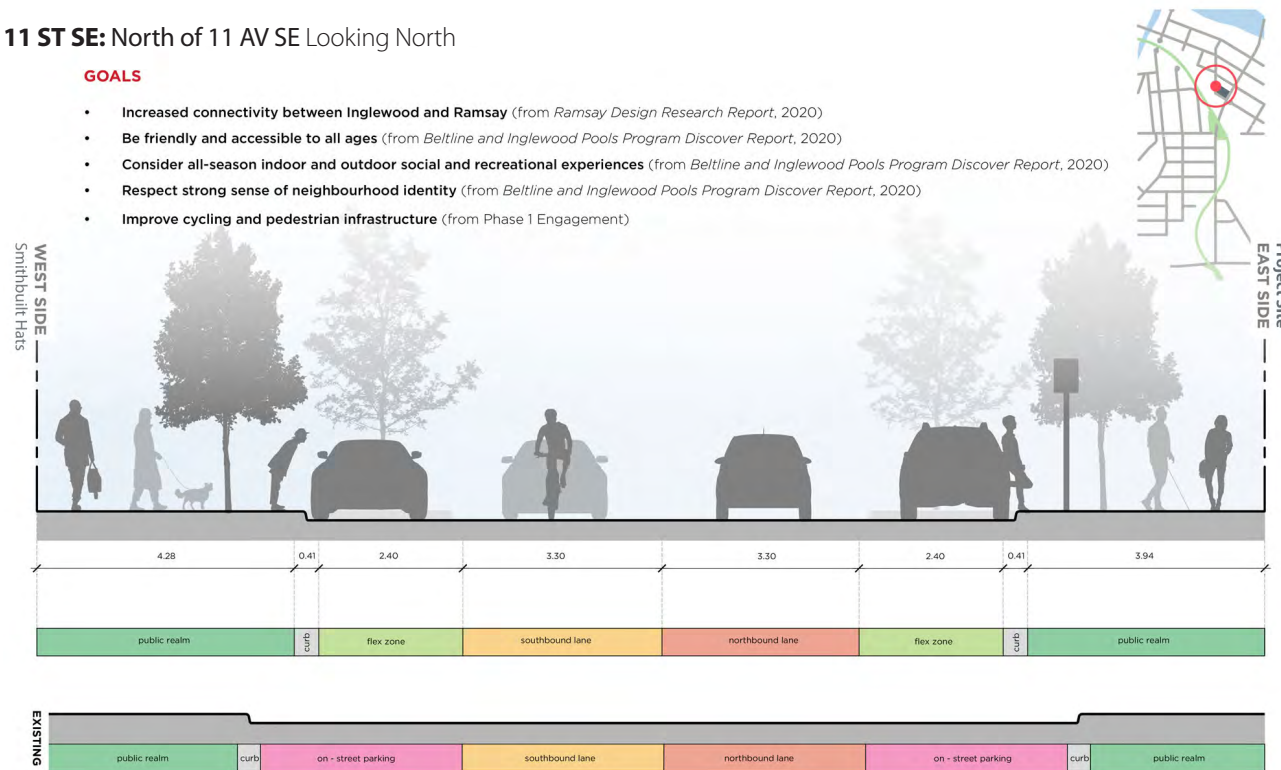


SOURCE: City of Calgary

11 ST SE: North of 11 AV SE Looking North

GOALS

- Increased connectivity between Inglewood and Ramsay (from Ramsay Design Research Report, 2020)
- Be friendly and accessible to all ages (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Consider all-season indoor and outdoor social and recreational experiences (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Respect strong sense of neighbourhood identity (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Improve cycling and pedestrian infrastructure (from Phase 1 Engagement)



SOURCE: City of Calgary

Supporting Development Applications

Land Use Redesignation

Mixed Use General (MU-1f6.5h45)

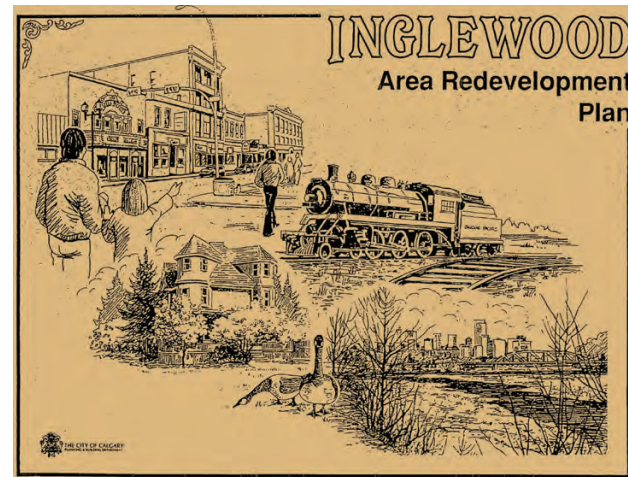
The current Land Use District maximum building height and floor area ratio (FAR) modifiers do not support the redevelopment vision for a 12-storey mixed use development that meets the goals of the Ownership-Partnership Group.

To realize the goals and program requirements of the new Inglewood Fire Station: Integrated Mixed Use Facility, the project team will be seeking a Land Use Redesignation to transition the project site from the existing Commercial - Corridor 2 District (C-COR2f2.8h12) to the Mixed Use - General District, with a maximum Floor Area Ratio of 6.5 and maximum building height of 45m (MU-1f6.5h45).

Concurrent Development Permit Process

To provide additional certainty to all stakeholders and ensure a high-quality bricks-and-mortar outcome that is directly aligned with the proposed land use change, the project team will submit a Development Permit for the Inglewood Fire Station: Integrated Mixed Use Facility concurrently.

Submitting the Land Use Redesignation and Development Permit applications together allows the land use change and the detailed architectural design to be reviewed together by City of Calgary Administration, stakeholders, and decision-makers.



Inglewood Area Redevelopment Plan Approved 1993

Supporting Local Area Plan Amendment

To realize the proposed Land Use Redesignation, a site-specific policy amendment to Table 3 of the *Inglewood Area Redevelopment Plan (ARP)* will be required to support a redesignation to a Mixed Use District and provide applicable development guidelines for the project site.

Stakeholder Outreach

Best Practice Approach

As part of the upcoming concurrent Land Use Redesignation and Development Permit application process, the project team is committed to delivering a best-practice stakeholder outreach process to ensure all stakeholders have easy access to detailed project information and are able to share their feedback directly with the project team. A supporting Stakeholder Outreach Strategy will inform the team's approach and will be reviewed with Administration prior to submission.

Key elements of the Stakeholder Outreach Strategy include but are not limited to:

- *Dedicated City of Calgary Project Web Portal (engage.calgary.ca)*
- *Project Email Inbox (engage@calgary.ca)*
- *Supplementary On-Site Signage*
- *Community Newsletter Advertorial(s)*
- *Project E-newsletter(s)*
- *Neighbour Information Mailer(s)*
- *Virtual Information Session(s)*
- *Stakeholder & Community Organization Meeting(s)*
- *What We're Hearing Summary / What We Heard Report*

Balancing Multiple Interests

A meaningful outreach process is more than a compilation of input by the project team. The project team's role, as Applicant and Outreach Lead, requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions.

The array of interests that influence any development project include, but are not limited to:

1. Calgary's Growth & Development Goals

City-wide goals and priorities that shape the sustainable future of Calgary and its communities.

2. Local Area Policy

Existing and emerging plans and policies that guides development.

3. Development Vision & Design Principles

Mixed use, transit supportive projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.

4. Economic Viability

The need to design and deliver financially viable projects.

5. Stakeholder Feedback

What various stakeholders think and say about an issue or project.

Section 2

Concept Design

Concept Design

Project Principles

Balancing Multiple Interests



Optimize Strategic Growth & Investment

Support compact strategic growth, economic resiliency, and multi-modal connectivity by locating new residential and commercial intensity in proximity to significant capital and transit infrastructure projects, like the MAX Purple BRT and future Green Line LRT.



Integrate Diverse Public & Private Uses

Deliver a fully integrated building program that considers the functional needs and preferences of future building users, residents and visitors while supporting the goals of the Integrated Civic Facility Planning (ICFP) Program.



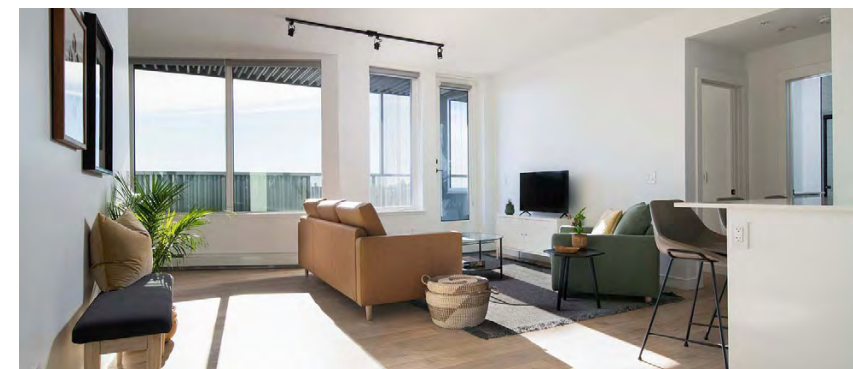
Enhance The Public Realm

Introduce a high quality public realm and people-friendly destination through thoughtful building interface design that complements the 9 Avenue Streetscape Master Plan and planned Ramsay-Inglewood Station Area Improvements.



Lead With Great Architecture

Design a visually and physically attractive building that uses building form, materials, texture, and colour to create positive complementary impacts on the streetscape and public realm.



Introduce Diverse New Housing Options

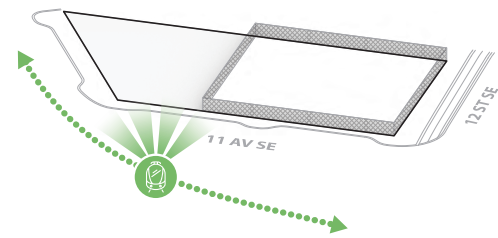
Create new, diverse and community-focused housing options for Calgarians of all ages, wages and stages — including those who opt for vehicle-free lifestyles in transit-supportive and amenity-rich communities like Inglewood and Ramsay.



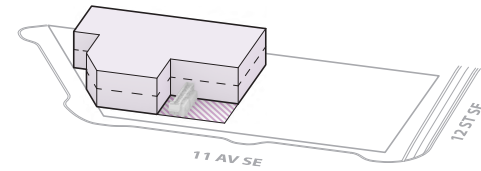
Connect Calgarians To Local Amenities

Strengthen the connection between people and where they live by introducing new neighbourhood-focused retail and amenities that promote walkability and local connectivity.

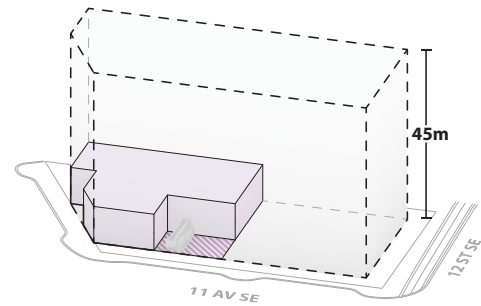
Concept Design
Design Considerations



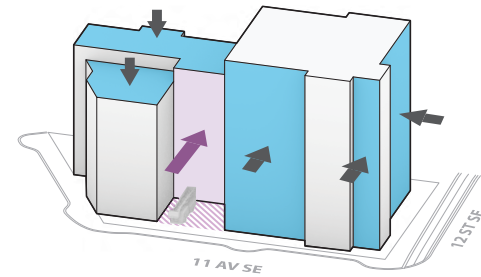
1. Strategic City-Owned Site
Realize the full potential of a comprehensive transit-oriented mixed use development opportunity.



