



IN COLLABORATION WITH



R N D S Q R

Inglewood Station

Integrated Mixed Use Facility

Development Permit Application Brief

Ownership-Partnership Group

City of Calgary (Calgary Fire Department) | RND SQR

Prepared By

CivicWorks | S2 Architecture

Project Team

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

DP2023-05932

September 2023

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 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 Integrated Civic Facility Planning 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 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 Integrated Civic Facility Planning Program.

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

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 Inglewood Station project consists of:

1. Calgary Fire Department
2. RNDSQL

The City's two key goals for the Inglewood Station project are:

1. Realize a new modern 2-bay Fire Station that will be funded, owned and operated by The City (Calgary Fire Department), as part of a higher 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



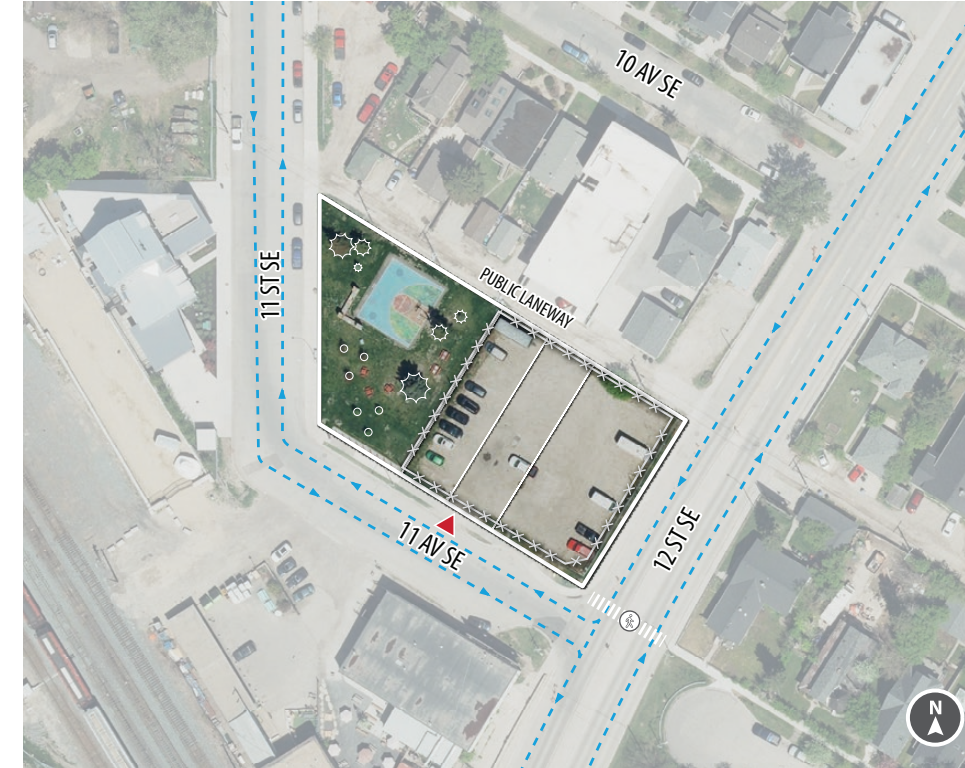
Aerial view: Looking west



Aerial view: Looking south

Context

Existing Site Conditions

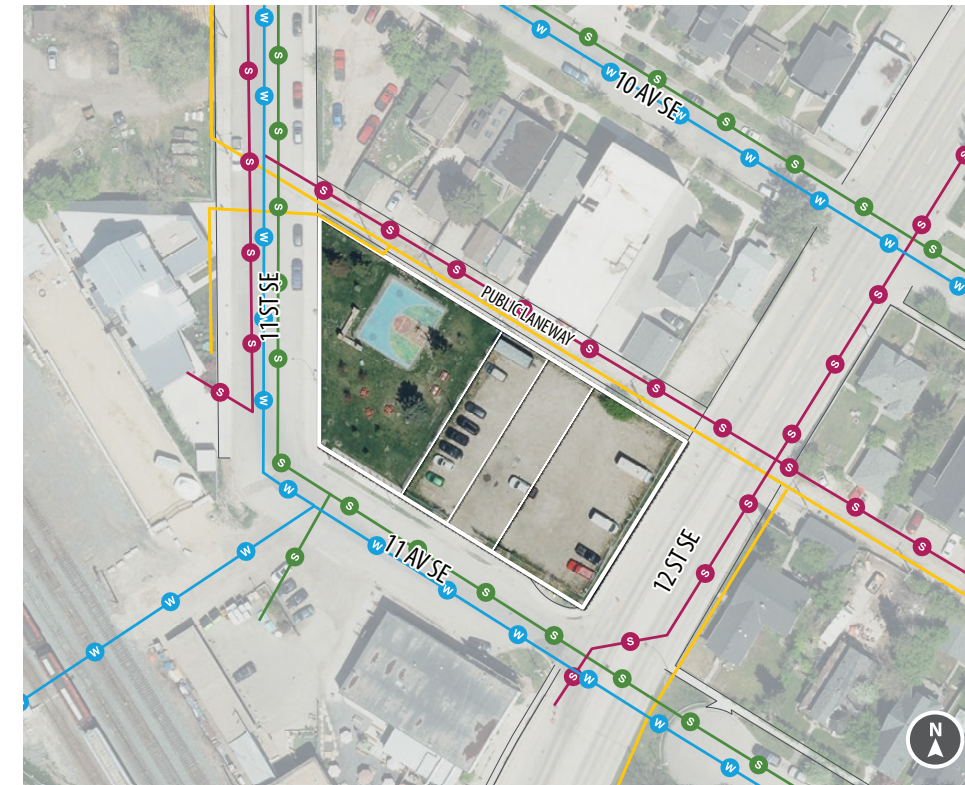


EXISTING USES

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 Signalized 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 AV SE Right of Ways. 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 (RNDsQR)



D. Historic National Hotel: The Nash



E. Festival Hall



F. Ol' Beautiful & Cold Garden Breweries



G. Smithbuilt Hats



H. CPR Railway



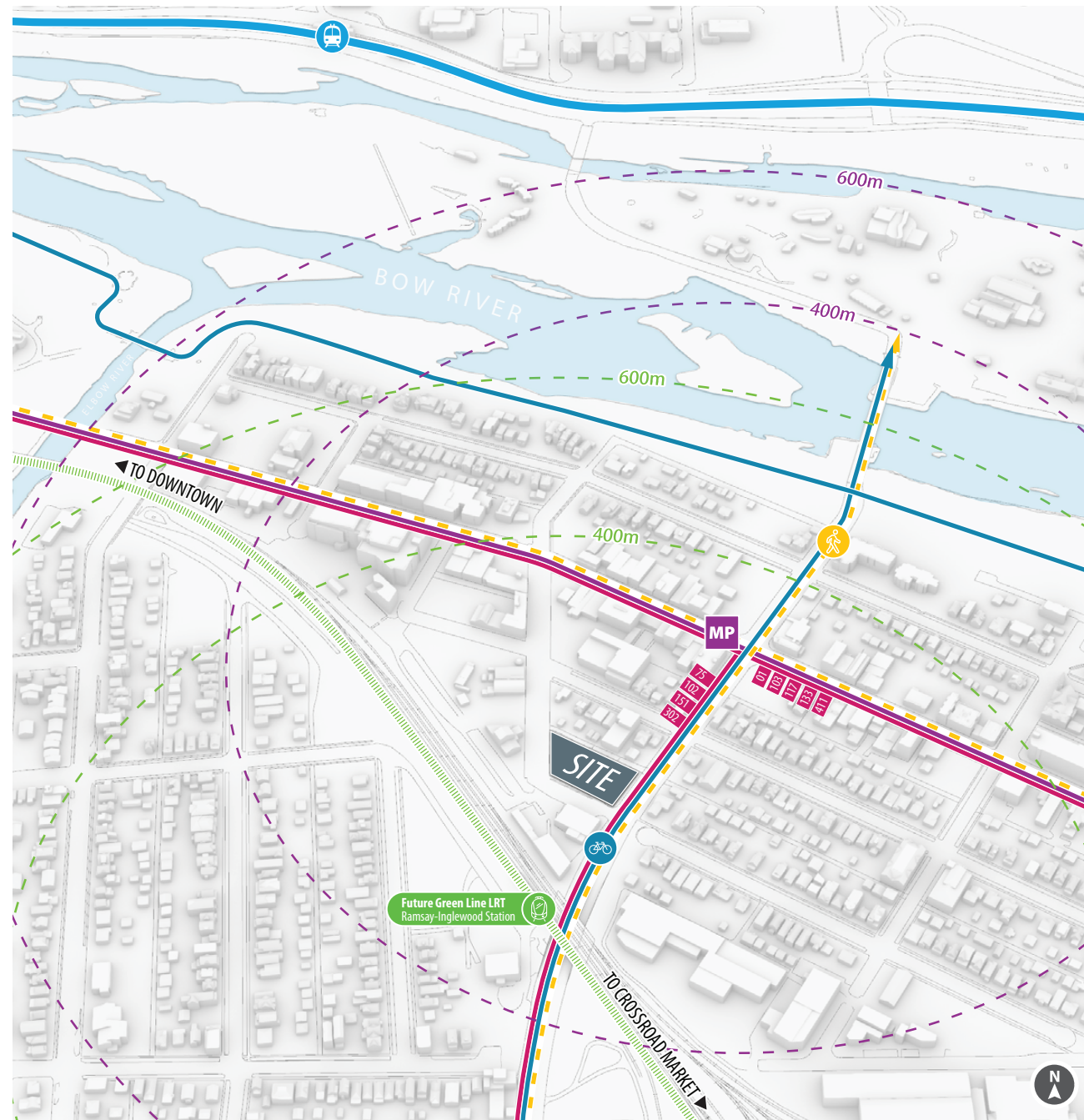
I. Future Development Site (Hungerford)



J. Future Green Line Station

Context

Mobility



Legend

- Future Green Line LRT Route
- Blue Line LRT Route
- MAX Purple BRT Route
- 1000 Bus Route Number
- Site Boundary
- Inglewood/Ramsay Green line LRT Station
- Blue Line LRT Station
- MAX Purple BRT Station
- Cycle Track
- Major Pedestrian Connection

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 Inglewood Station site be developed as an integrated facility within this transit-oriented development node, promoting a more strategic use of land and optimizing public infrastructure.

Site History

City-owned Property

The project site has been an integral part of the Calgary Fire Department'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 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 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 - anticipated to be relocated to the south west corner of the intersection at 12 ST SE & 11 AV SE .

It is the project team's understanding that the BIA is currently exploring other underutilized sites within the community to potentially host some of the key program elements of 'Gopher Park' as part of a new temporary activation project. The ultimate location, timing and proposed site program is contingent on ongoing discussions with local area land owners.



Temporary basketball half-court surface and gopher mural

Conclusion of Temporary Site Use Next Steps & Timelines

As the project moves through the Development Permit application process and prior to construction, the temporary License of Occupation will expire and require the site to be cleared in preparation for construction. Site preparation work is not anticipated to begin until late 2023 or early 2024.

The project team is actively working with the Inglewood BIA, Ramsay-Inglewood Station Improvements Area team, and local area landowners to explore opportunities for similar temporary public space activations in the surrounding area. Other elements of 'Gopher Park' may be incorporated into future area site activations, to be confirmed prior to construction activities planned for 2024.



Custom 'Inglewood' Bicycle Rack Installed along the project site's south edge, retained and integrated into proposed public realm design

Project Goal Priority Fire Station Delivery



Evolving Realities Fire Station No. 1 Closure

The primary goal of the Calgary Fire Department (CFD) is to serve Calgarians in a timely fashion. As Calgary's inner city continues to grow and evolve, so too does the need to provide essential services like emergency response.

Inglewood Station is required to replace the aging Downtown Fire Station No. 1, located at 450 1 ST SE. Fire Station No. 1 is slated for closure and decommissioning because the facility is at the end of its life cycle and can no longer accommodate new fire engines due to size restrictions. The recent permanent rail crossing closure at 8 ST SE has also resulted in delayed response times to the Ramsay community.

Demolishing and rebuilding Fire Station No. 1 is cost-prohibitive and will not result in service-level improvements. To better serve the community, CFD has instead adopted a decentralized approach to provide multiple smaller, community-based fire stations to replace the capacity of Fire Station No. 1.

Two new two-bay response stations, planned in Inglewood and Bridgeland, will provide better coverage and response times to meet CFD goals, while also meeting the mandates of the Civic Facility Planning Program, which seeks to deliver integrated, mixed use facilities in strategic locations.



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

Keeping Calgarians Safe Response Times and Station Location

The Calgary Fire Department is key to the safety of all Calgarians, and when it comes to fire and emergency response - seconds matter. CFD currently features four platoons of firefighters located in 42 fire stations across Calgary to provide a range of emergency and non-emergency services.

Strategic site selection, plan design and building layout are all critical considerations in the delivery of a new fire station to replace Fire Station No. 1. The project site was selected due to its strategic location, and the project team has been working with the Calgary Fire Department to ensure that the building design and layout will continue to respond to a growing need for emergency response services.