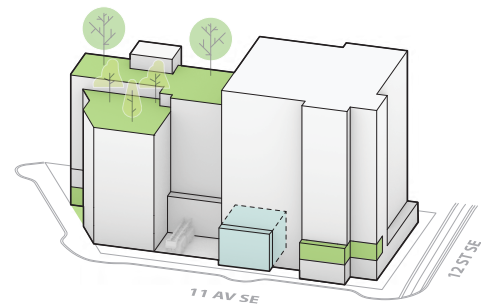
2. Priority Fire Station
Accommodate the program requirements of a modern 2-bay community Fire Station.



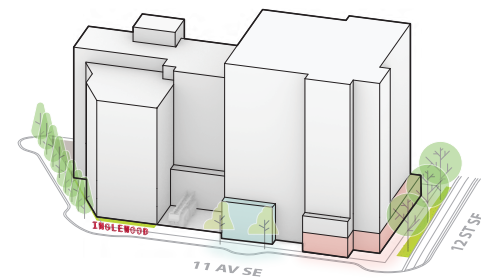
3. Emerging Local Area Policy
Align maximum building scale to reflect the emerging draft policy of the Historic East Calgary Local Area Plan.



4. Massing & Scale Relief
Provide the required Fire Station tarmac overhead clearance while introducing transitions of building mass and scale.

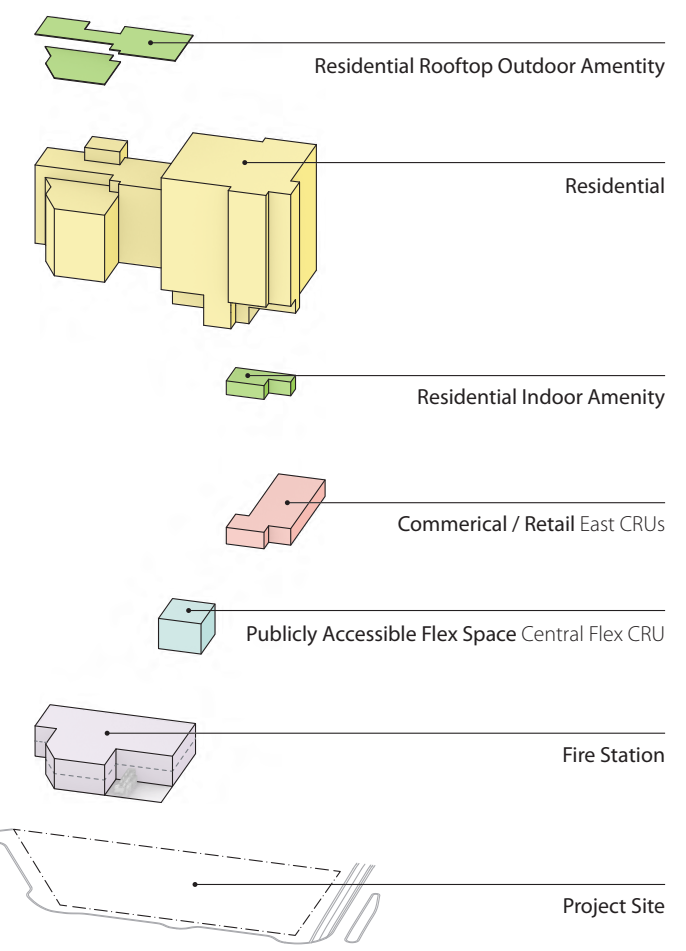
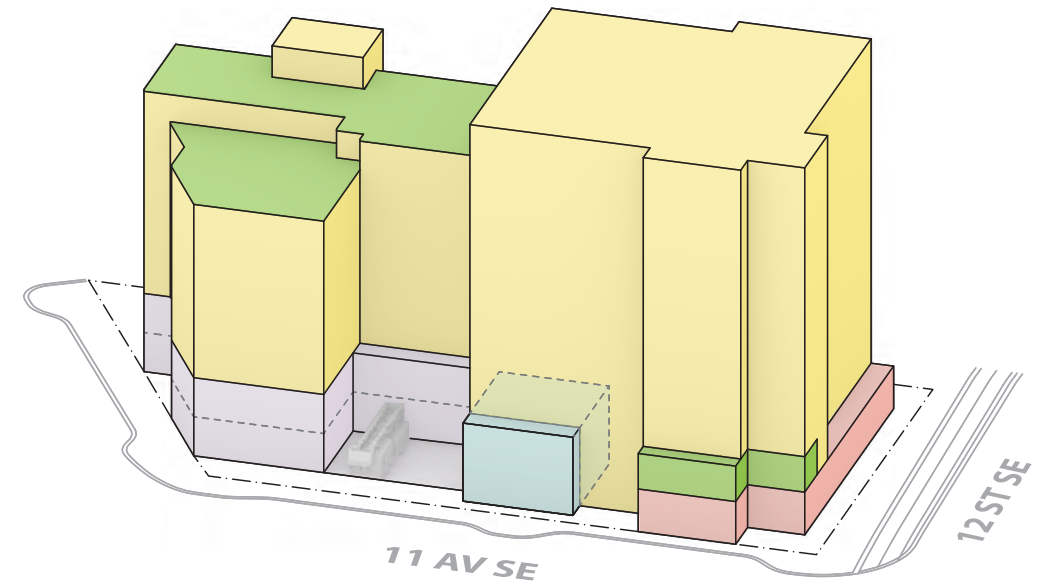


5. Resident / User Amenities & Publicly Accessible Flex Space
Introduce indoor / outdoor resident and user amenity spaces, with a flexible publicly accessible programmable space at grade.



6. Streetscape Activation
Integrate existing and planned streetscape improvements to activate all street-fronting building edges.

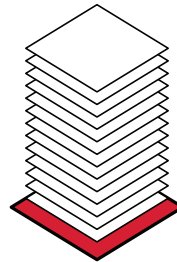
Concept Design
Building Program



Concept Design
Project At A Glance

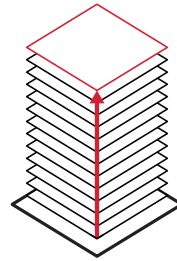
Site Area

0.27 ha **2,667m²**
0.66 ac 28,707 ft²



Building Height

45m **±40m**
Maximum Height (12 Storeys) Concept Design Height (TBD)



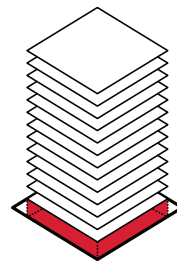
Building Intensity

6.5 **±17,385m²**
Maximum Floor Area Ratio Gross Floor Area (187,130 ft²)



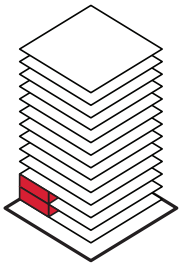
On-site Parking

1 Level Underground Parkade	±36 Resident Vehicle Stalls	±16 Visitor Vehicle Stalls
±66 Total Vehicle Stalls	±110 Class I Resident Bicycle Stalls	±14 CFD Vehicle Stalls (incl. 2 CFD visitor)



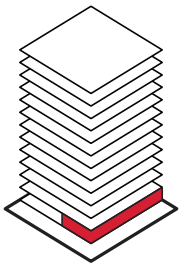
Fire Station Floor Area

±1,310m²
Gross Floor Area (±14,100 ft²)



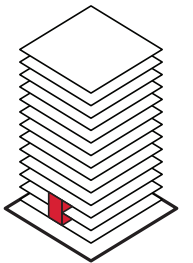
Commercial / Retail Floor Area East CRUs

±335m²
Net Floor Area (±3,600 ft²)



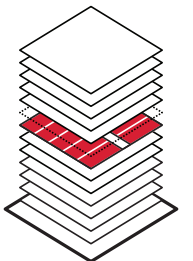
Publicly Accessible Flex Space Floor Area Central Flex CRU

±135m²
Net Floor Area (±1,450ft²)



Residential Units

±213 Total Units	±54 Studio (±25%)	±52 2-Bed (±25%)
	±106 1-Bed (±50%)	±1 3-Bed (<1%)



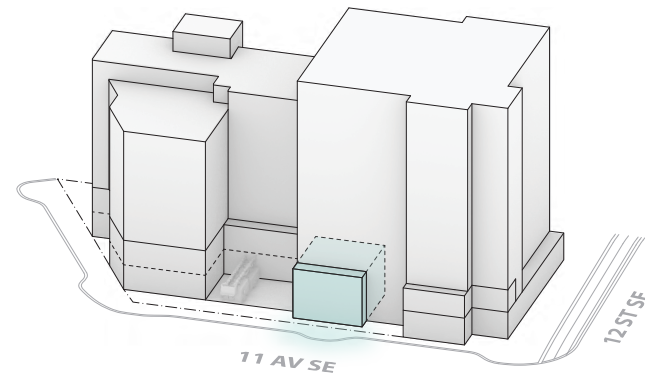
Private Building Program Innovation

Publicly Accessible Flex Space

Building on the Success of 'Gopher Park'

As part of the private mixed use development program, RNSQR and the project team are actively exploring opportunities to integrate the most successful and active elements of the grassroots-led 'Gopher Park' program.

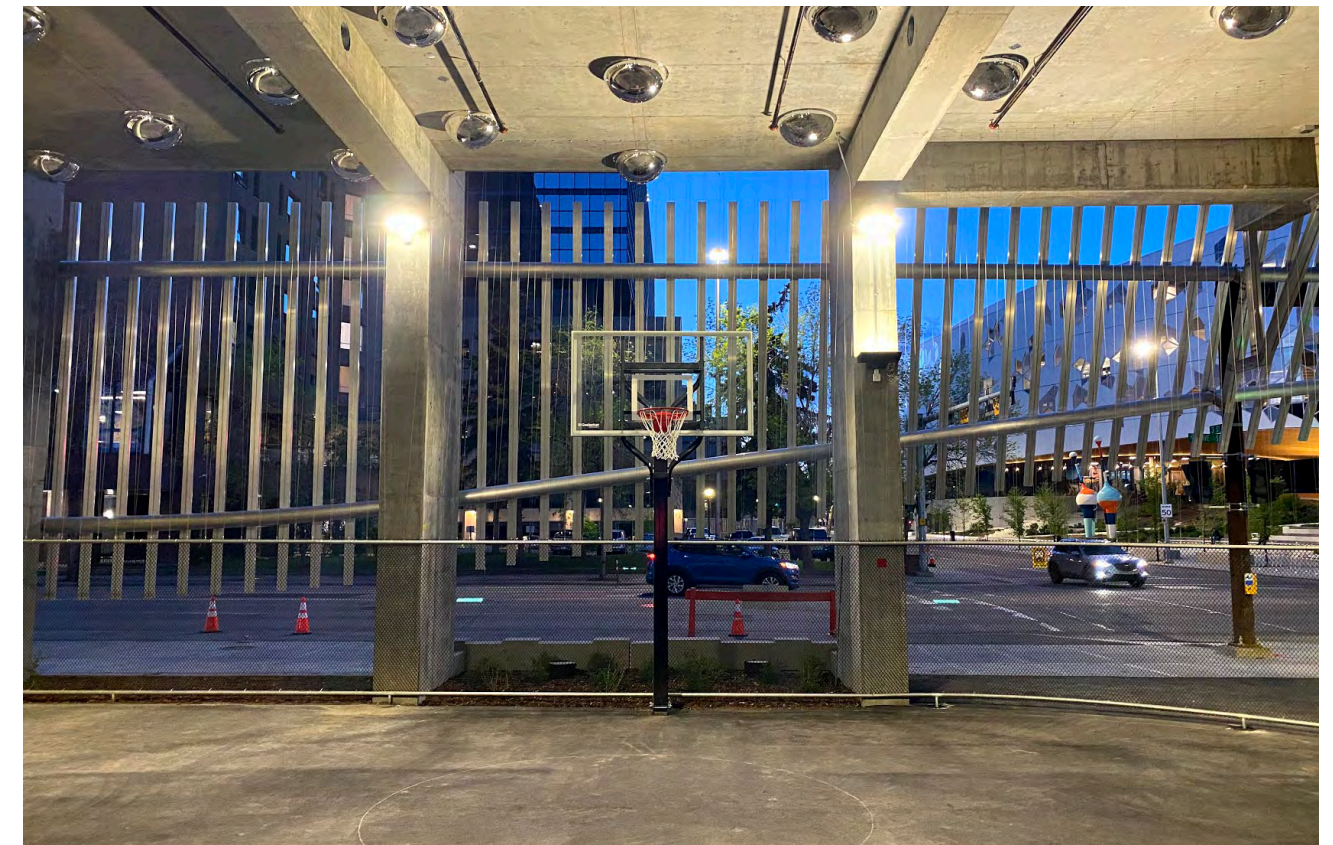
As a result of these exploration, the current development concept includes a central double height 'flex CRU' dedicated to programmatic experimentation as a 'Publicly Accessible Flex Space'. With a nod to 'Gopher Park' and other successful activations like The Bounce at East Village, the central flex CRU has been designed to accommodate the dimensions of typical basketball half-court along with the opportunity to include large-scale operable doors facing 11 AV SE. The flex CRU space will remain under private ownership and is being explored as programmed and accessible to the general public as an indoor activation space, with a program designed to evolve with community and local area organizational needs over time.



The Bounce East Village, Calgary



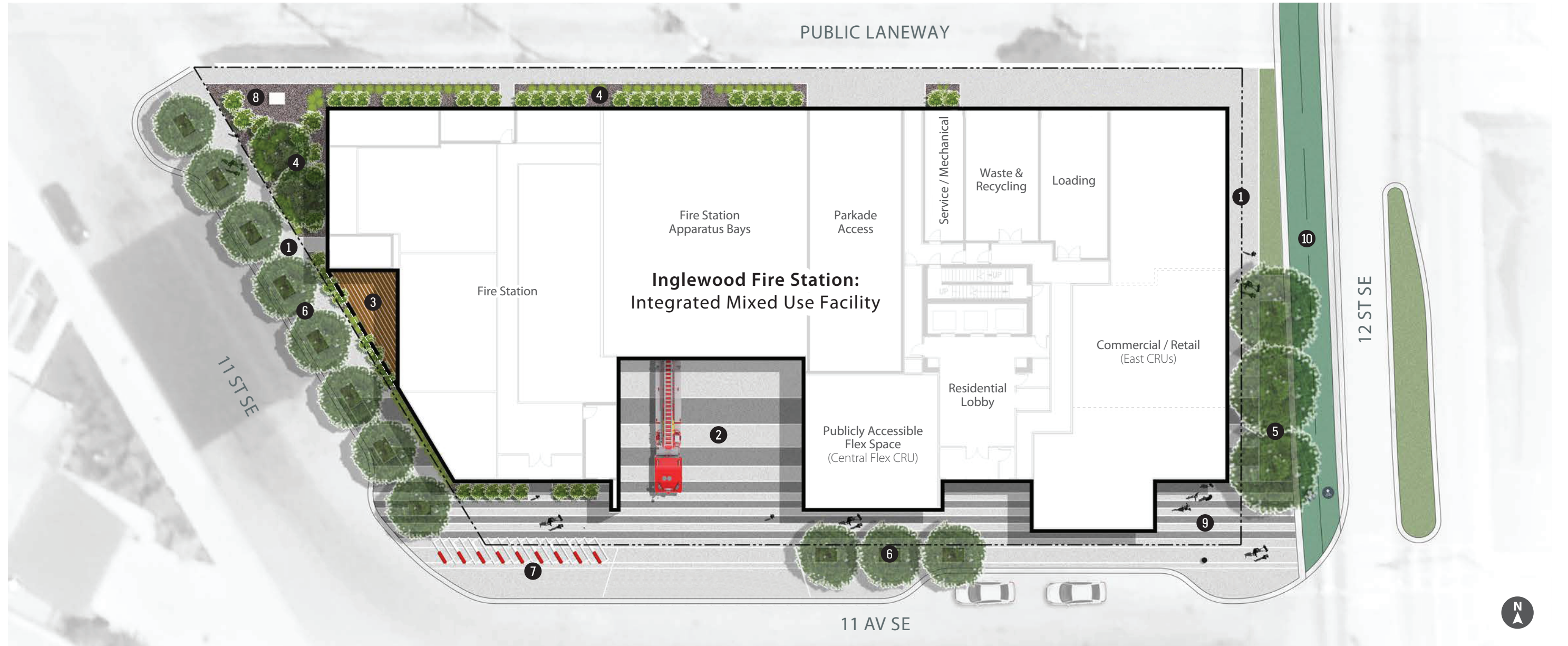
'Gopher Park' basketball half-court in use today



Platform Parkade Court East Village, Calgary

Section 3
Concept Design
Drawings

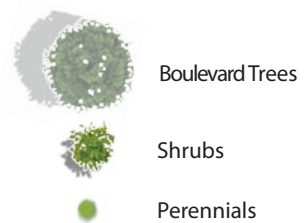
Concept Site Plan Landscape & Public Realm



LEGEND

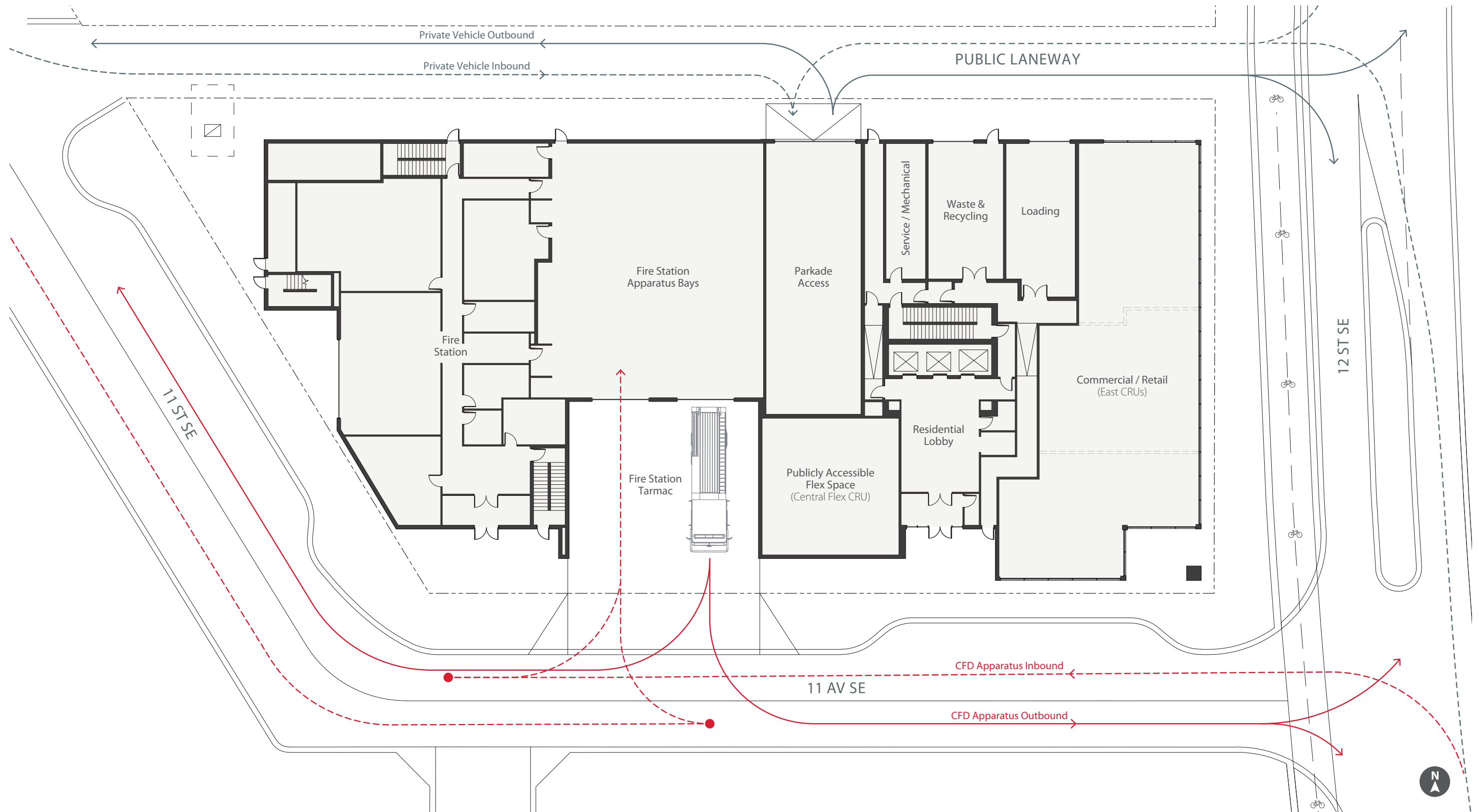
- ① Sidewalk
- ② Fire Station Apron
- ③ Fire Station Outdoor Patio
- ④ Planting Bed
- ⑤ Boulevard Trees in Sod
- ⑥ Boulevard Trees in Tree Grate
- ⑦ Relocated 'Inglewood' Bicycle Rack
- ⑧ Transformer

- ⑨ Corner Plaza
- ⑩ Planned Bike Lane
- Light Grey Color Concrete
- Charcoal Color Concrete
- Sod
- Property Line