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

Past & Present The Return of a Community Fire Station

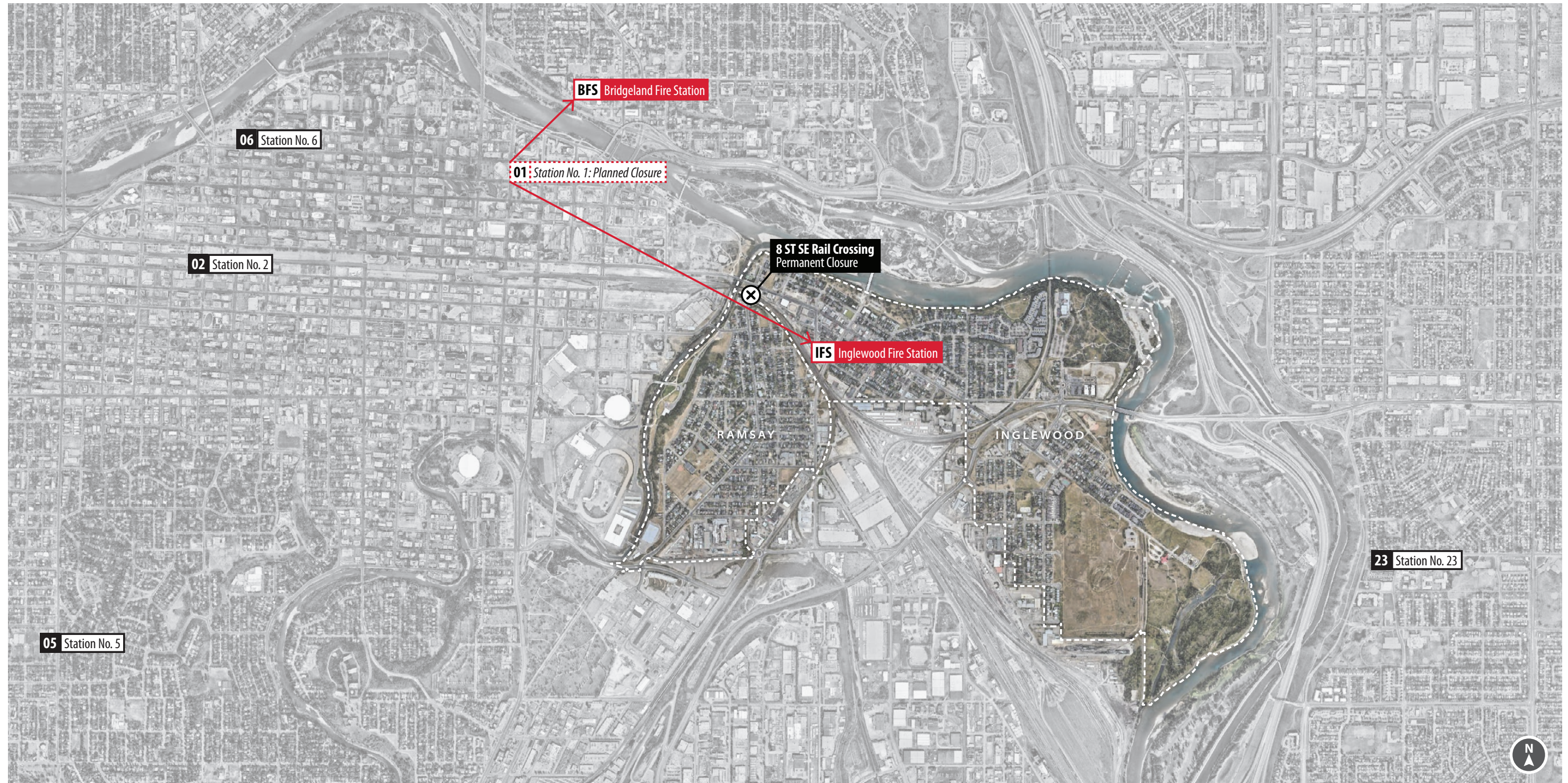
The new Inglewood Station will see the return of a local fire station to the Inglewood community. Now operating as a neighbourhood pub only blocks from the project site, the historic Fire Station No. 3 (1030 9 AV SE) provided fire protection to the community and surrounding area from 1906 to 1952, when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

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 Station is designed with optimized response times in mind, while maintaining clear division between public, private and utility spaces. The new Inglewood 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 Inglewood Station will be completed in late 2024.

Best Practice

A Decentralized Approach

As part of a comprehensive strategy to address evolving emergency response needs across the inner city, the Calgary Fire Department 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 Stations are an integral part of the replacement strategy for Fire Station No. 1.



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 has presented a concept that supports the 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.

The Development Permit application outlines how each of these goals for the project are met. In addition to a new Calgary Fire Department Station, the development will introduce a mix of new housing options close to transit, and provide ground-level commercial retail units to activate the 11 AV SE and 12 ST SE street edges, contributing to a greater sense of vibrancy in the area.



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

Transit Oriented Development

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 traveling 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-vision, re-design and ultimately deliver components of the public realm including streetscapes, parks and pathways.

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

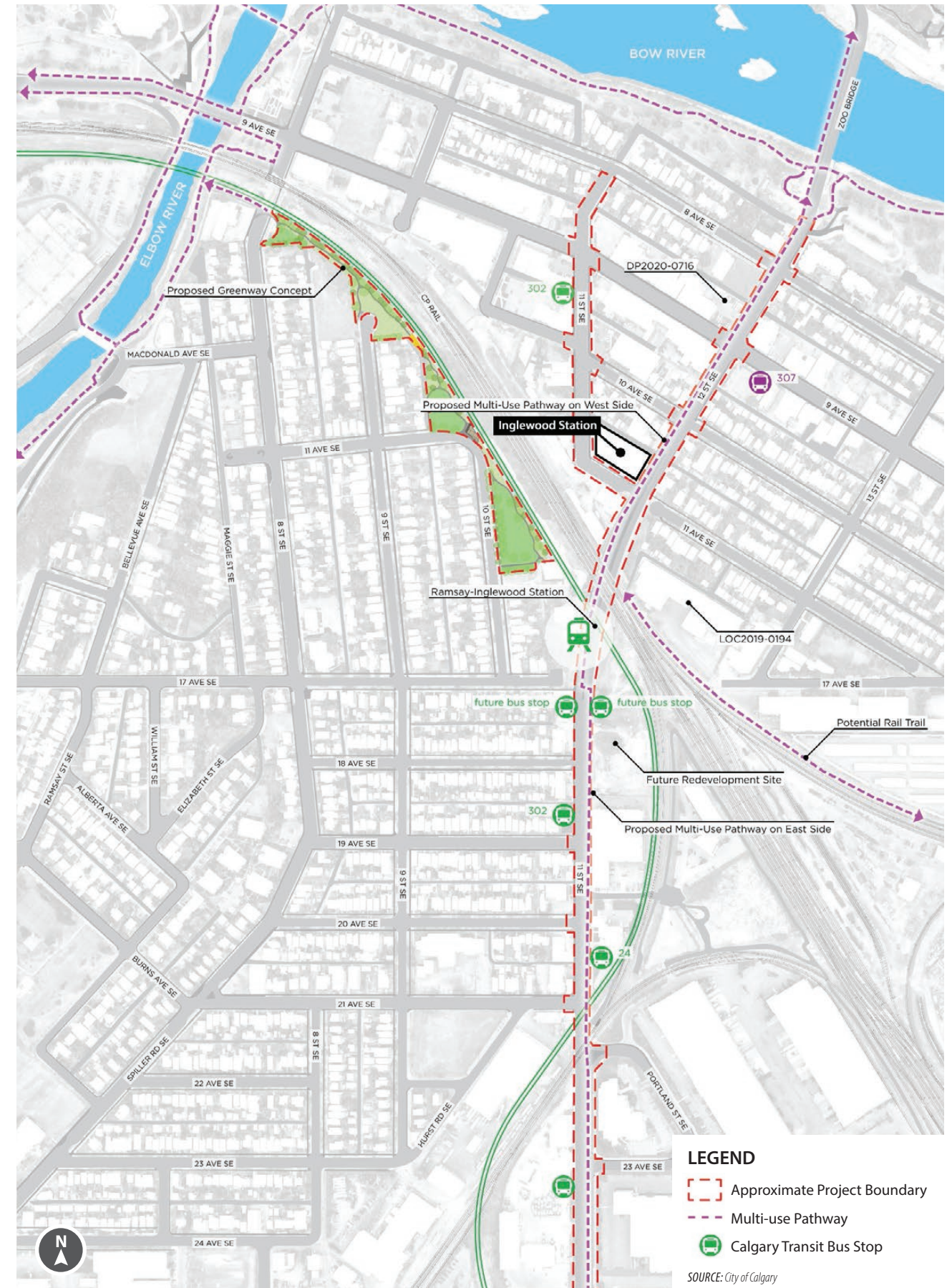
- 11/12 Street SE from the Zoo Bridge to 26 Avenue SE
- 11 Avenue SE/11 Street SE from 8 Avenue SE to 12 Street SE
- Jeffries Park
- Greenway link from Ramsay-Inglewood Station, through Jeffries Park to the Elbow River
- Area south of future LRT station, opportunity beneath portions of elevated LRT

An Integrated Approach

Project Team Coordination

To ensure the planning, design and construction of Inglewood Station 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 Inglewood Station construction.

Both project teams will continue to work in close coordination through the 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.



Enabling Development Applications

Land Use Redesignation: Approved
Mixed Use General (MU-1f6.5h45)

In January 2023, Calgary City Council unanimously approved the supporting Land Use Redesignation (LOC2022-0129) and policy amendment to the *Inglewood Area Redevelopment Plan* to enable the Inglewood Station Integrated Mixed Use Facility to be constructed. The approved Land Use Redesignation transitioned the project site:

From: Commercial - Corridor 2 District (C-COR2f.2.8h12)
Maximum Floor Area Ratio (FAR): 2.8
Maximum Building Height: 12m

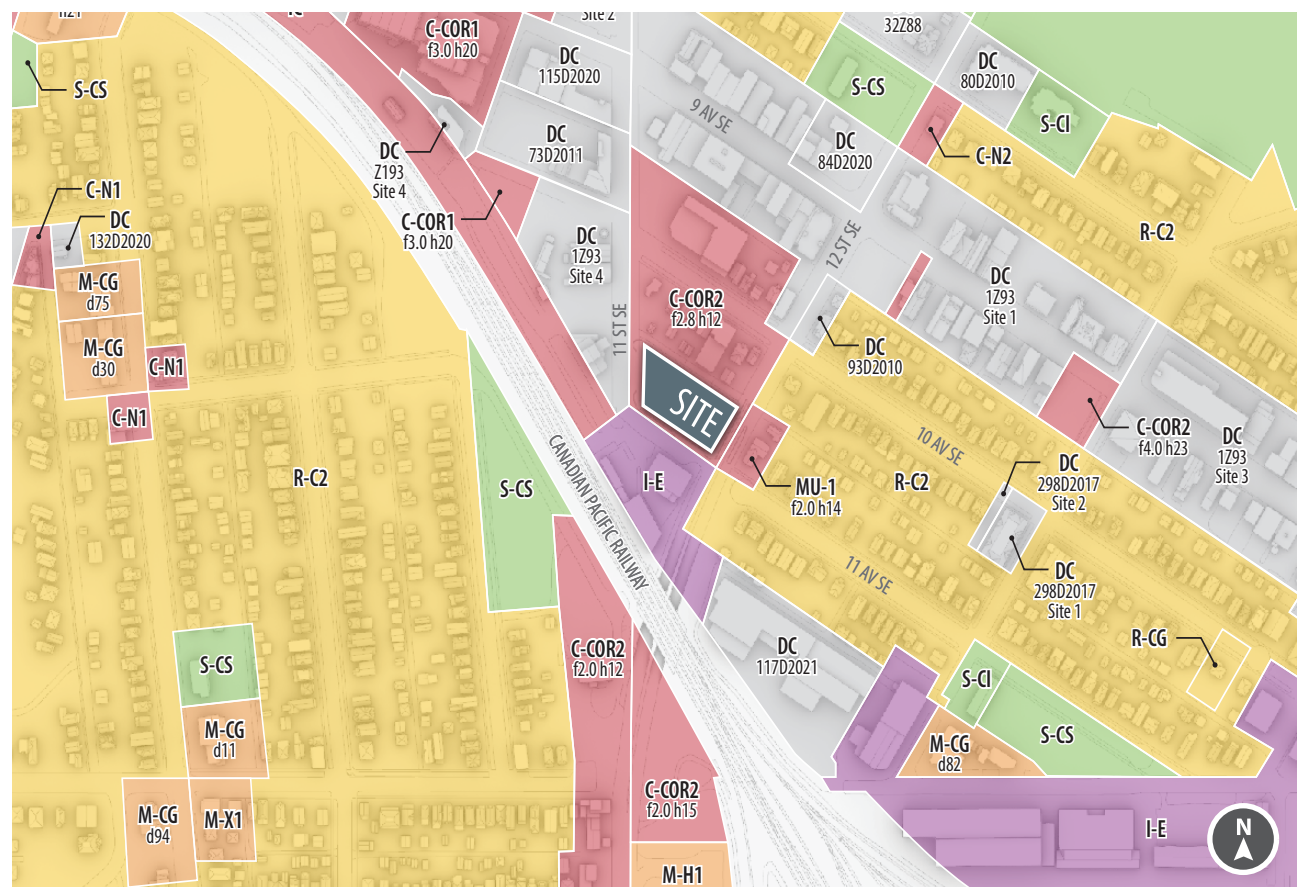
To: Mixed Use - General District (MU-1f6.5h45)
Maximum Floor Area Ratio (FAR): 6.5
Maximum Building Height: 45m

Development Permit: Under Review

Enabling Next Steps

A Development Permit application for Inglewood Station has been submitted by the project team and is now under review by The City of Calgary. The application outlines the detailed architectural design of the proposed building and public realm improvements along all site edges. The proposal fully aligns with the enabling MU-1f6.5h45 District land use.

Members of the public are encouraged to continue to share their comments and questions with the project team to help inform the review and refinement of the ongoing Development Permit application.



Land Use Context Existing land uses in the Inglewood - Ramsay area.

Applicant-led Outreach

Community Outreach Best Practice Approach

The project team is committed to delivering a best-practice community outreach process ensuring that everyone has easy access to detailed project information and are able to share their feedback directly with the project team.

Since March 2022, the project team has undertaken a comprehensive community outreach strategy to supplement The City of Calgary's development applications review process.

Feedback received through the 2022 Land Use Redesignation (LOC2022-0129) process has been considered and integrated where possible into the Development Permit application.

Members of the public are encouraged to continue to share any feedback with the project team and City of Calgary Planning Staff to help inform the review and refinement of the Development Permit application.

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

- *Dedicated City of Calgary Project Web Portal*
(engage.calgary.ca/Inglewood-Station)
- *Project Email Inbox*
(Inglewood-Station@calgary.ca)
- *Supplementary On-Site Signage*
- *Community Newsletter Advertorials*
- *Project E-newsletters*
- *Neighbour Information Mailers*
- *Local Business & Community Organization Meetings*
- *In-person / Digital Public Information Session*
(as required)
- *What We Heard Report*

Outreach Strategies

Key elements of the project team's continued Community Outreach Strategy include, but are not limited to:

- *Dedicated City of Calgary Project Web Portal*
(engage.calgary.ca/Inglewood-Station)
- *Project Email Inbox*
(Inglewood-Station@calgary.ca)
- *Supplementary On-Site Signage*
- *Community Newsletter Advertorials*
- *Project E-newsletters*
- *Neighbour Information Mailers*
- *Local Business & Community Organization Meetings*
- *In-person / Digital Public Information Session*
(as required)
- *What We Heard Report*

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.



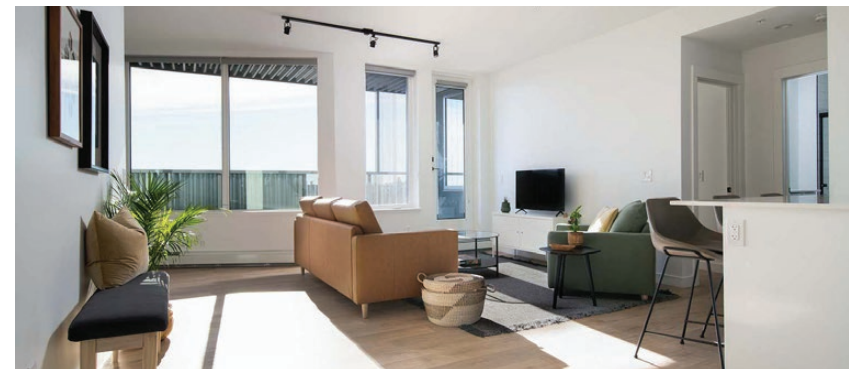
Enhance The Public Realm

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.

As a result, the project ownership group (City of Calgary & RNDSSQR) have directed the project team to reallocate the associated space to an additional commercial retail unit (CRU) to better serve community residents and attract more local business.

Section 3

Building Design

Architectural Visualization

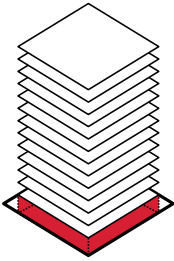
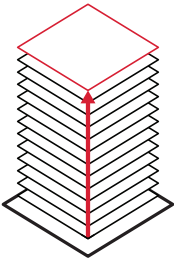
Looking Northeast



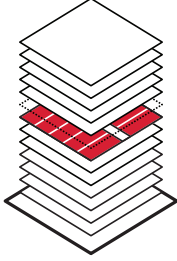
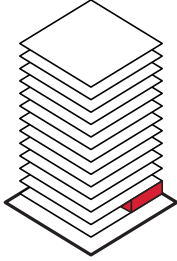
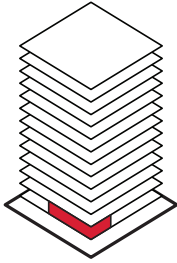
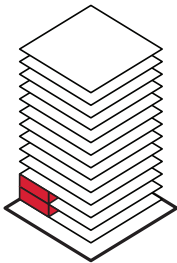
NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process.

Building Design
Project At A Glance

Site Area		
0.268 ha	2,668m ²	
0.659 ac	28,713 ft ²	
Building Height		
45m	±39m	
Maximum Height (12 Storeys)	Proposed Building Height (±128 ft)	
Building Intensity		
6.5	17,342m ²	
Maximum Floor Area Ratio (FAR)	Max. Gross Floor Area (186,668 ft ²)	
±6.3	±15,846m ²	
Proposed Floor Area Ratio (FAR)	Prop. Gross Floor Area (170,565 ft ²)	
On-site Parking		
1 Level	±36	±15
Underground Parkade	Resident Vehicle Stalls	Visitor Vehicle Stalls
±65	±214	±14
Total Vehicle Stalls	Class I Resident Bicycle Stalls	Calgary Fire Department Vehicle Stalls (incl. 2 CFD Visitor Stalls)



Fire Station Floor Area		
±1,354m ²		
Gross Floor Area (±14,477 ft ²)		
Commercial / Retail Floor Area		
±290m ²		
Net Floor Area (±3,120 ft ²)		
Tenant Bicycle Parking & Repair Hubs		
±85m ²		
Net Floor Area (±915 ft ²) & Parkade Level Bicycle Storage & Outdoor Bicycle Repair Amenities		
Residential Units		
±214	±161	±33
Total Units	1-Bed (±75%)	2-Bed (±15%)
	±20	
	1-Bed + Den (±10%)	



NOTE: Project statistics subject to change based on feedback received through the Development Permit application process.

Fire Station Function & Operations

Program Overview



Large Aerial Fire Truck

Program Requirements

Functional program requirements were identified by The City of Calgary and Calgary Fire Department as part of the public Request for Proposals process initiated in July 2020:

1. City/CFD owned and operated independently from the mixed use program
2. Two-bay apparatus garage with tarmac
3. Nine dormitories and associated support programs
4. Emergency response facility must meet building code post-disaster design requirements
5. Limited public access
6. On-site parking

Response Time

The primary goal of the Calgary Fire Department is to serve Calgarians in a timely fashion. The success of an emergency response is measure by 'Response Time', which refers to the overall time that it takes to arrive on scene from when the alarm is received.

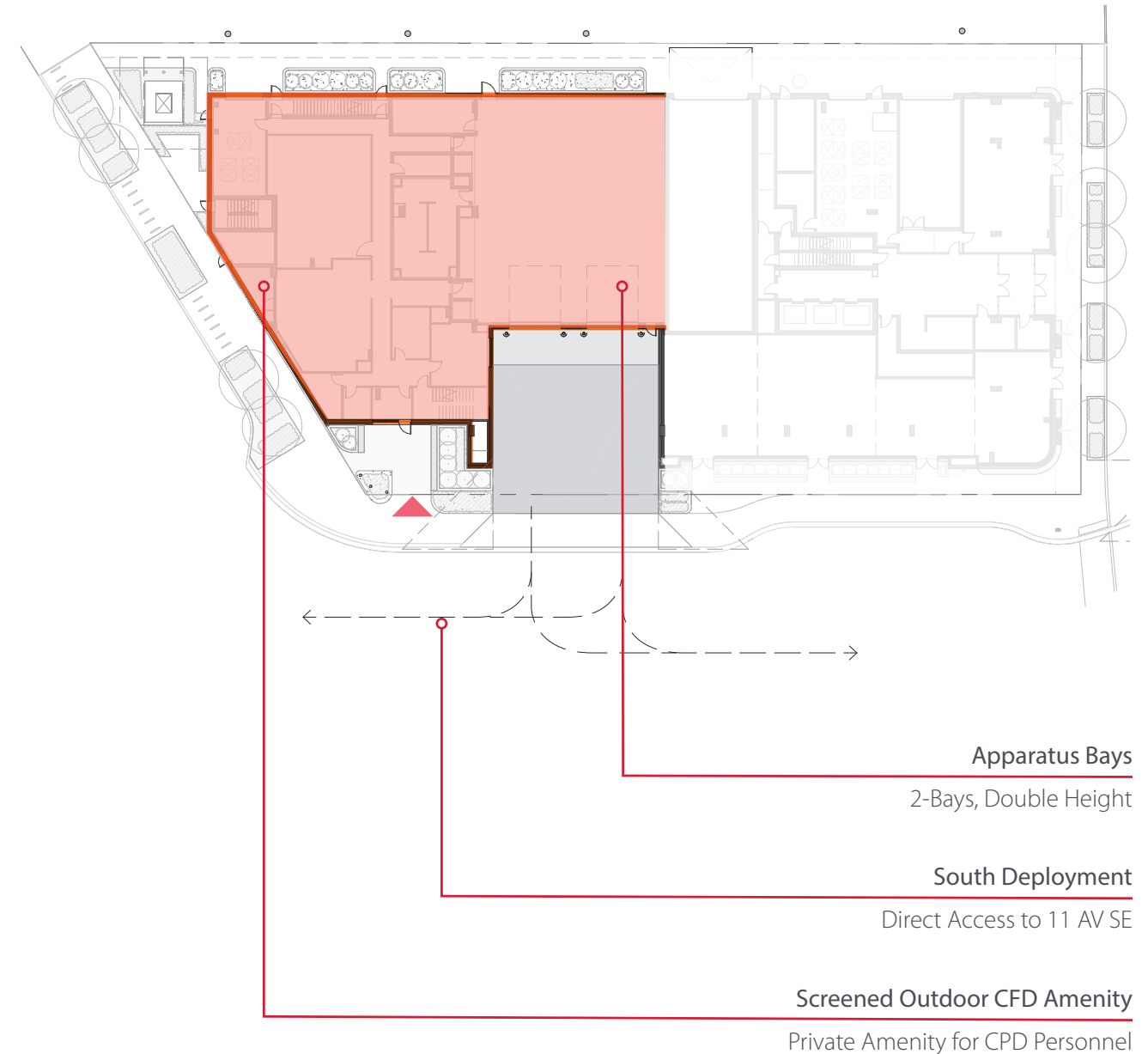
Chute Time

A firefighter must be able to reach the trucks and exit the building within 90 seconds of receiving an emergency call. This process is referred to as 'Chute Time'. Plans are carefully designed to meet chute time requirements, with aligned corridors between the support program and apparatus bays, as well as a strategic location of pole rooms to allow efficient and safe movement from second floor dormitories to the apparatus bays.

Achieving a short deployment time is essential to meeting overall response times and arriving at emergency calls in timely fashion.

Fire Truck Deployment

When leaving the station, fire truck lights and sirens are activated to alert nearby vehicles, pedestrians, or cyclists, and to prevent obstructions on the sidewalk or street. If no obstructions or safety concerns are observed, lights and sirens may not need to be activated. This practice helps to encourage respectful consideration of the surrounding neighbours and community.

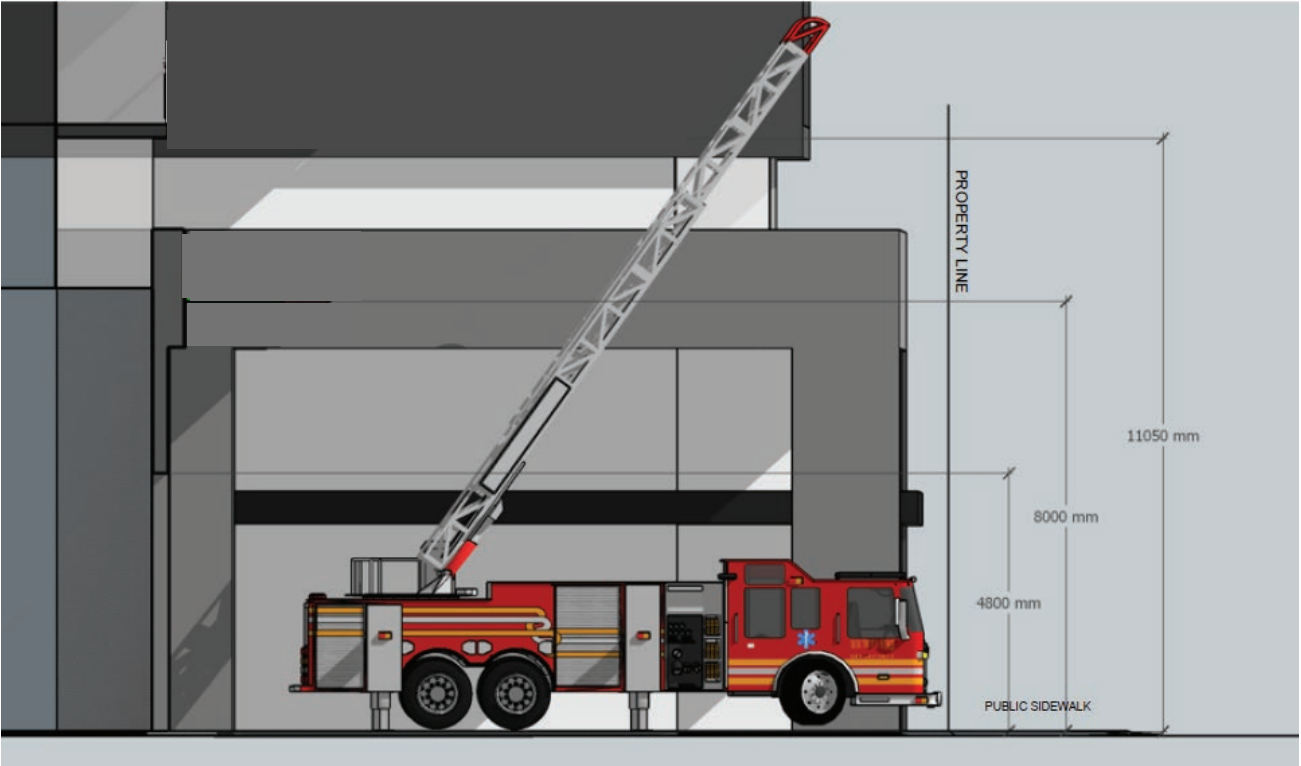


NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process.