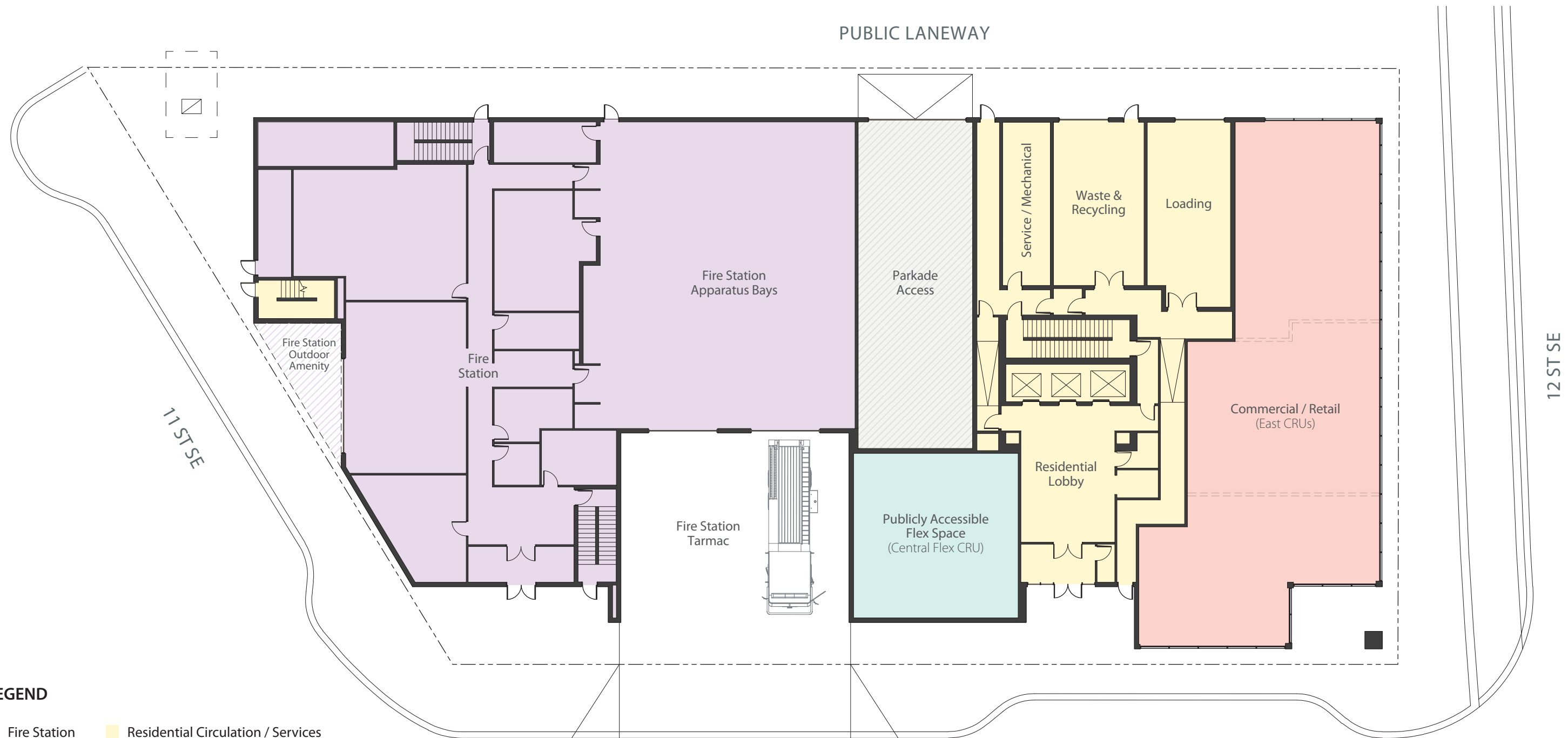


NOTE: All public realm components to be reviewed by and coordinated with Urban Initiatives (City of Calgary)

Concept Site Plan Vehicle Access & Circulation



Concept Program
L01

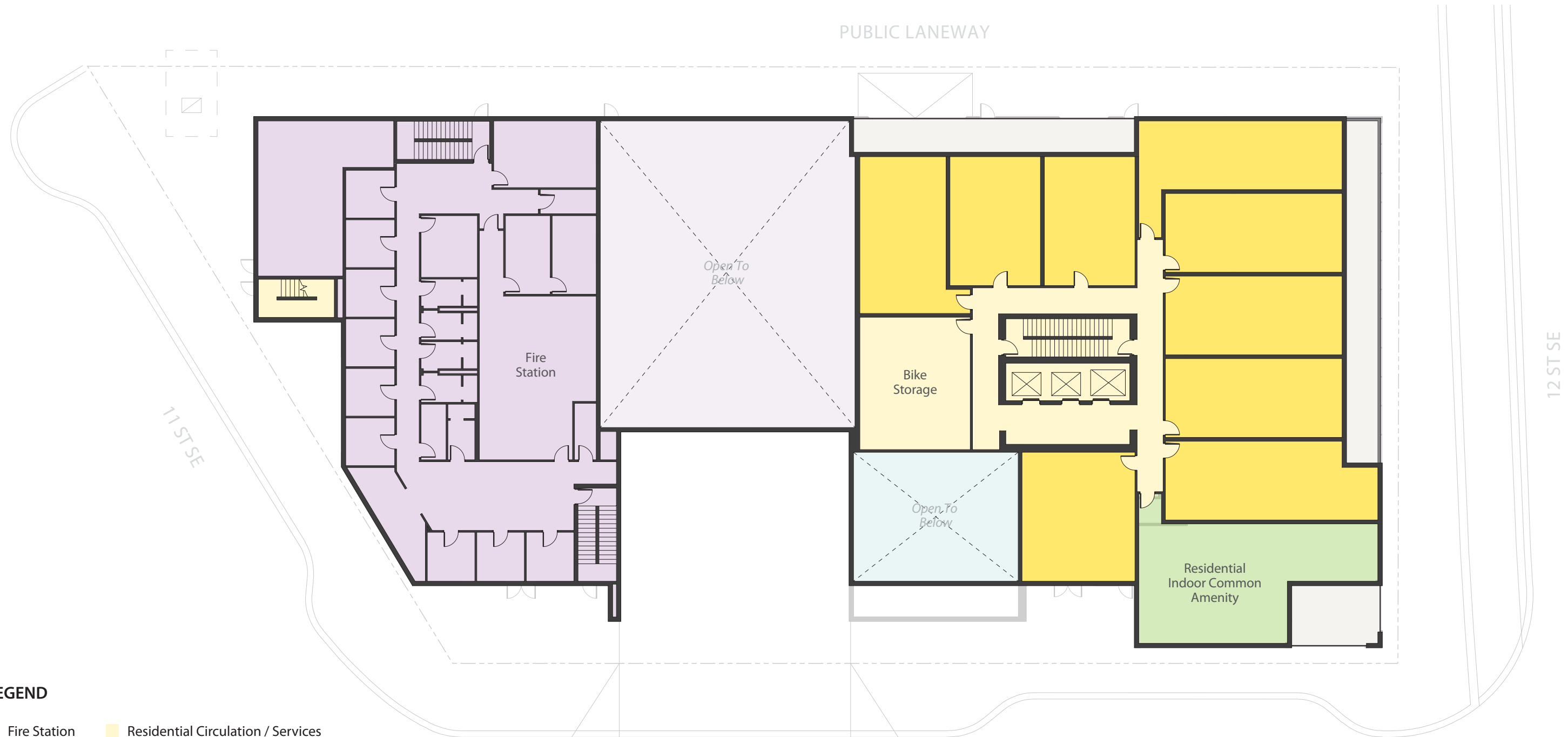


LEGEND

- Fire Station
- Residential Circulation / Services
- Commercial
- Residential Indoor Common Amenity
- Residential
- Residential Outdoor Common Amenity
- Parkade
- Publicly Accessible Flex Space



Concept Program
L02

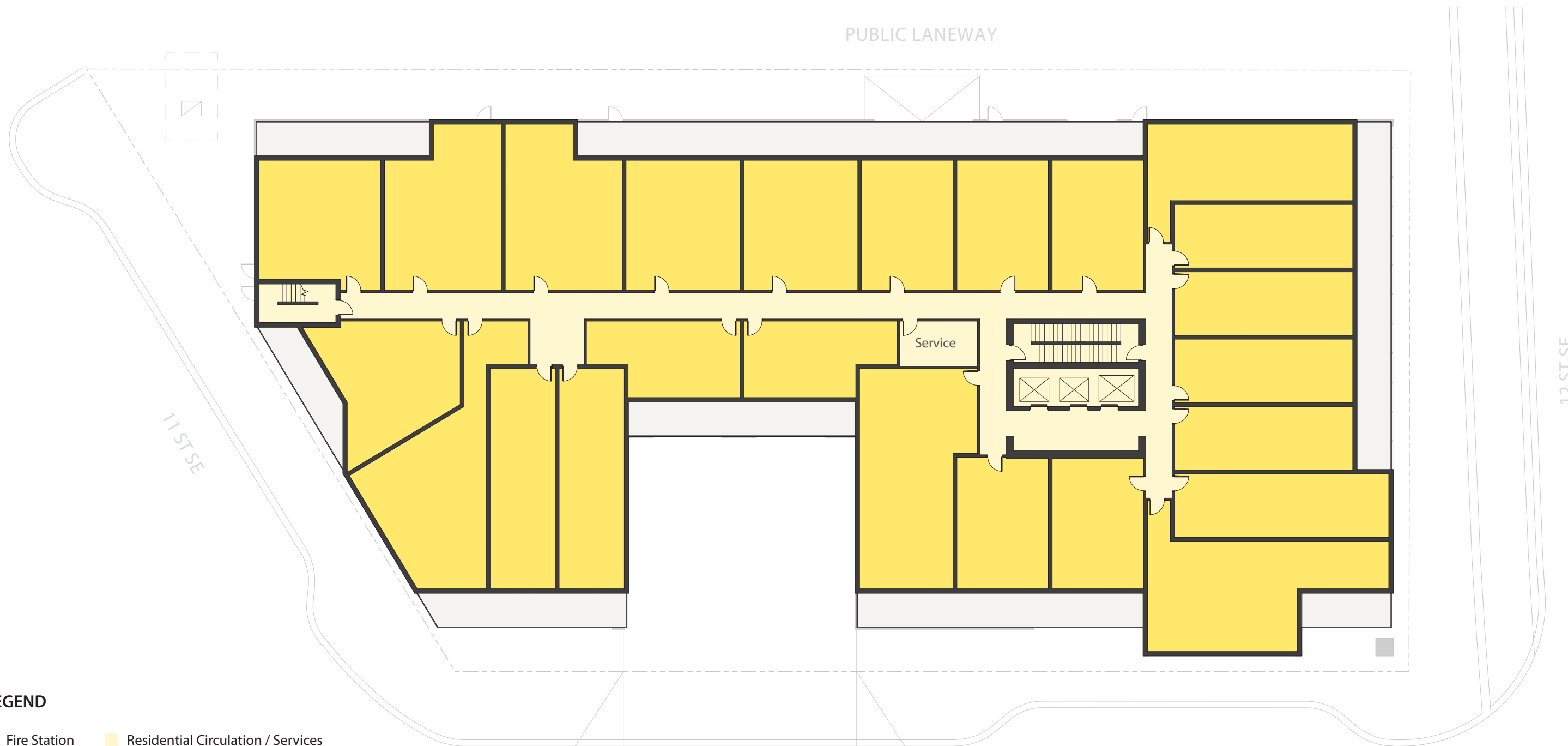


LEGEND

- Fire Station
- Residential Circulation / Services
- Commercial
- Residential Indoor Common Amenity
- Residential
- Residential Outdoor Common Amenity
- Parkade
- Publicly Accessible Flex Space



Concept Program
L03 - 08

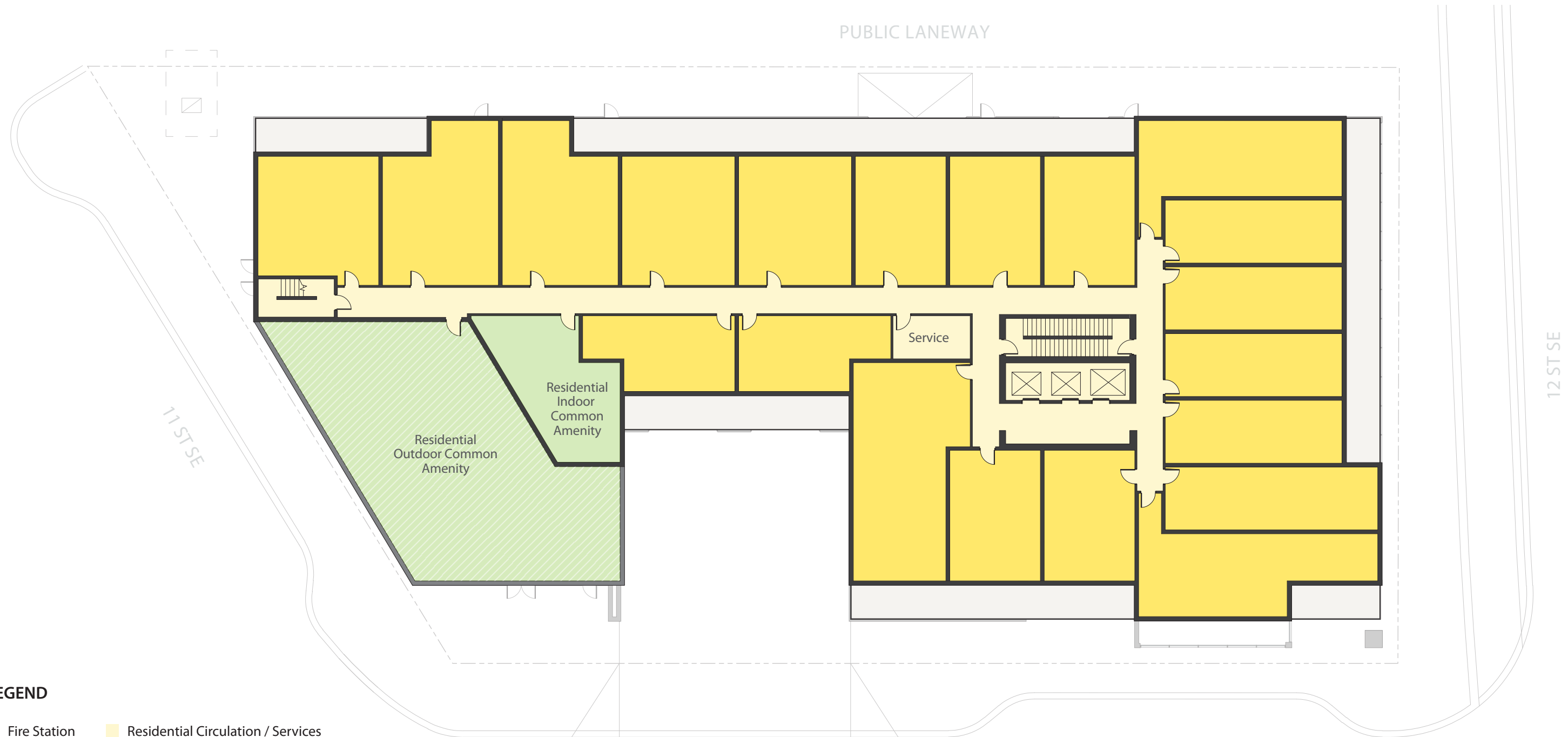


LEGEND

- Fire Station
- Residential Circulation / Services
- Commercial
- Residential Indoor Common Amenity
- Residential
- Residential Outdoor Common Amenity
- Parkade
- Publicly Accessible Flex Space



Concept Program
L09

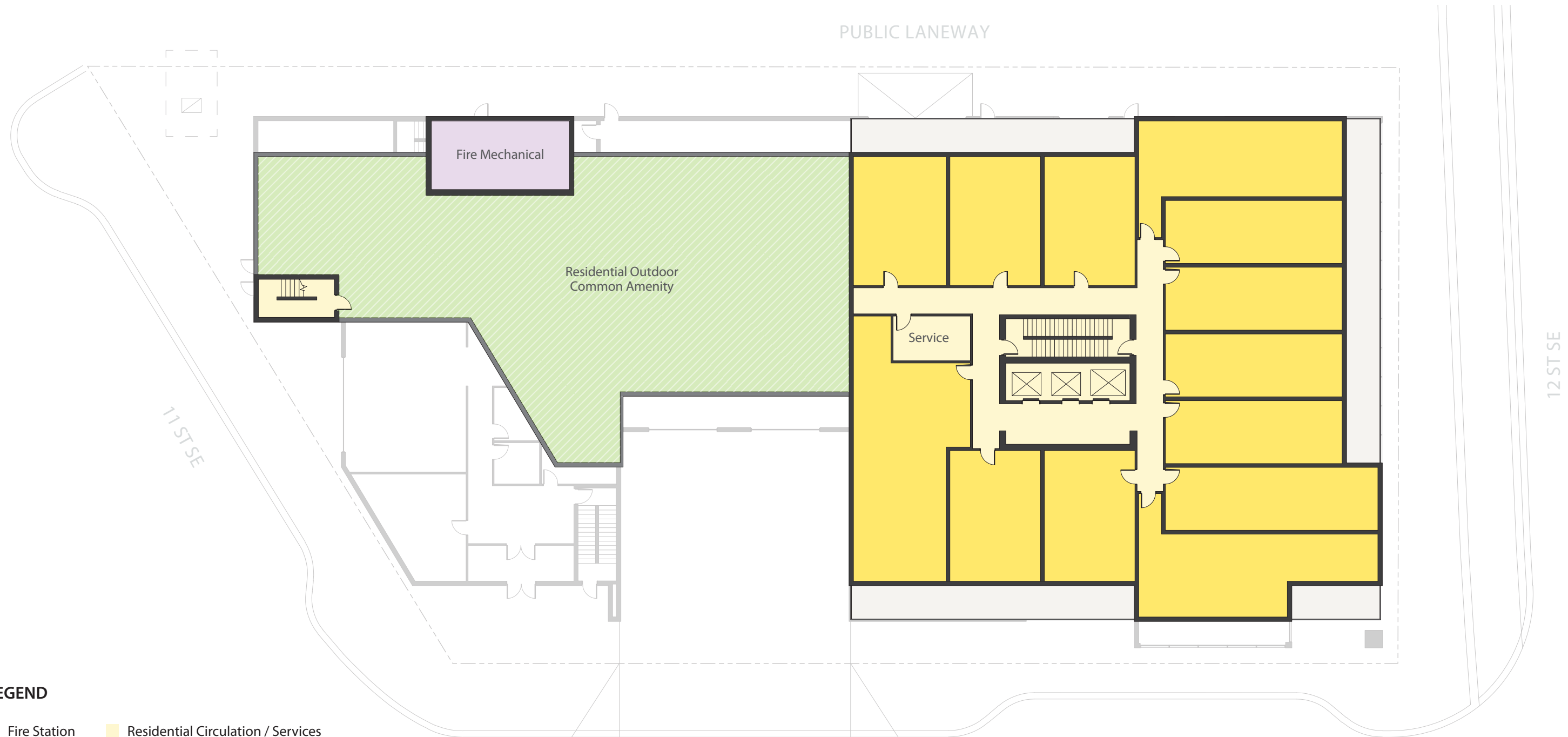


LEGEND

- Fire Station
- Residential Circulation / Services
- Commercial
- Residential Indoor Common Amenity
- Residential
- Residential Outdoor Common Amenity
- Parkade
- Publicly Accessible Flex Space



Concept Program
L10

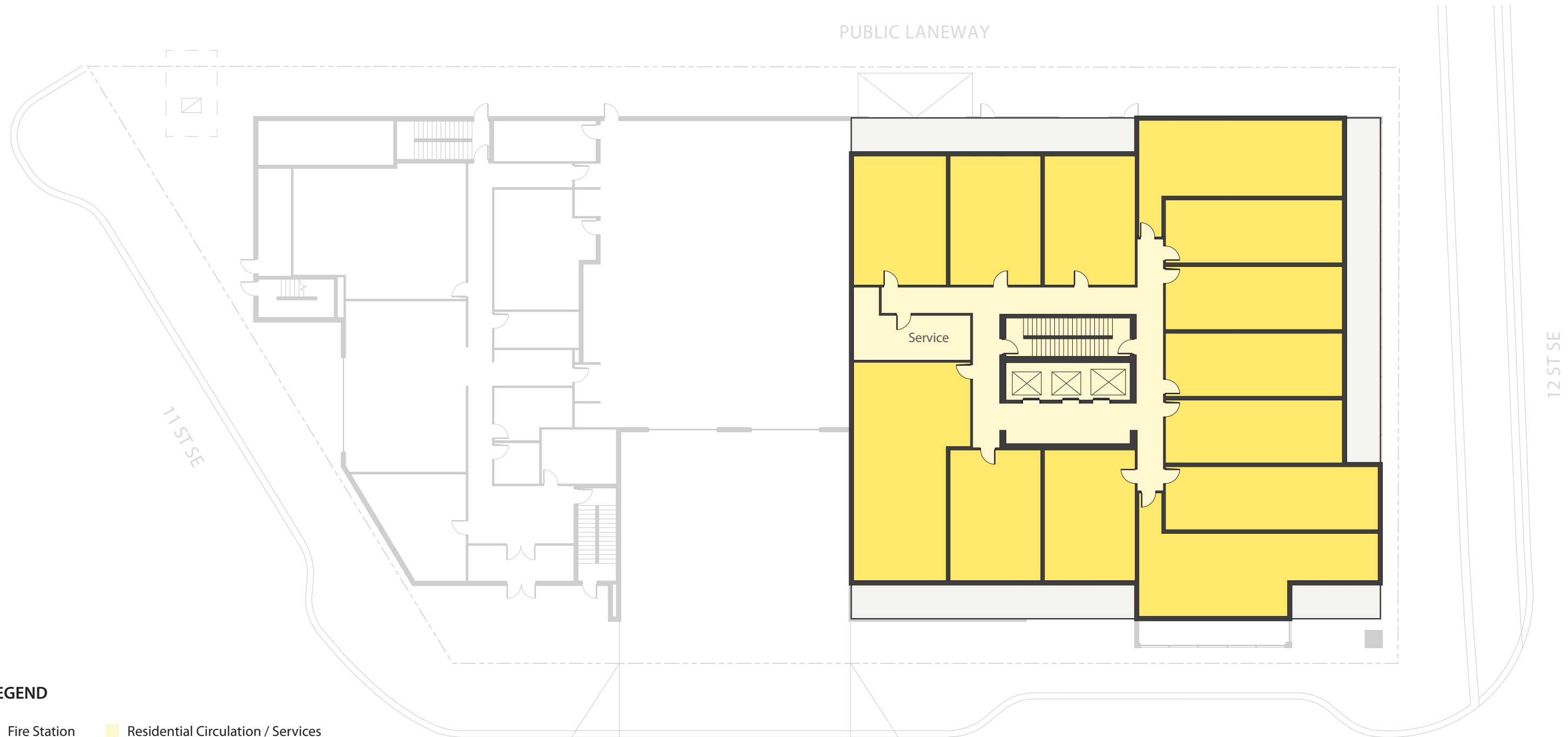


LEGEND

- Fire Station
- Residential Circulation / Services
- Commercial
- Residential Indoor Common Amenity
- Residential
- Residential Outdoor Common Amenity
- Parkade
- Publicly Accessible Flex Space