Fire Station Function & Operations
Tarmac & Apparatus Bay Requirements

Tarmac Requirements

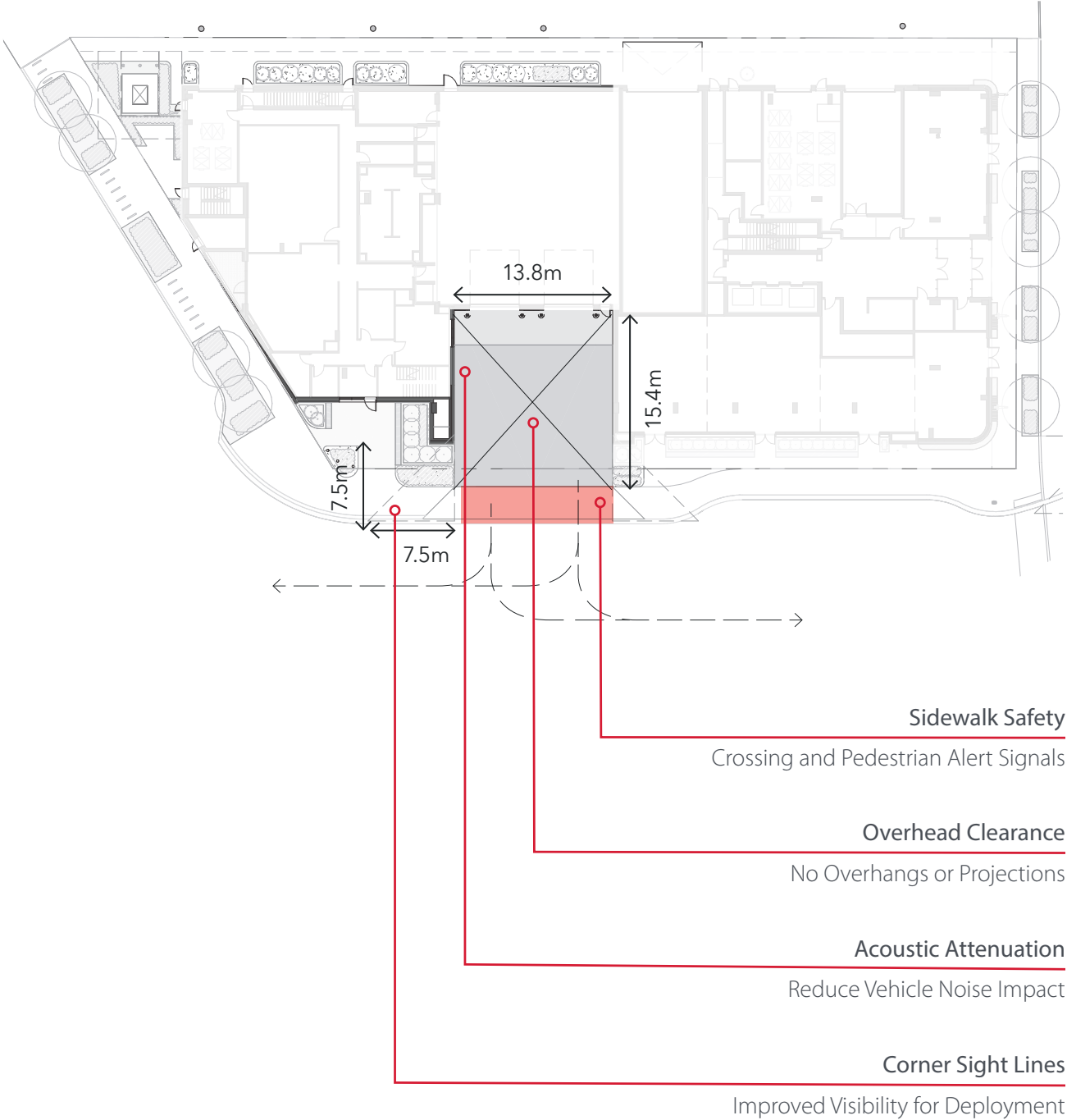
- Tarmac integration is a key element of fire station design. A well-designed tarmac will reduce fire response times and provide sufficient access for emergency deployment, exterior reloading, and vehicle inspections. The *Design Guidelines for City of Calgary Fire Stations, 2023* provides detailed specifications on the design of fire station tarmac, including considerations for:
- Full turning movements of fire trucks
 - Significant vertical clearances for aerial apparatus
 - Minimizing obstructions
 - Minimum Tarmac Length: 18.14 m measured from bay doors to the back of the public sidewalk
 - Minimum Tarmac Width: 25m for a two-bay station to ensure clearance between vehicles and buildings



Aerial Apparatus Extension Diagram

Tarmac Design Response

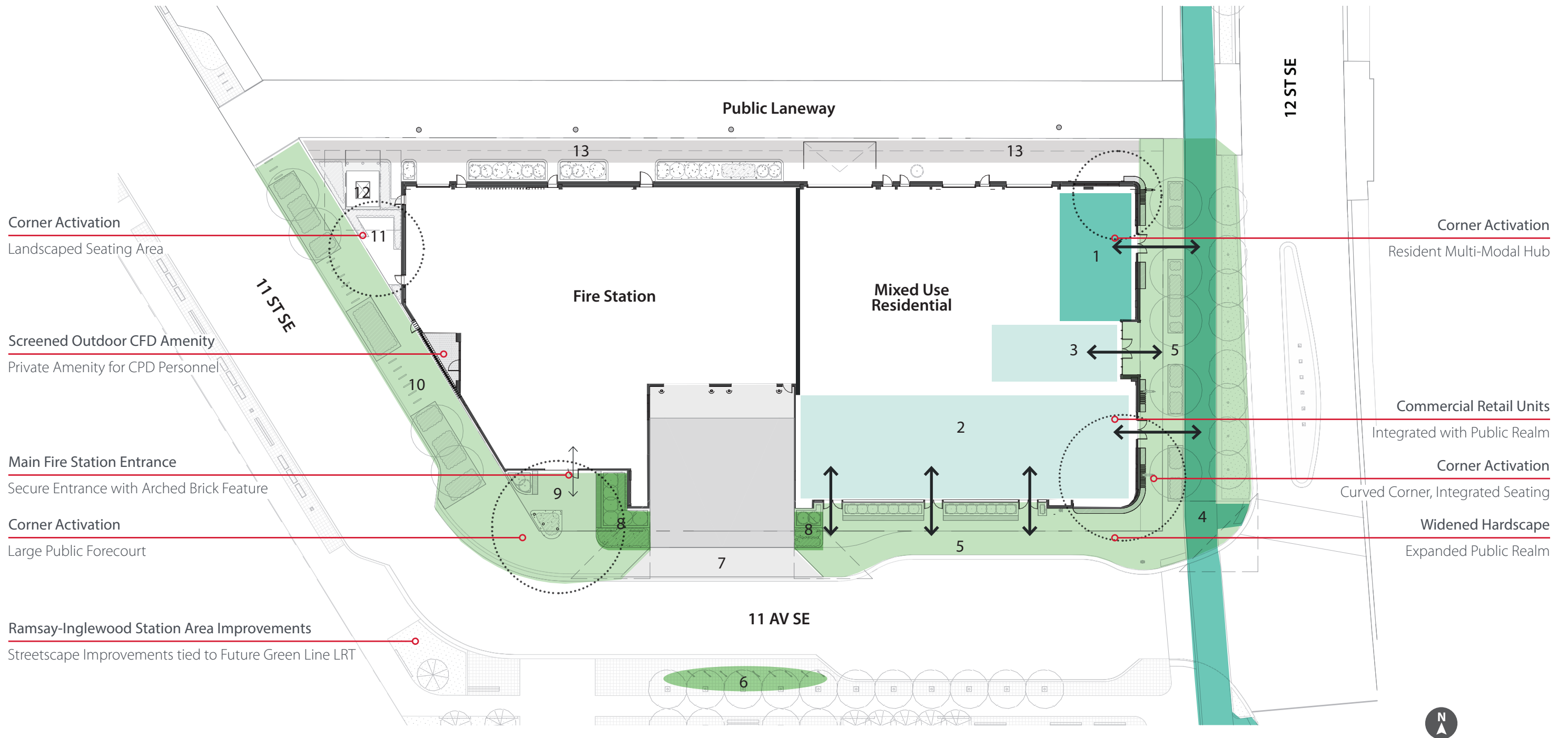
- The tarmac was designed to address design guideline requirements, while also responding to unique, site-specific conditions:
- South deployment with direct access to 11 AV SE
 - Fire trucks fit within tarmac when parked. Tarmac length is limited by the location of the proposed public sidewalk. Tarmac is not publicly accessible.
 - Full turning movements cannot be achieved due to site constraints. Trucks able to reverse into bays from 11 AV SE access.
 - Two-bay apparatus garage provided
 - Corner sight lines provided to improve visibility
 - Tarmac clear of overhangs and overhead projections



NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

Site Plan

Public Realm

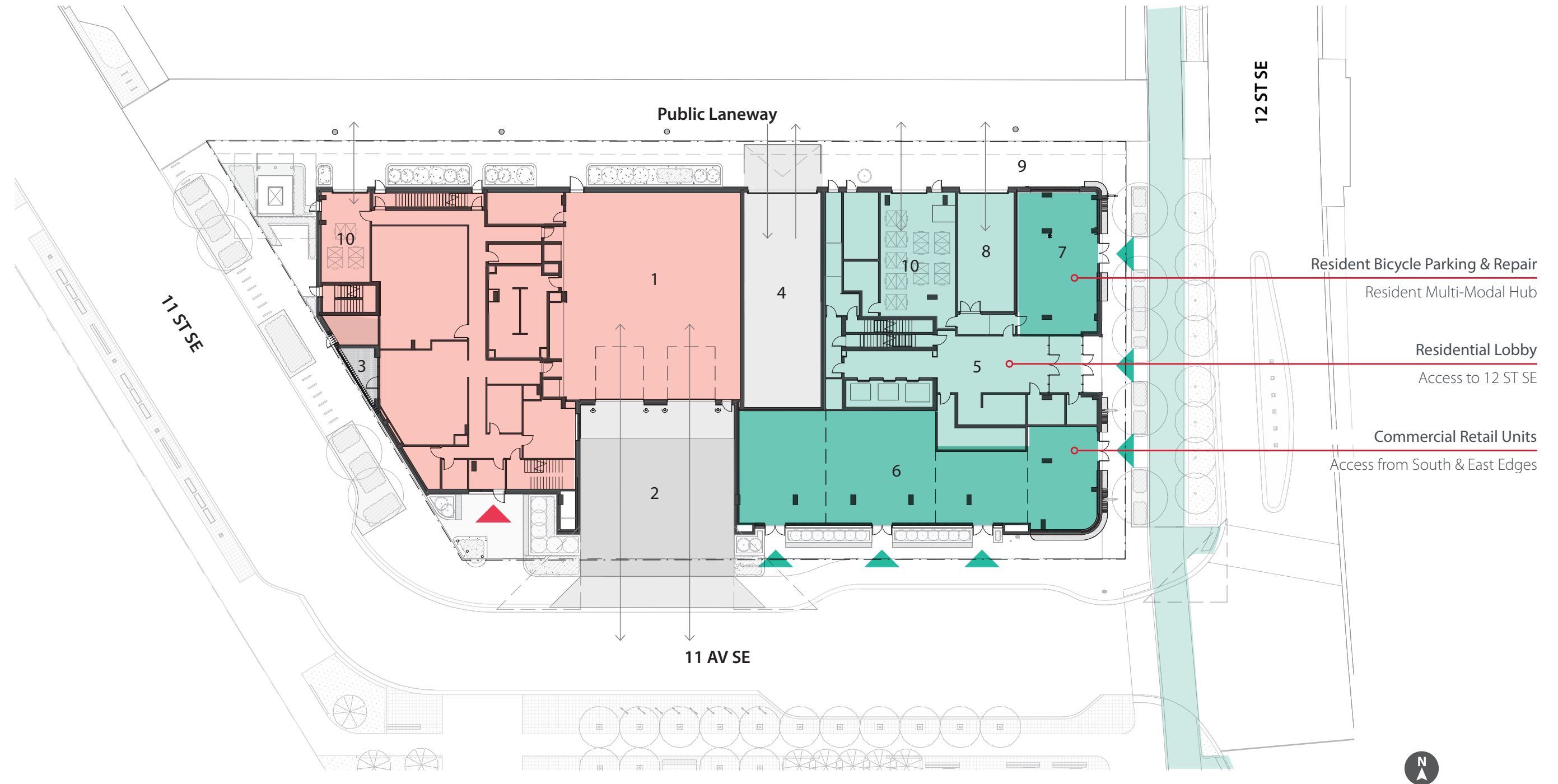


- | | | |
|---------------------------------|-------------------------------|---|
| 1. Resident Multi-Modal Program | 6. INGLEWOOD Bicycle Rack | 11. Public Seating Node |
| 2. CRU Program | 7. Safety Crossing | 12. Transformer |
| 3. Residential Lobby | 8. Landscaping Buffer | 13. Shared concrete pathway and lane widening |
| 4. Cycle Track | 9. Fire Station Main Entrance | |
| 5. East Public Realm | 10. West Public Realm | |

NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process. All public realm components to be reviewed by The City of Calgary.