Concept Program
L11 - L12

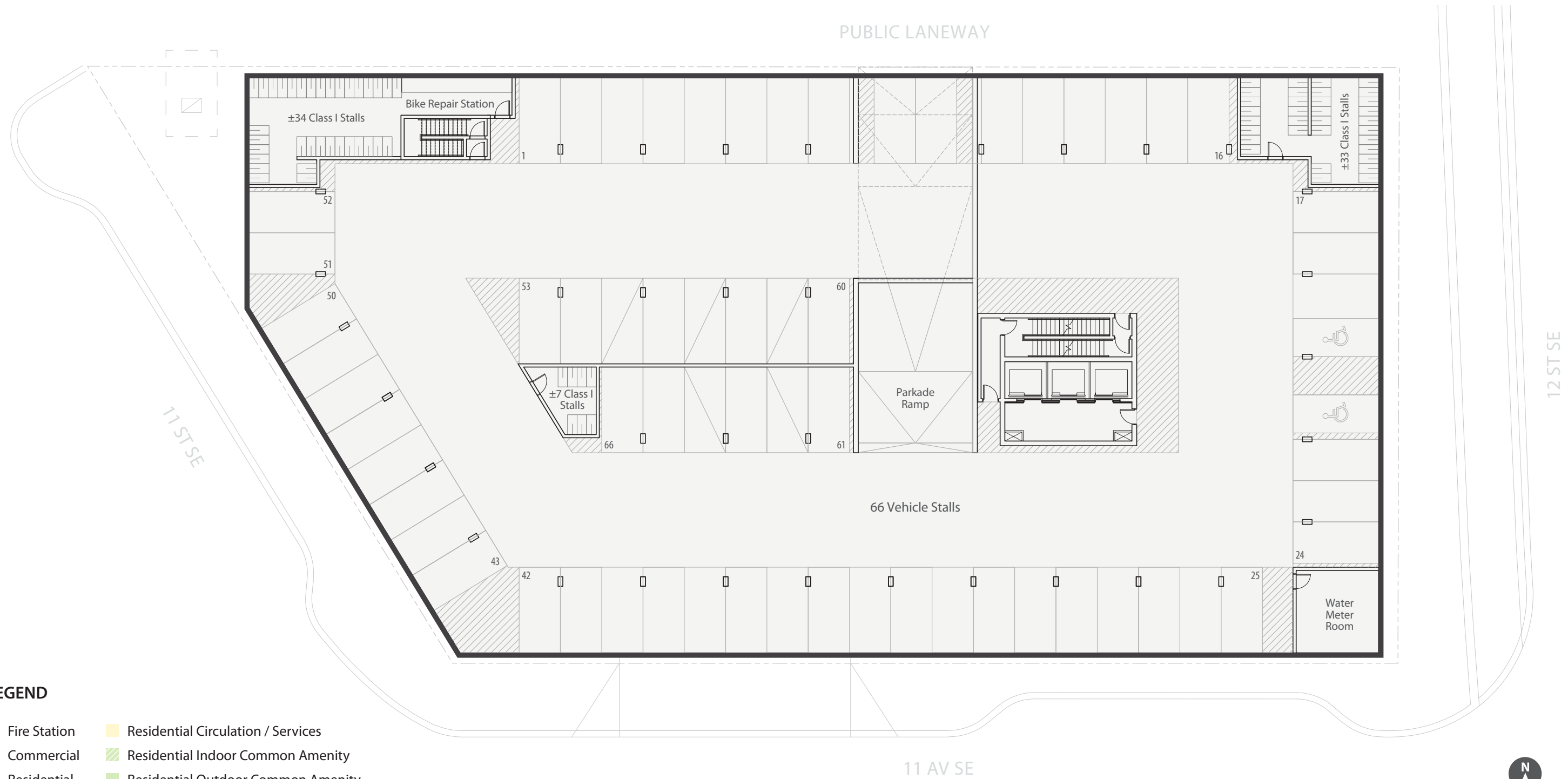


LEGEND

- Fire Station
- Commercial
- Residential
- Parkade
- Residential Circulation / Services
- Residential Indoor Common Amenity
- Residential Outdoor Common Amenity
- Publicly Accessible Flex Space



Concept Program
B01



LEGEND

- Fire Station
- Residential Circulation / Services
- Commercial
- Residential Indoor Common Amenity
- Residential
- Residential Outdoor Common Amenity
- Parkade
- Publicly Accessible Flex Space



Concept Elevation
South



11 AV SE

Concept Elevation
East



12 ST SE

Concept Elevation
North



Public Laneway

Concept Elevation
West

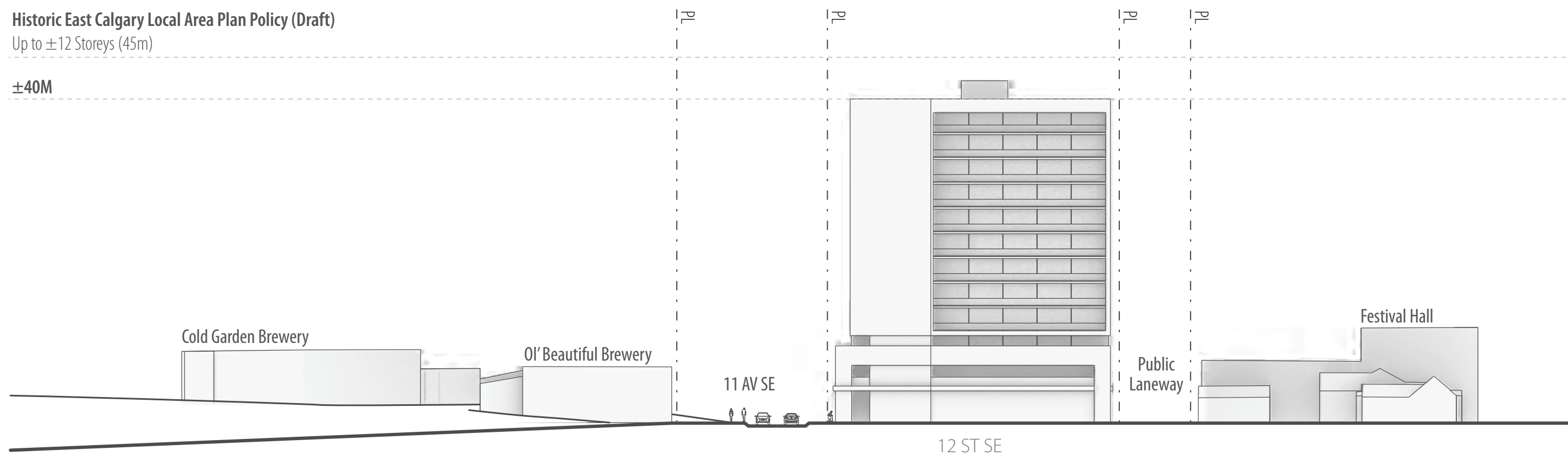


11 ST SE

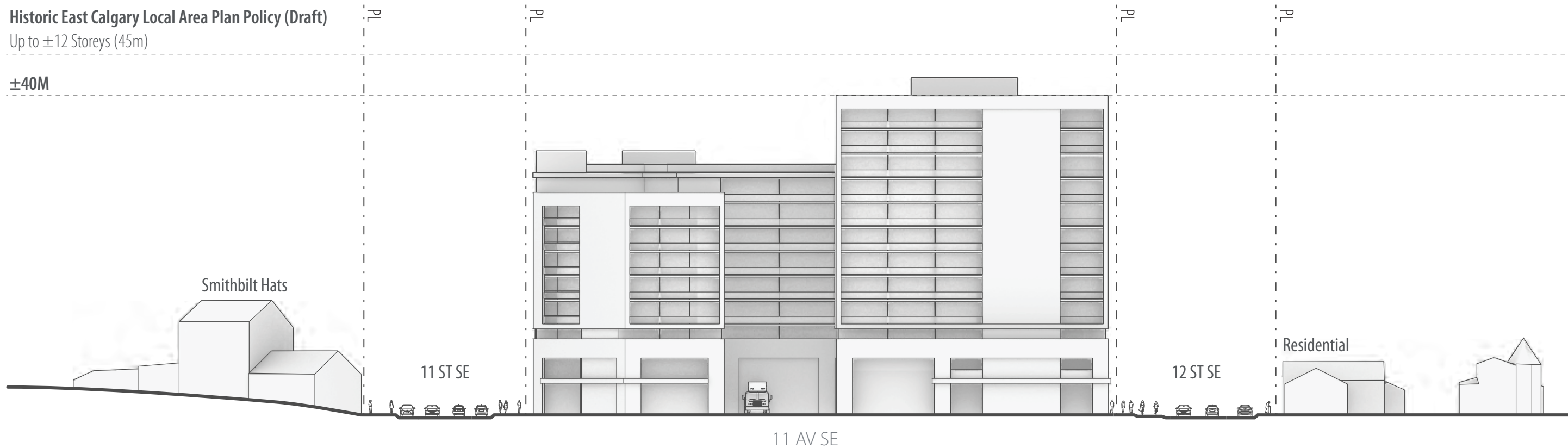
Concept Context Elevation East

Historic East Calgary Local Area Plan Policy (Draft)
Up to ±12 Storeys (45m)

±40M

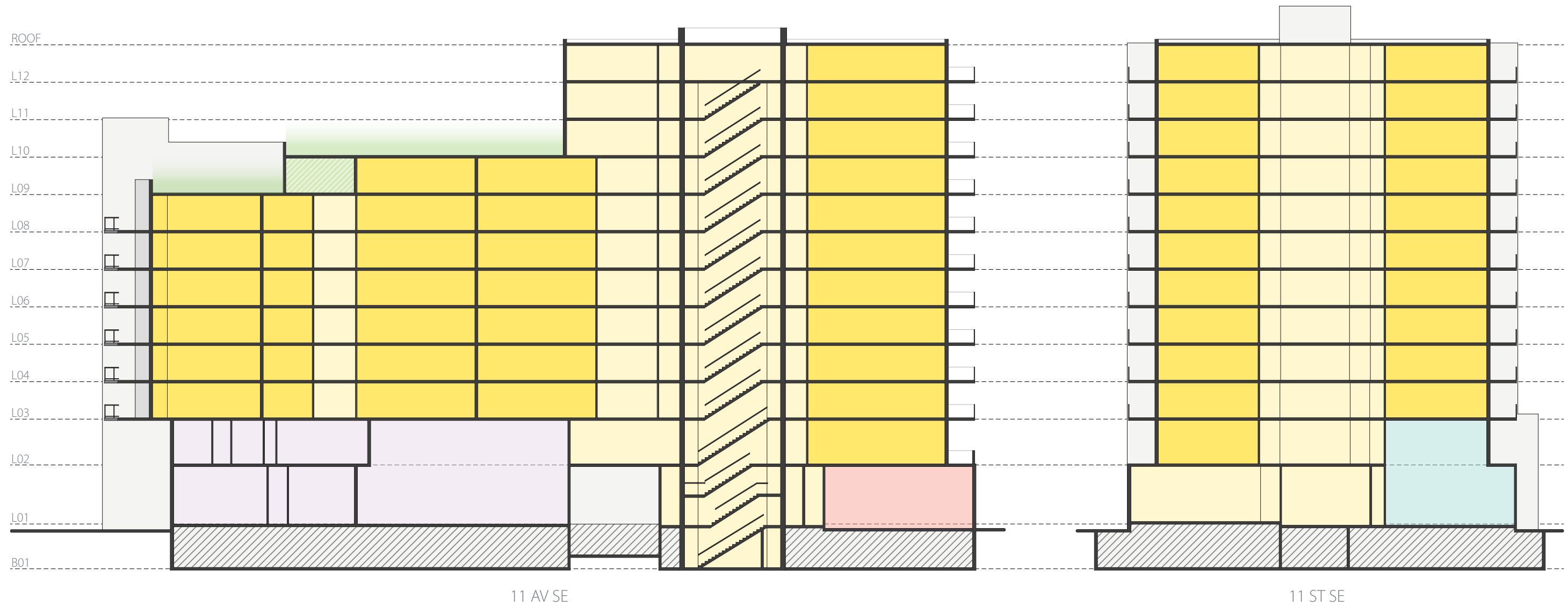


Concept Context Elevation
South



Concept Section
Looking North

Concept Section
Looking East



LEGEND

- Fire Station
- Commercial
- Residential
- Parkade
- Residential Circulation / Services
- Residential Indoor Common Amenity
- Residential Outdoor Common Amenity
- Publicly Accessible Flex Space

Emerging Materiality
Colour & Texture



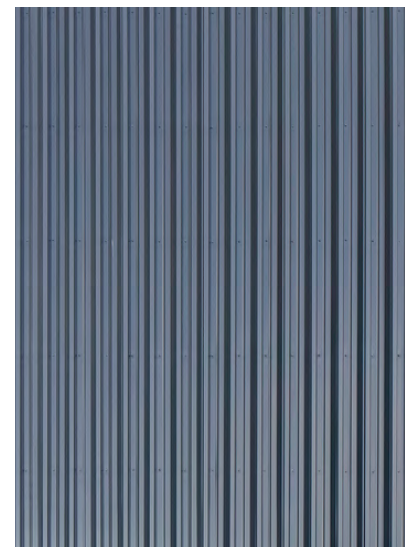
Brick: Solid & Screen
Red



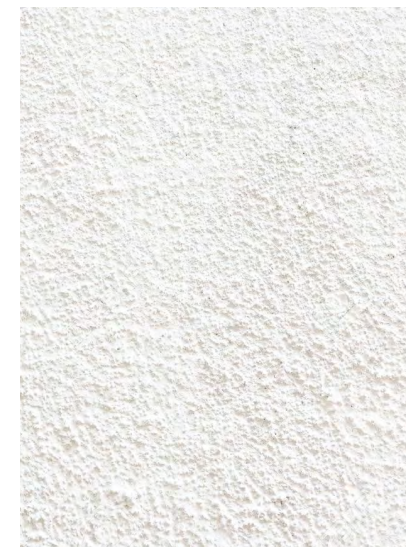
Plank Soffit
Charcoal



Concrete
Light Grey



Corrugated Metal
Charcoal



Cementitious Finish
White

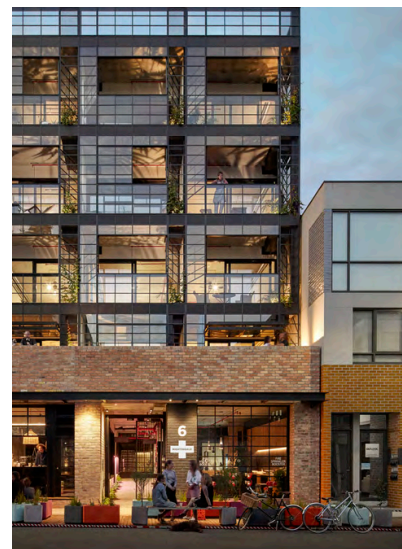


Metal Panel
Grey

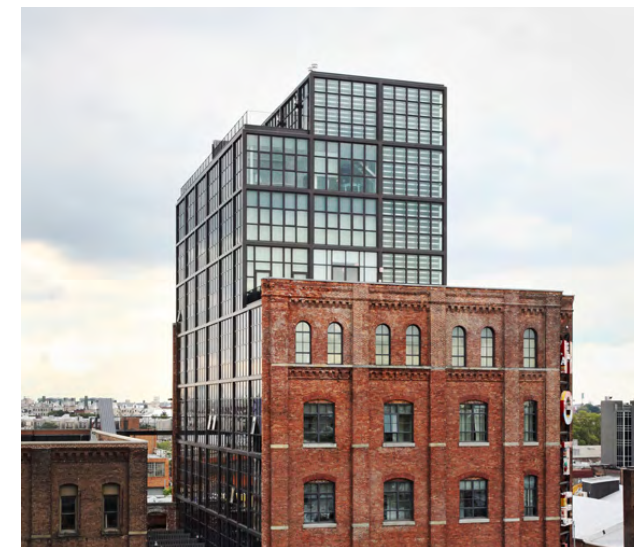
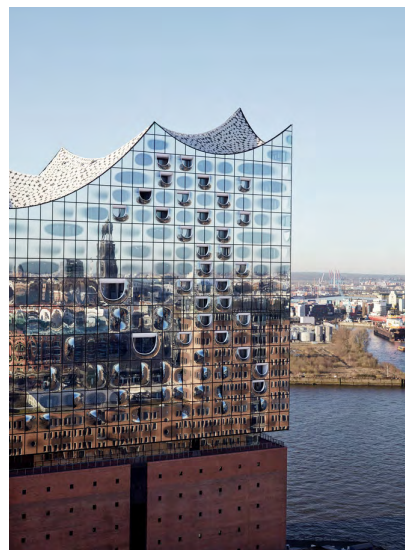
Emerging Materiality
Precedents



Emerging Design Elements
Industrial Character



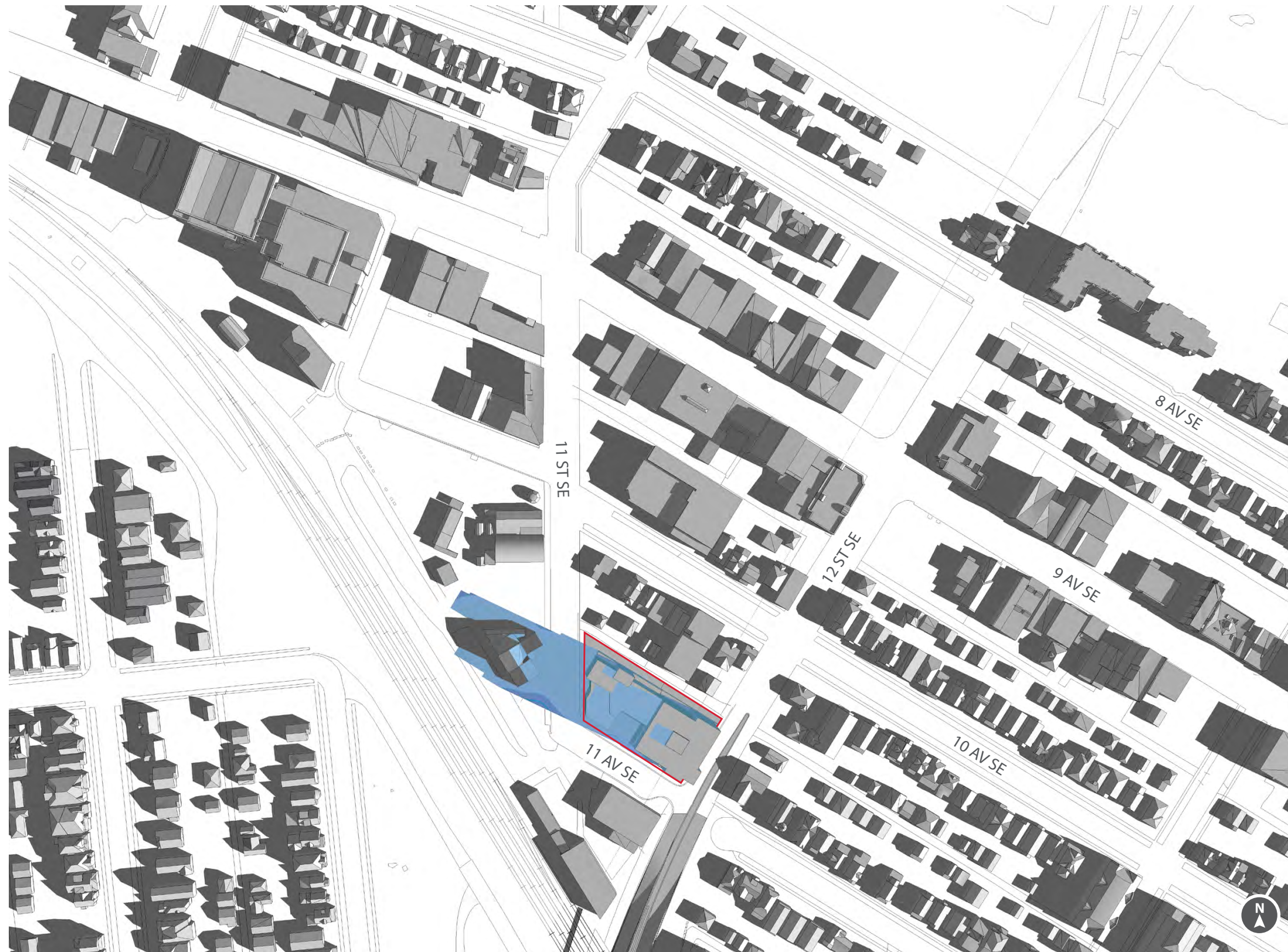
Emerging Architectural Expression
Stacked Form



Concept Massing Development Context



Concept Shadow Study
March / September 21 8AM



NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

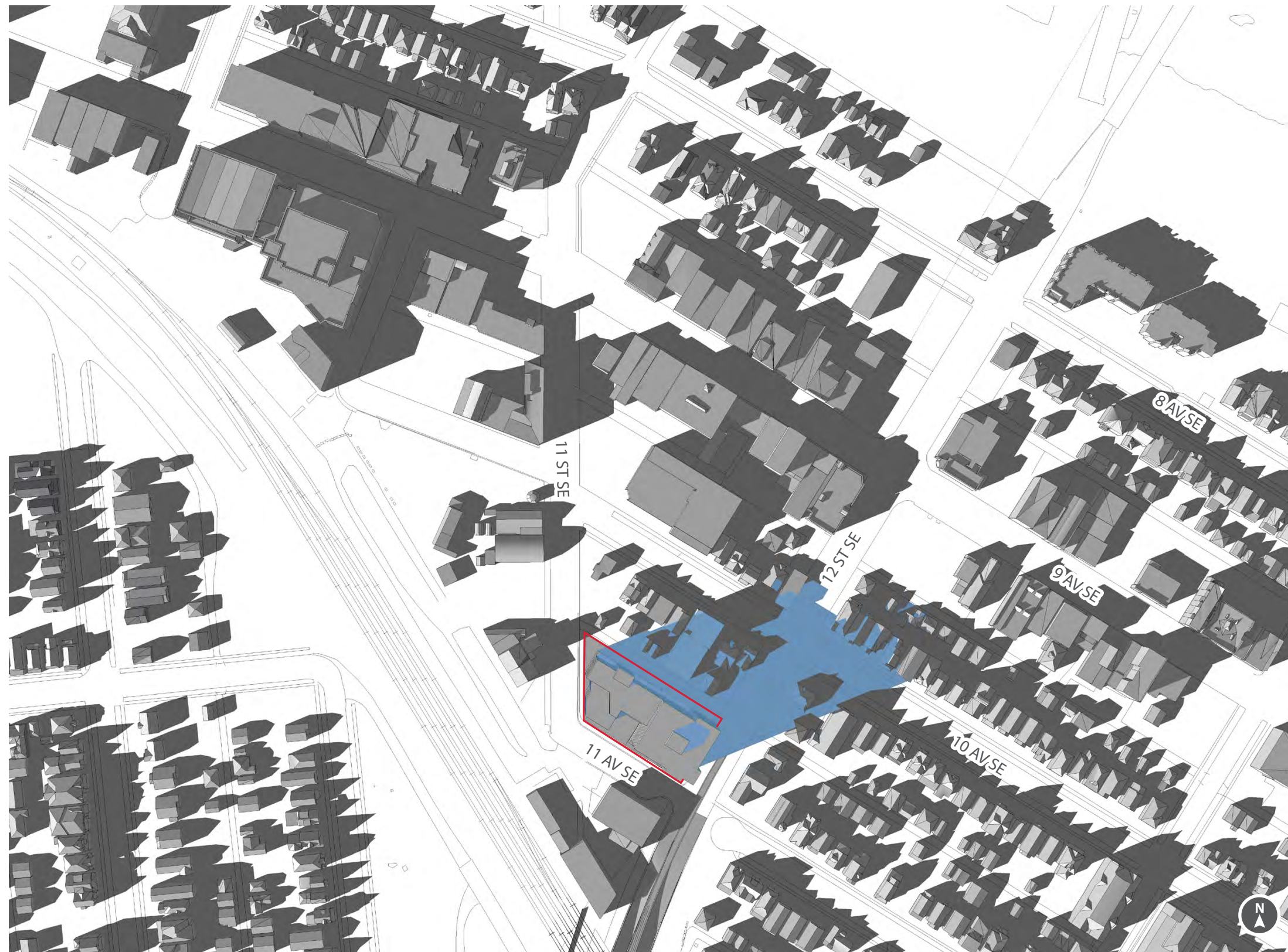
Concept Shadow Study
March / September 21 Noon