Site Plan

Main Floor



NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

Building Elevations
South Facade

- M1: Brick - Red
- M2: Curtain Wall Glazing
- M3: Cementitious Finish
- M4: Brick - Iridescent Charcoal
- M5: Brick - Charcoal Screen

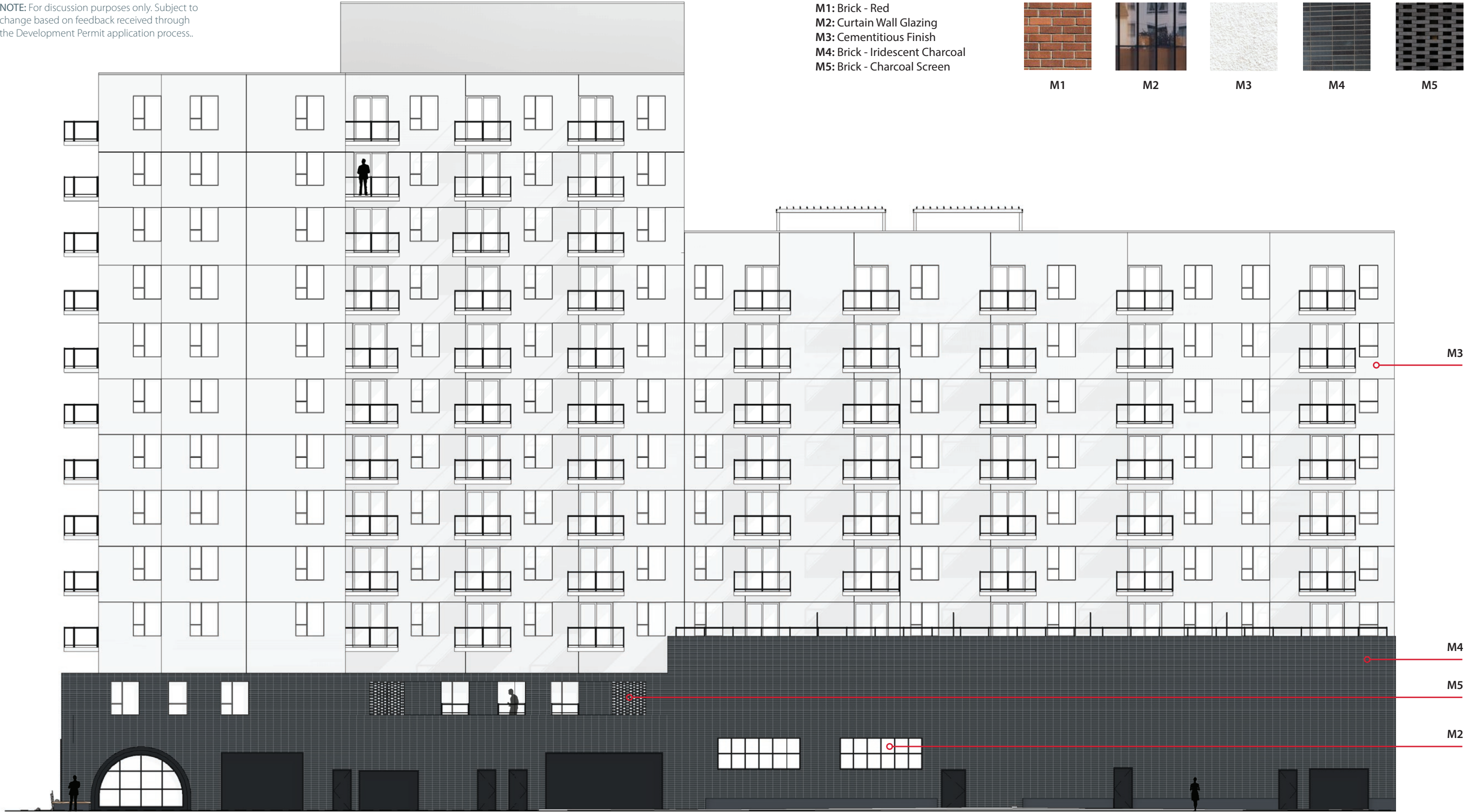


NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

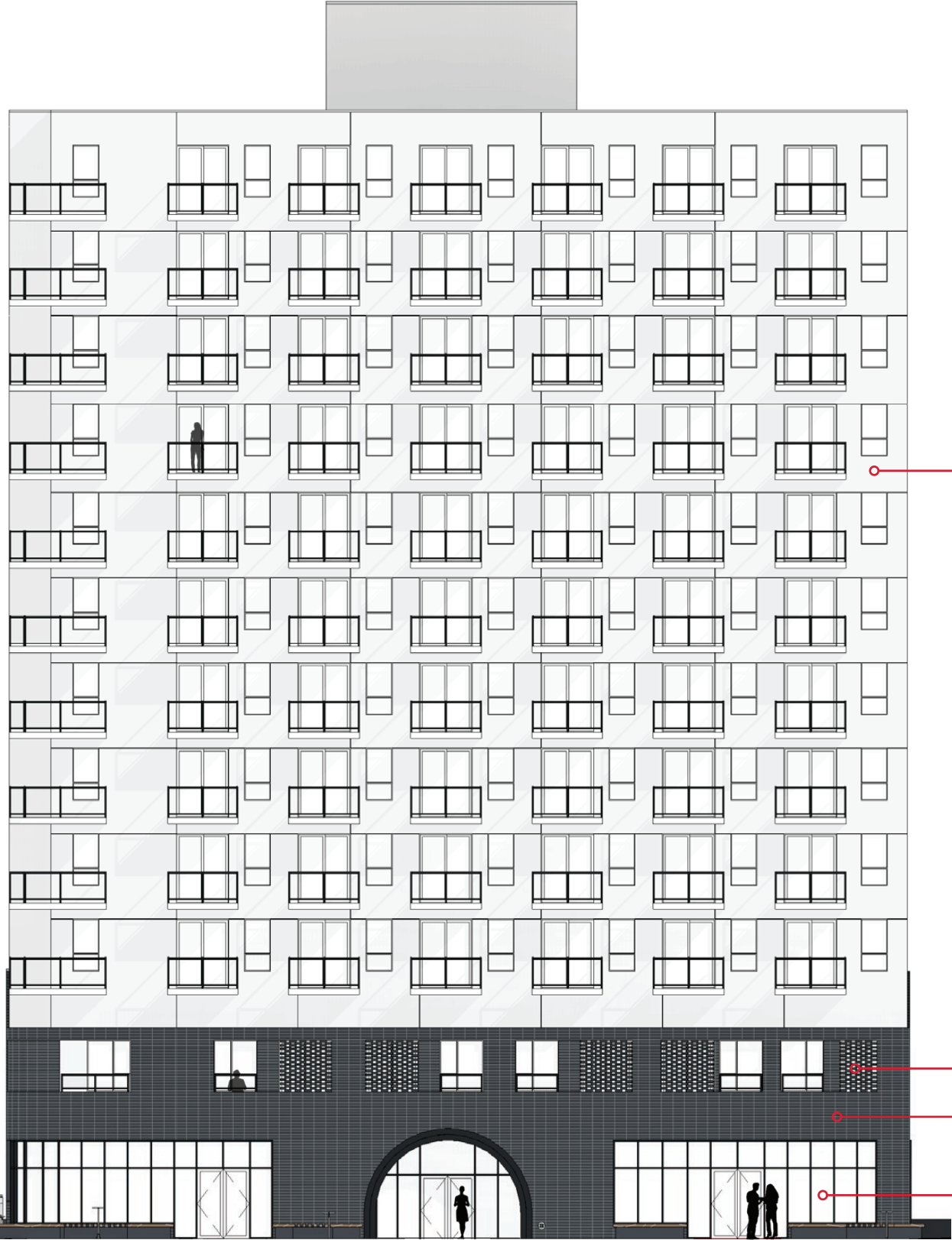


Building Elevations
North Facade

NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..



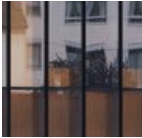
Building Elevations
East Facade



- M1: Brick - Red
- M2: Curtain Wall Glazing
- M3: Cementitious Finish
- M4: Brick - Iridescent Charcoal
- M5: Brick - Charcoal Screen



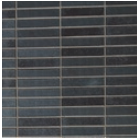
M1



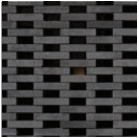
M2



M3



M4



M5

M3

M5

M4

M2

NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

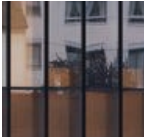
Building Elevations
West Facade



- M1: Brick - Red
- M2: Curtain Wall Glazing
- M3: Cementitious Finish
- M4: Brick - Iridescent Charcoal
- M5: Brick - Charcoal Screen



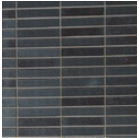
M1



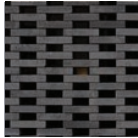
M2



M3



M4



M5

M3

M1

M4

M5

NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

Building Elevations

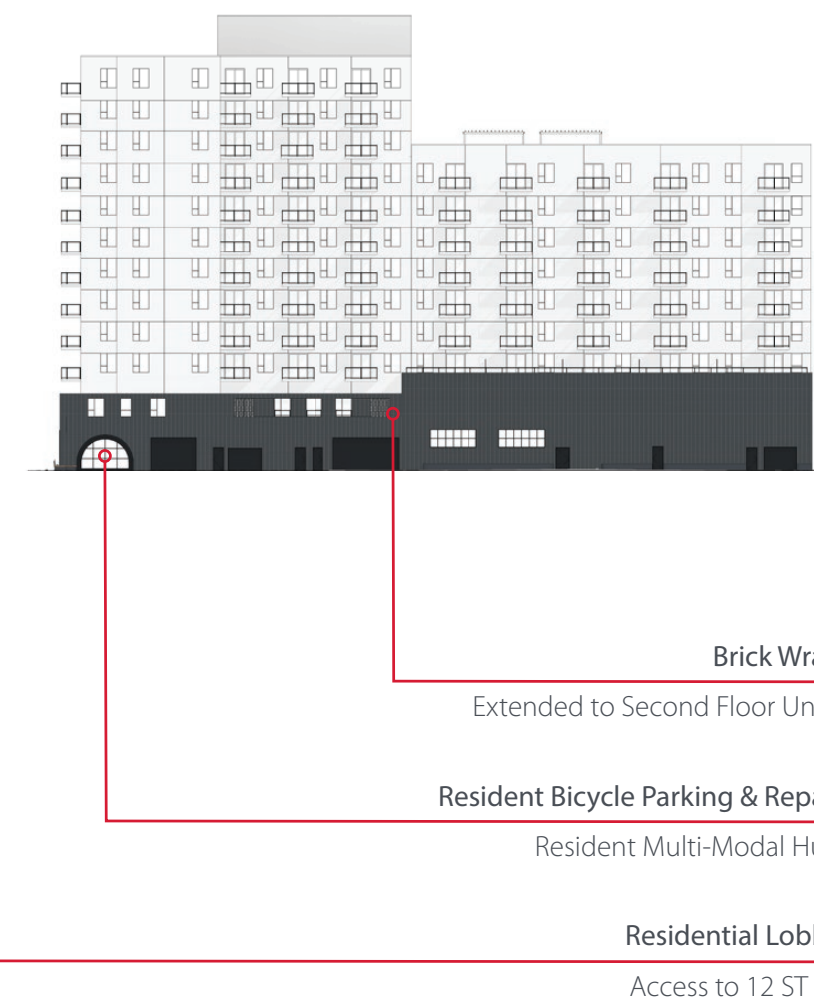
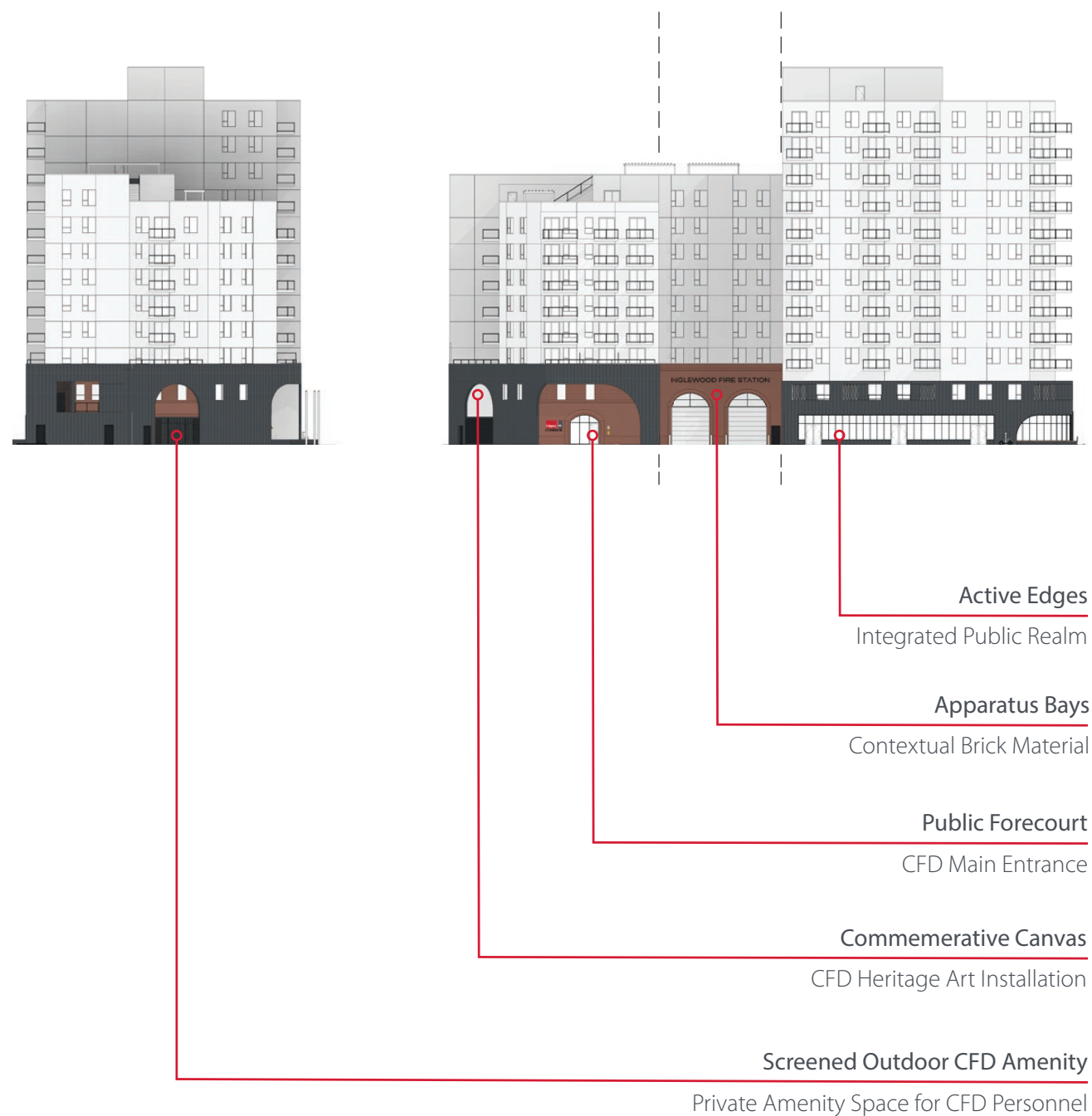
Key Design Concept Elements

West

South

East

North



NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

Schematic Visualization
Looking Northeast



NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process.

Schematic Visualization

Looking Northwest



NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

Schematic Visualization

Looking Southwest



NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

Schematic Visualization

Street Level

Looking East



Commemorative Canvas

CFD Heritage Art Installation

Screened Outdoor CFD Amenity

Private Amenity for CPD Personnel

Looking North



Conceptual Brick Facades

Brick Cladding, Prominent Base

Tarmac Safety

Extended Tarmac to Prevent Obstructions

NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

Schematic Visualization

Commercial Retail Units & Street Edges



Public Realm Corner Curves

Additional Public Space, Improved Visibility

Corner Activation

Curved Corner, Integrated Seating

Retail Materiality

Warm Cladding, Brick Detailing

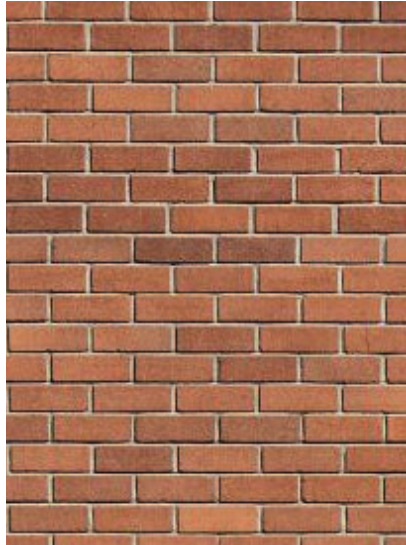
Balcony Articulation

Dynamic Art Installation

NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process..

Exterior Materiality

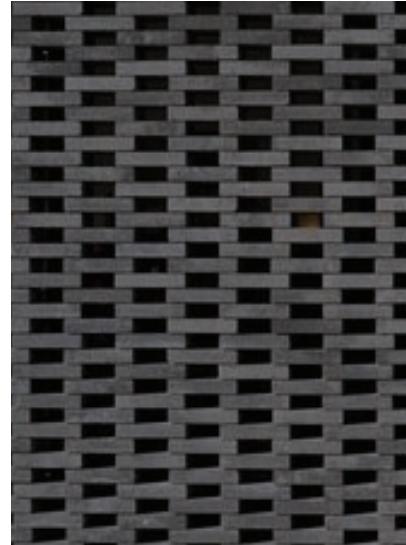
Colour & Texture



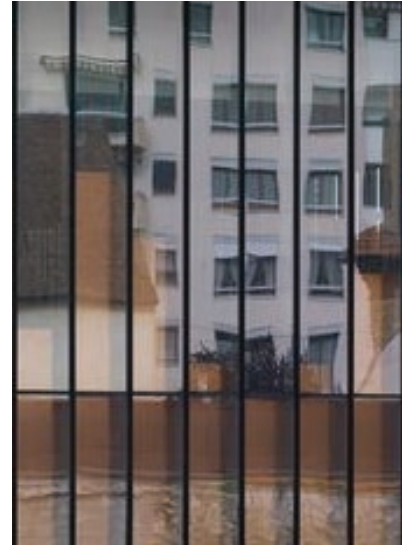
Brick
Red



Brick
Charcoal



Brick Screening
Charcoal



Curtain Wall Glazing
Black Frame



Cementitious Finish
White

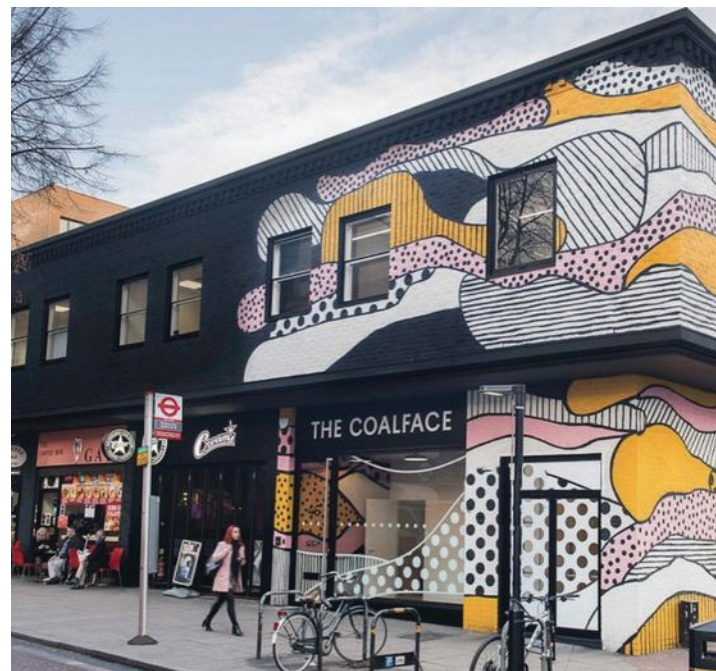
Exterior Materiality

Key Precedents



Architectural Design Elements

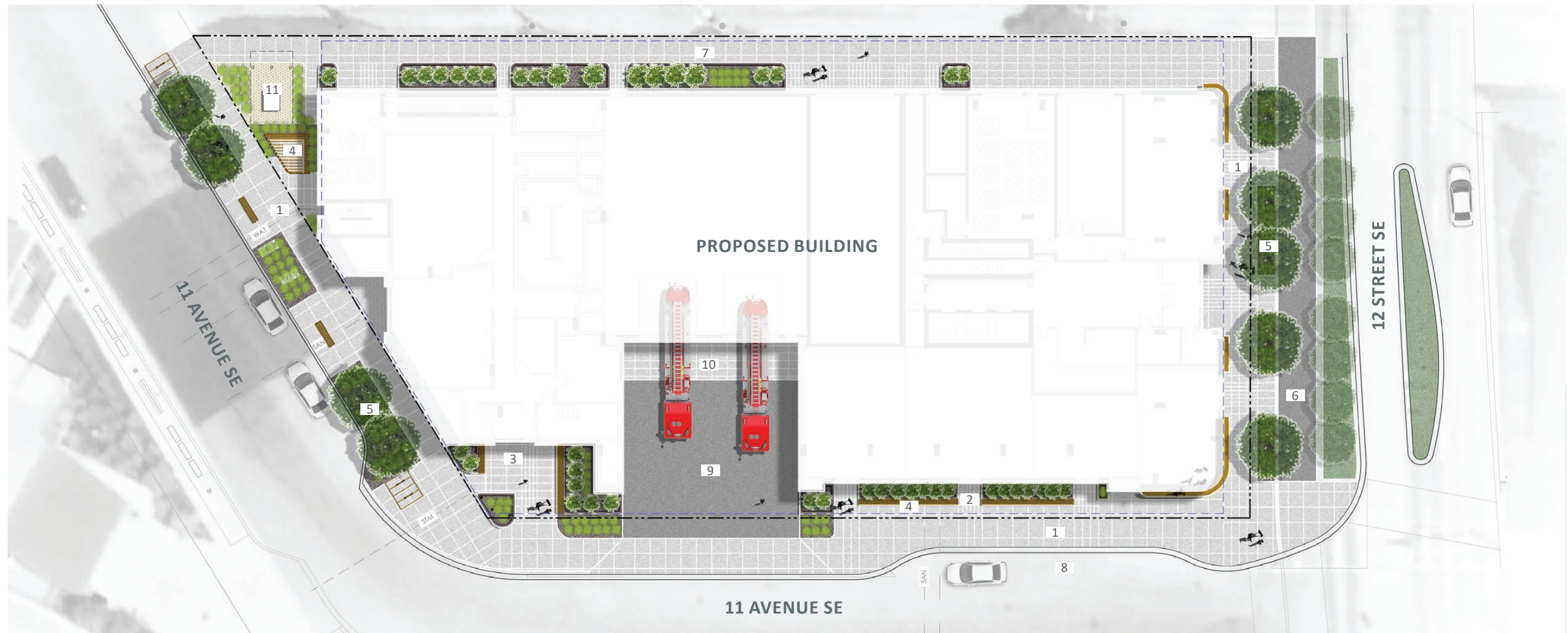
Form & Massing Precedents



Landscape Design

Site Plan & Key Design Features

The landscape design for Inglewood Station intends to carve a greener interface to the development and create a sustainable, context-responsive landscape. The focus of the landscape design is to activate the public realm at ground level and create accessible, vibrant and engaging residential rooftop amenity spaces on the upper levels (Levels 9 & 10) to promote an active social connection within the development.



Legend

- 1. Public Sidewalk
- 2. Entry for Commercial Retail
- 3. Entry for Fire Station
- 4. Seating Node with Charcoal Finished Bench
- 5. Boulevard Planting (Not Part of Project Scope)
- 6. Bike Path
- 7. Lane
- 8. Drop-off Zone

- 9. Fire Station Tarmac
- 10. Heavy Duty Concrete Pad for Fire Station
- 11. Transformer

- Regular Grey Color Concrete
- Asphalt Surface
- Property Line
- Parkade Line



0 5 10
METERS

NOTE: For discussion purposes only. Subject to change based on feedback received through the Development Permit application process. All public realm components to be reviewed by Urban Initiatives, City of Calgary.

Landscape Design
Residential Rooftop Amenity: Level 09



Legend

- 1. Entry to outdoor space
- 2. Seating area with twinkkle lights
- 3. Planting bed
- 4. Rooftop furniture
- 5. Outdoor BBQ
- 6. Seating platform
- 7. Fire pit zone
- 8. Lounging zone
- 9. Trellis
- 10. Stairs to upper level

- Light Color Paver
- Shrubs
- Perennials





Landscape Design

Residential Rooftop Amenity: Level 10



Legend

- 1. Entry
- 2. Pathway
- 3. Bocce court
- 4. Planting bed
- 5. Outdoor BBQ with trellis and twinkle lights
- 6. Lounging space