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Concept Shadow Study

March / September 21 4PM



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Concept Shadow Study

June 21 8AM



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Concept Shadow Study

June 21 Noon



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Concept Shadow Study

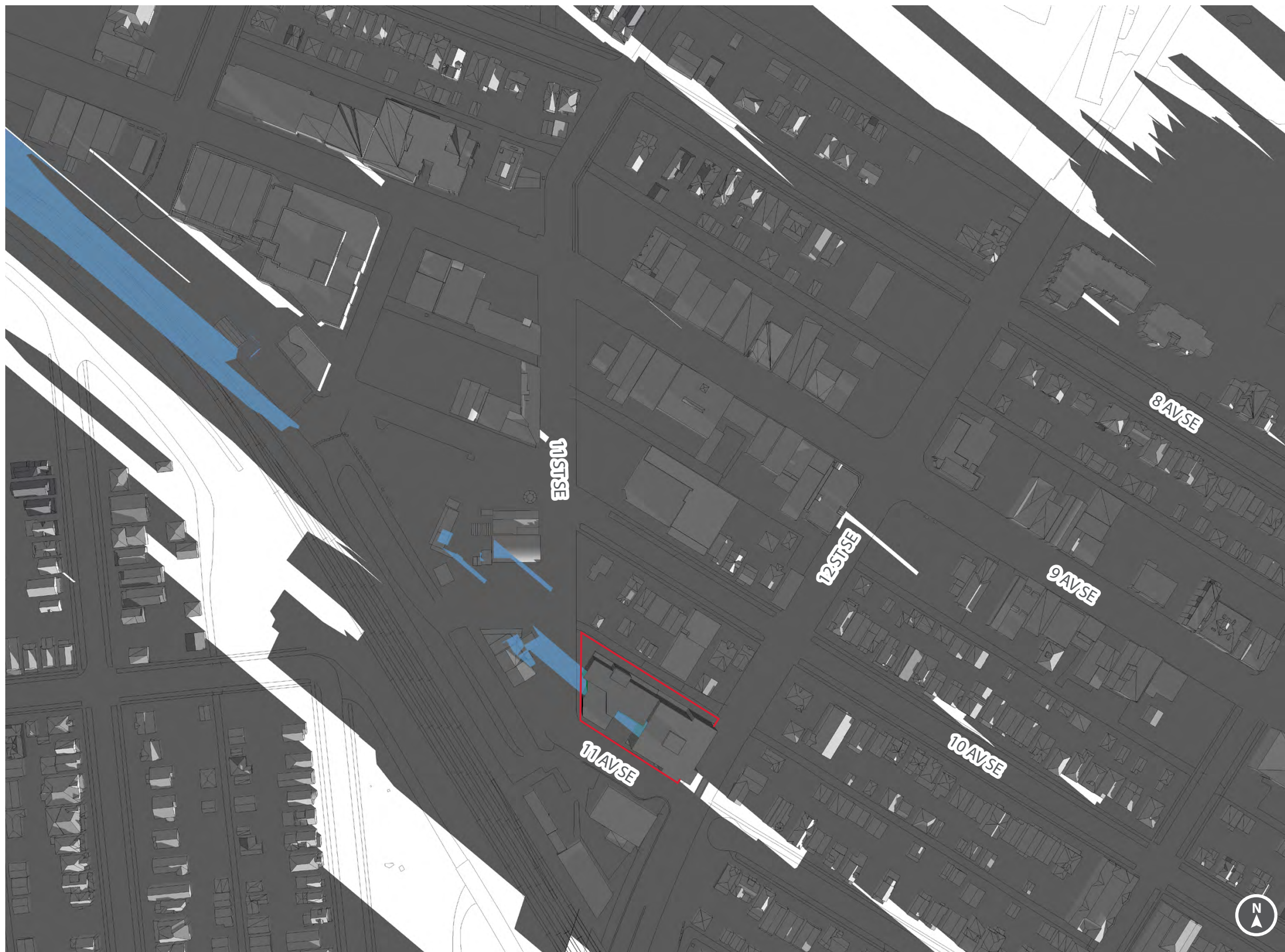
June 21 4PM



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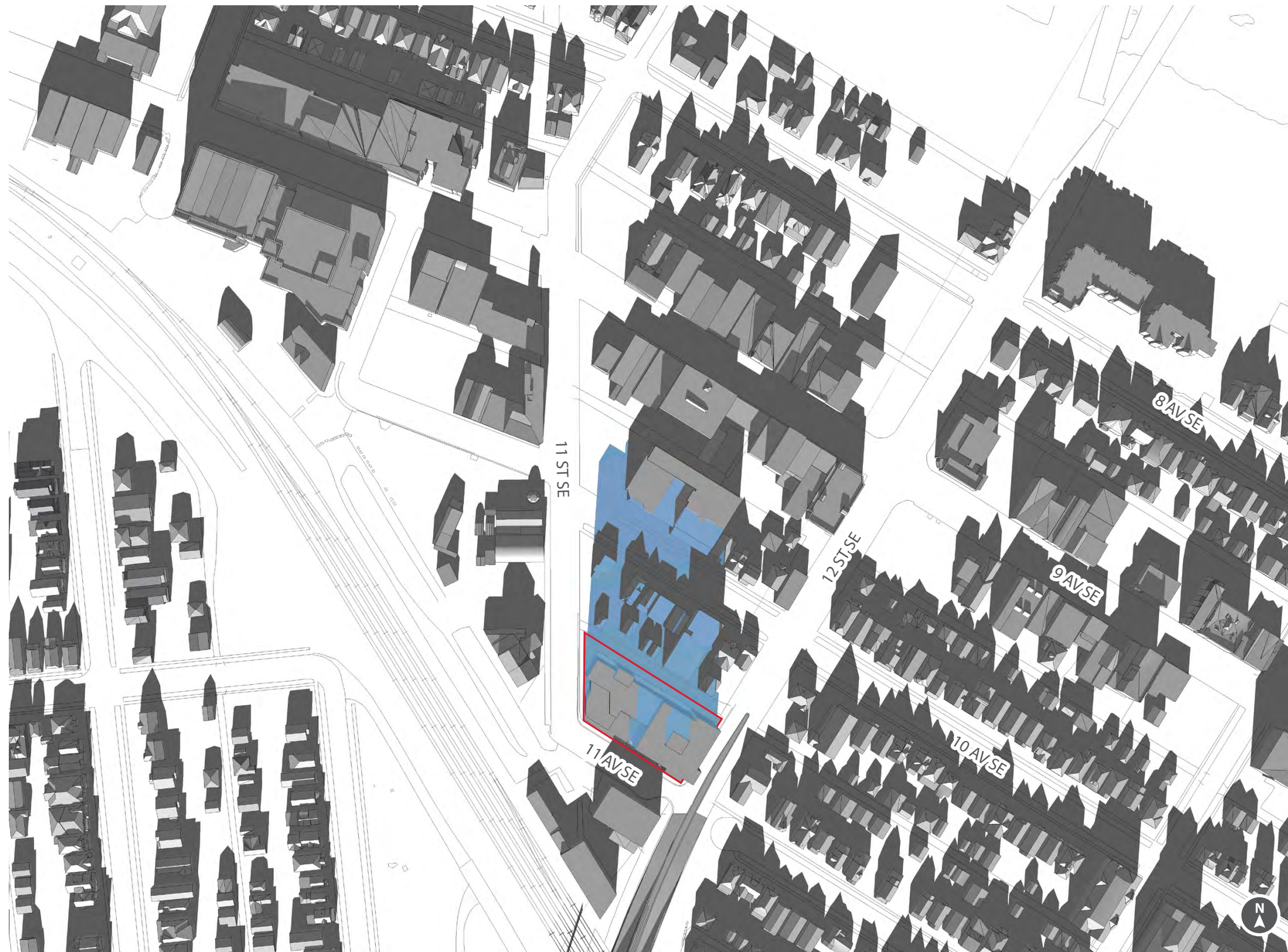
Concept Shadow Study

December 21 8AM



NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

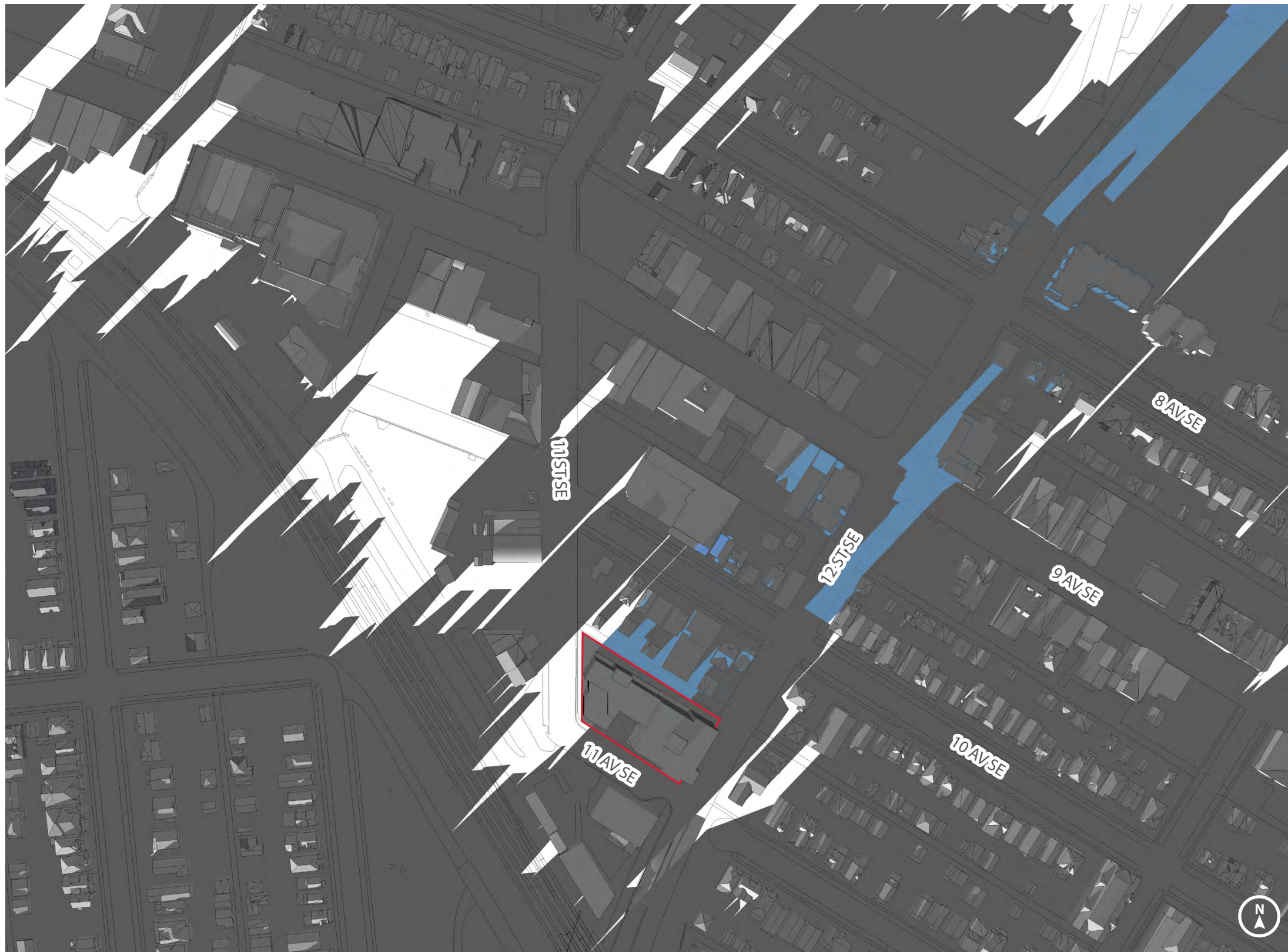
Concept Shadow Study
December 21 Noon



NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

Concept Shadow Study

December 21 3PM



NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.



IN COLLABORATION WITH

R N D S Q R