-  Light Color Paver
-  Dark Color Paver
-  Shrubs
-  Perennials

Landscape Materiality
Planting & Hardscape

Planting Materials: At-Grade



PATMORE GREEN ASH



DROPMORE LINDEN



DWARF KOREAN LILAC



SNOWBELLE
MOCKORANGE



LITTLE LAMB HYDRANGEA



SLOWMOUND MUGO PINE



LIME GLOW
JUNIPER



ST. MARY BROOM BLUE SPRUCE

Hardscape Materials



DARK COLOR PAVERS FOR ROOFTOP



LIGHT COLOR PAVERS FOR ROOFTOP



WOOD TILES

Planting Materials: Rooftop Level 09



MINNESOTA SNOWFLAKE
MOCKORANGE



INCREDIBALL HYDRANGEA



GOLD COAST JUNIPER

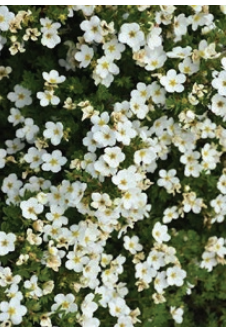


CENTENNIAL WEIGELA

Planting Materials: Rooftop Level 10



GALAHAD MOCKORANGE



ABBOTSWOOD POTENTILLA



MISS CANADA PRESTON
LILAC



ENDLESS SUMMER HYDRANGEA



COLUMNAR MUGO
PINE

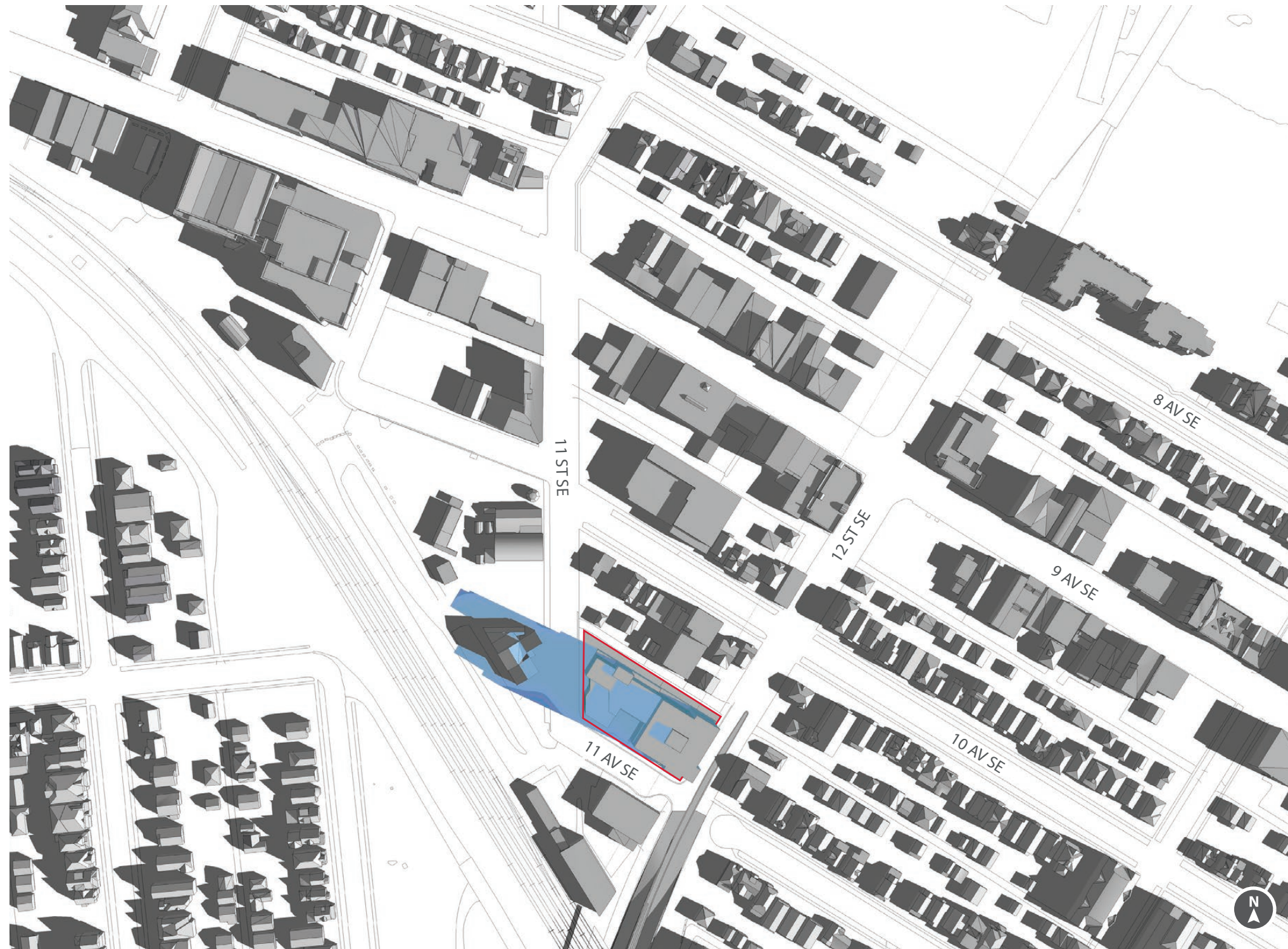
Section 4

Supporting Studies

Shading Study

Shading Study

March / September 21 8AM



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Shading Study

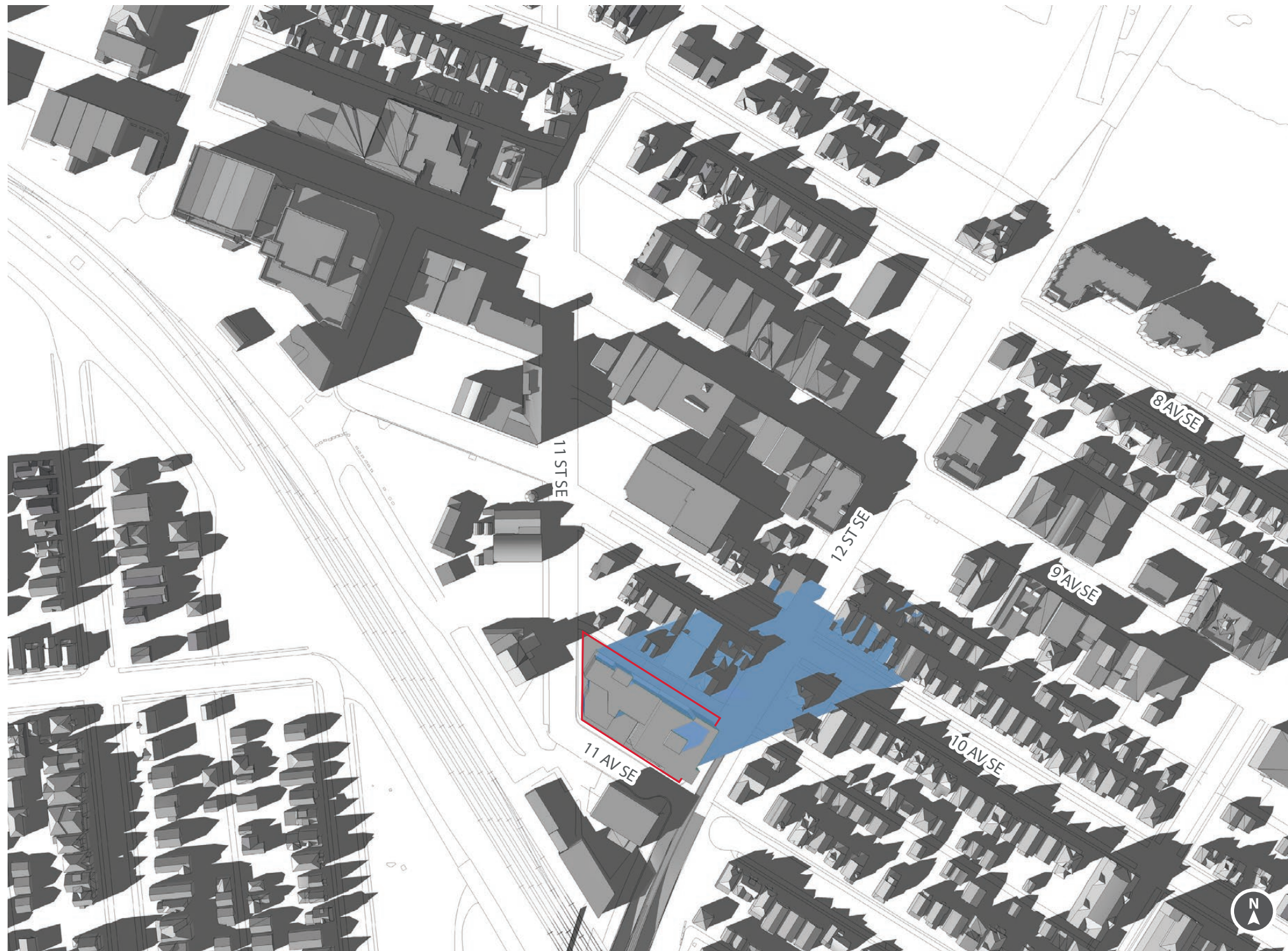
March / September 21 Noon



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Shading Study

March / September 21 4PM



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Shading Study

June 21 8AM



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Shading Study

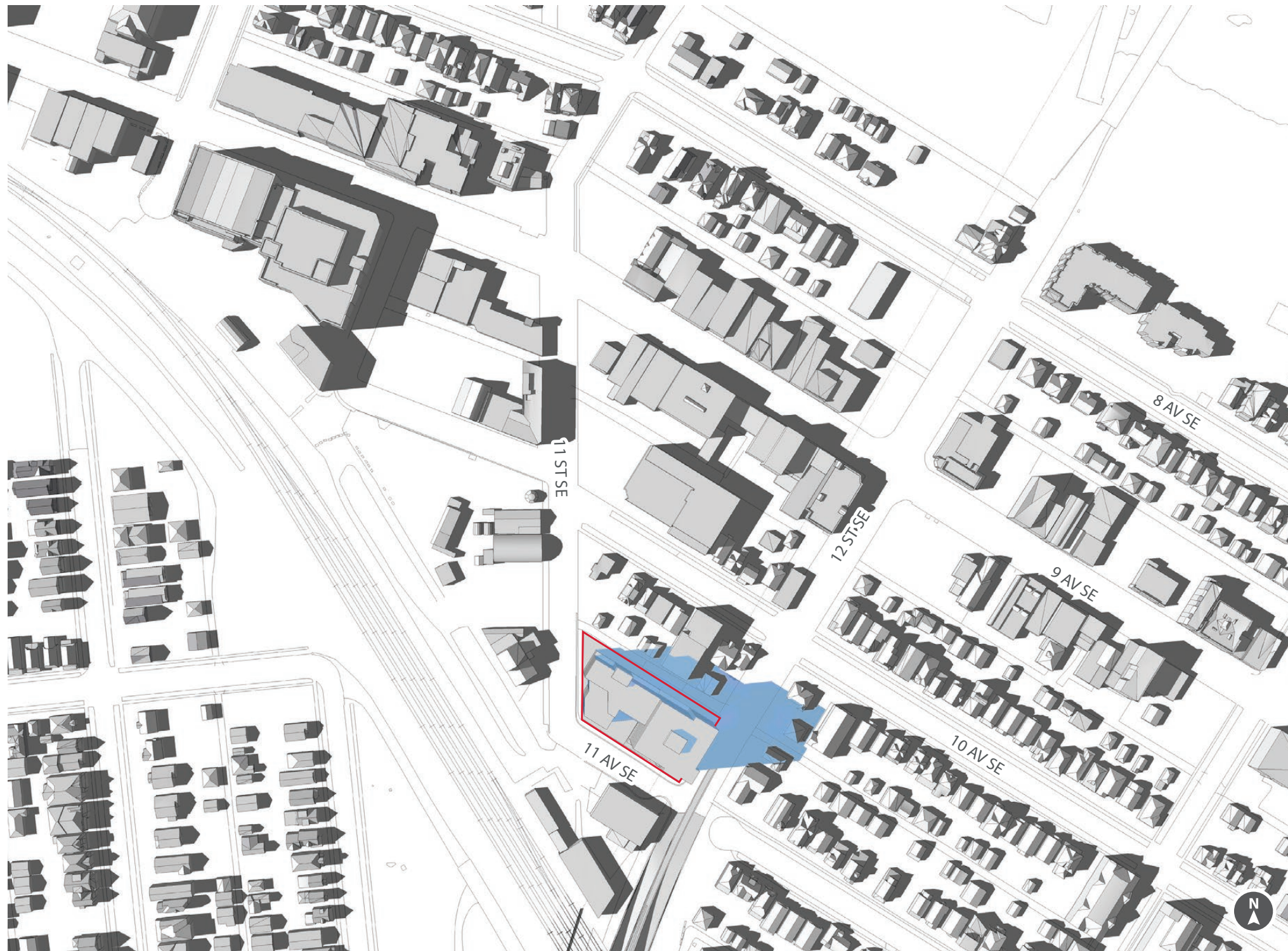
June 21 Noon



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Shading Study

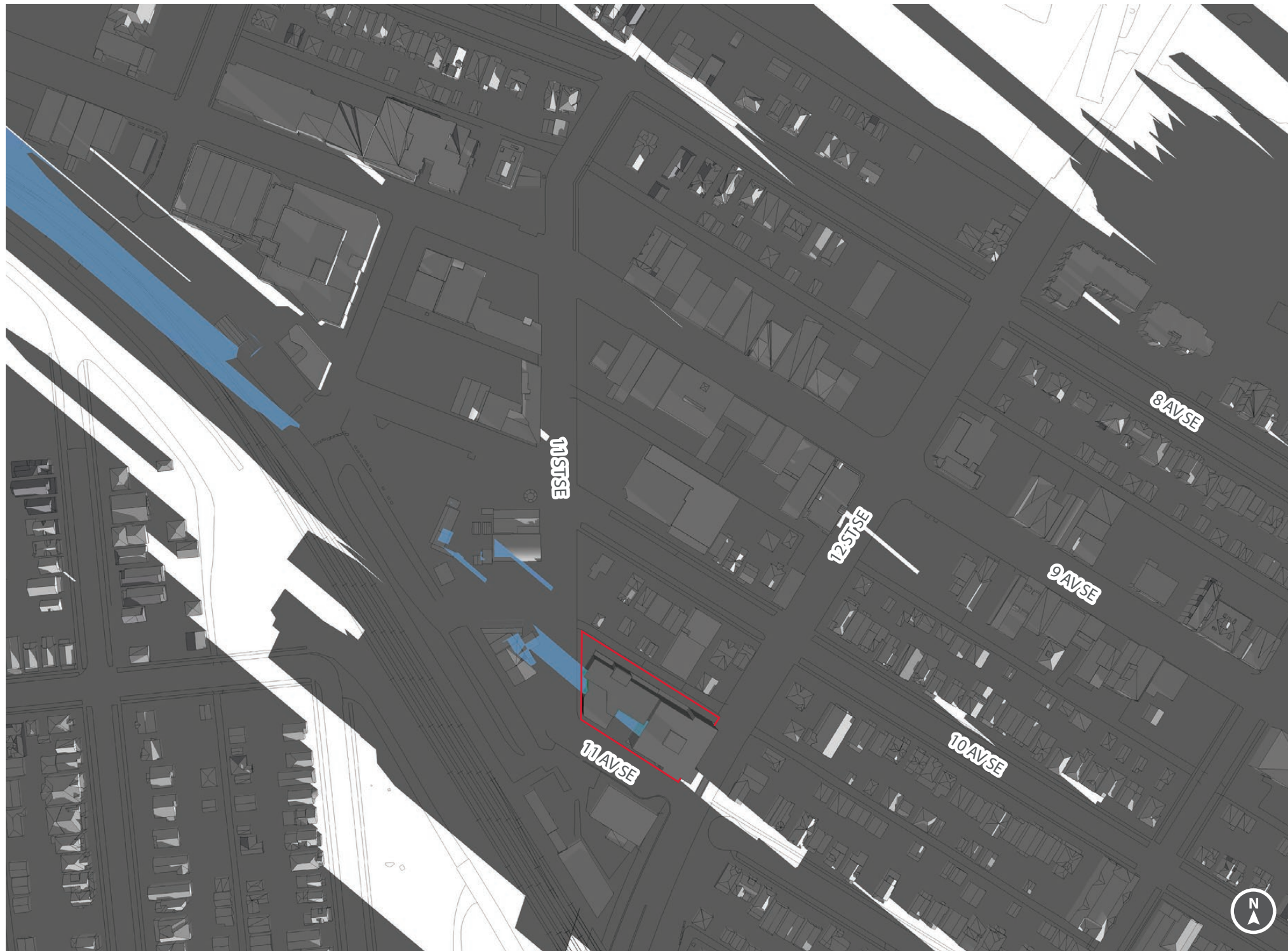
June 21 4PM



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Shading Study

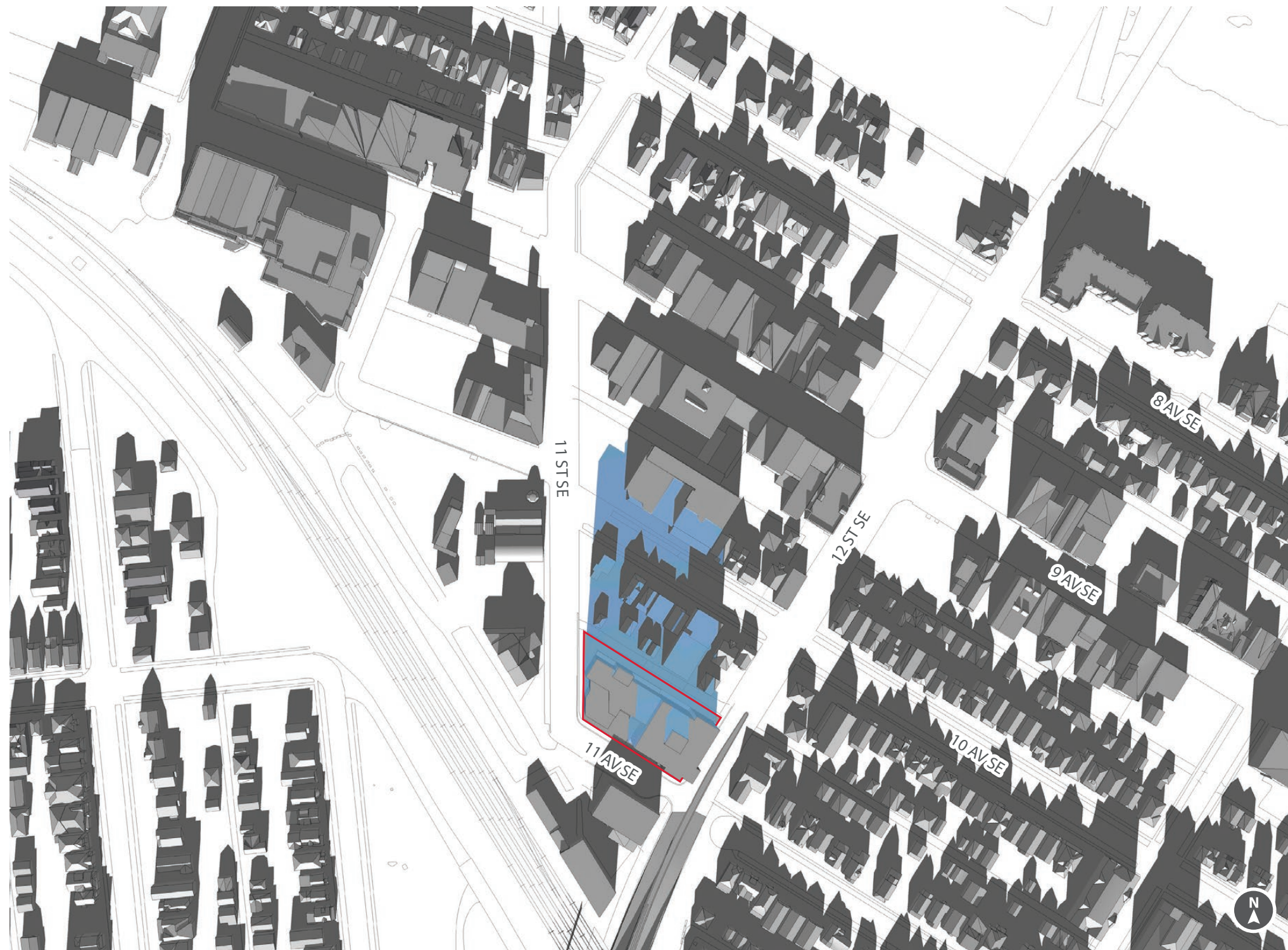
December 21 8AM



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Shading Study

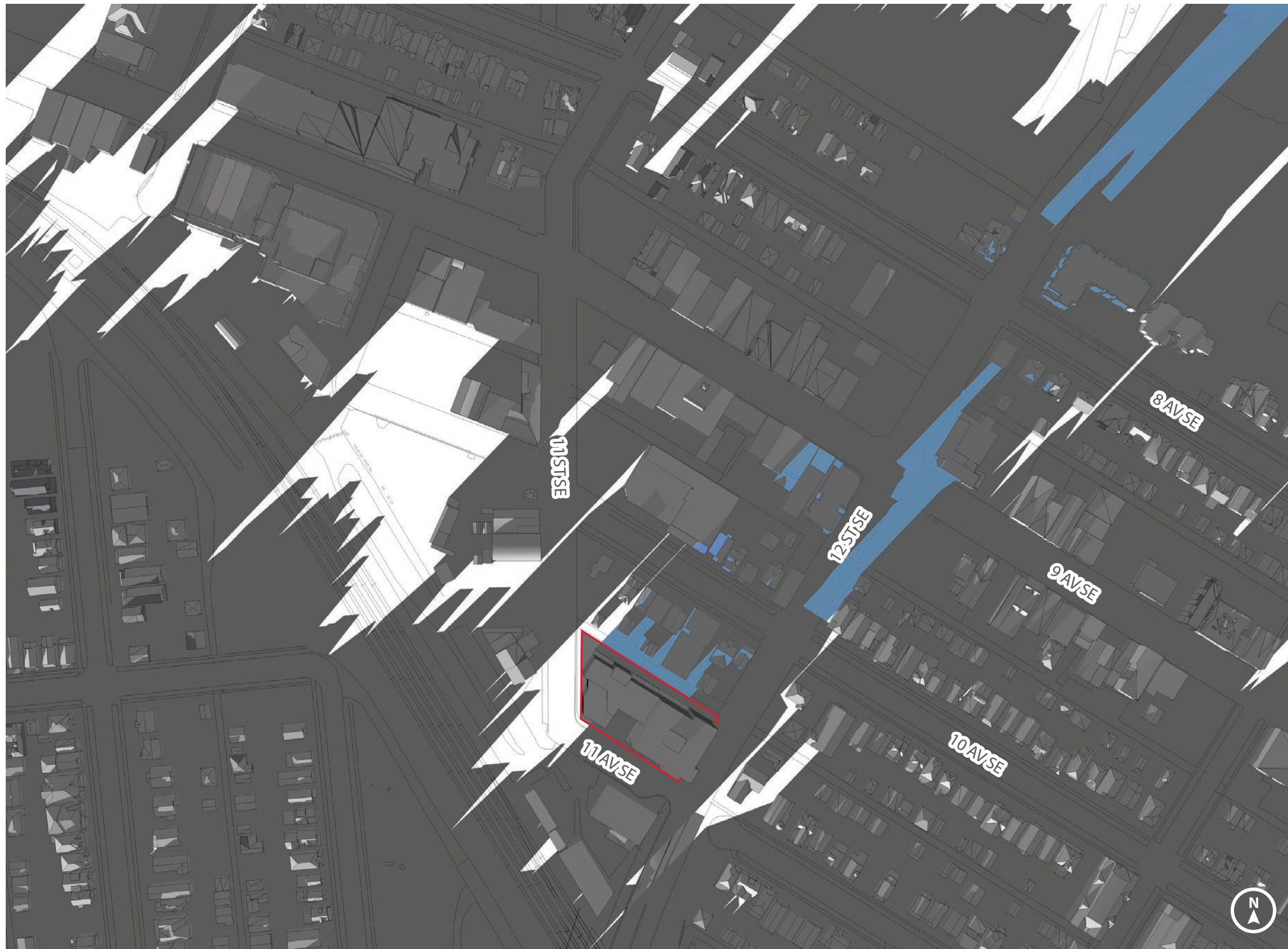
December 21 Noon



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Shading Study

December 21 3PM



NOTE: Shading 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 shading 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. Subject to change based on feedback received through the Development Permit application process.

Parking Study

Background

A *Parking Study* prepared by Bunt & Associates evaluated the proposed parking supply for Inglewood Station. The *Study* found the proposed parking supply appropriate and supportable based on:

1. *Provision of Transit Demand Management measures (1.0 Class I bike stall / unit and a common bicycle repair station for resident use).*
2. *Area frequent transit service (bus, MAX Purple BRT, future Green Line LRT)*
3. *Alignment with City policy for reductions of parking requirements (4.5/5 criteria met)*
4. *Contextual consistency with other reduced parking developments*

The *Study* also provided additional context and history for the project site's informal parking use, existing local area parking supply / demand, as well as current and potential future local area parking management strategies.

Proposed Parking Supply

STALL USE	STALL TYPE	MU-1 BYLAW	PROPOSED	DIFFERENCE
Vehicles	Residential	95	36	-59
	Residential Visitor	17	15	-2
	CFD Staff	0	13	+13
	CFD Visitor	0	2	+2
	Commercial	0	0	0
TOTAL Vehicle Stalls		112	65	-46
Bicycles	Class I: Residential	108	215	+107
	Class II: All Users	23	26	+3
TOTAL Bicycle Stalls		131	241	+110

Site History

Informal Parking Use

The currently undeveloped Inglewood Station project site is not a legal public / private parking lot. However, as the eastern portion is currently vacant and driveway access is not gated, it has been used as a temporary informal free parking area by local area visitors and businesses since site acquisition by The City. All use of the project site to date has been temporary and / or informal, including the temporary 'Gopher Park' site activation secured via a Temporary Use Agreement with the Inglewood Business Improvement Area.

Since 2018, spillover use of the subject site for free informal parking has steadily increased as adjacent businesses (Cold Garden Beverage Company and Ol' Beautiful Brewing Company) have replaced on-site parking with patios (FIG. 2 & 3).

The subject site can accommodate ±44 vehicle stalls, though existing abandoned vehicles reduce effective capacity. To provide a temporary community benefit, The City of Calgary has not pursued bylaw enforcement related to informal parking on the City-owned project site (considered private property).



FIG. 1: Inglewood Station Transit & Alternative Mobility Context



FIG. 2: 2018: On-site Business Parking / Loading

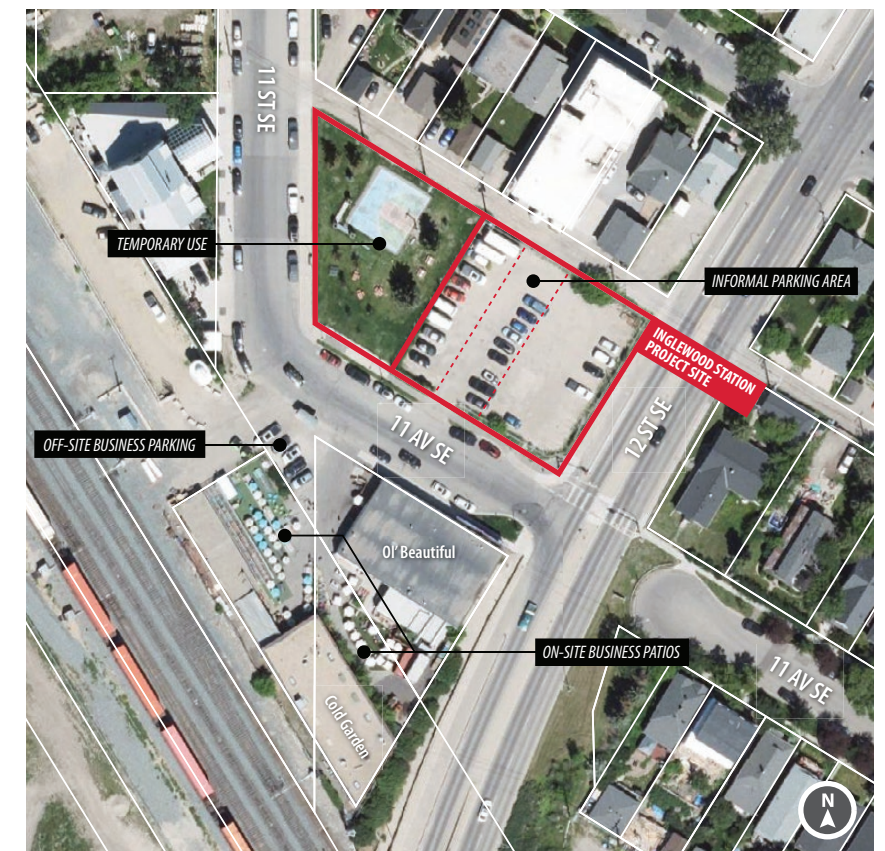


FIG. 3: 2022 : Transition of On-site Parking Supply to Patio Space & Off-site Overflow

Local Area Parking

Public Parking Supply: On-street, Surface & Parkade

The location and nature of surrounding area on-street parking, parking restrictions and parking facilities (surface and parkade) within 300-400m (<5min. walk) of the Inglewood Station project site is outlined below (FIG. 4).



FIG. 4: Local Area Parking Facilities

Public Parking Supply: Surface & Parkade

A summary of all publicly accessible off-street parking facilities within 300-400m (<5min. walk) of the project site and the associated public parking supply is outlined below.

LOCATION	NAME	ADDRESS	DISTANCE	TYPE	# PUBLIC STALLS
Within 300m	CPA Inglewood Plaza (11 ST & 9 AV SE)	1139 9 AV SE	225m	Surface	19
	CPA Lot 43 (Park Park)	880 11 ST SE	250m	Surface	25
	CPA Lot 44 (12 ST & 9 AV SE)	1301 9 AV SE	150m	Surface	38
	PreciseLink (11 ST & 10 AV SE)	1107 10 AV SE	200m	Surface	55
	Atlantic Avenue Art Block	1011 9 AV SE	300m	Surface	251
				Parkade	36
TOTAL: Within 300m					424
Within 400m	CPA Lot 81 (River Lot)	712 12 ST SE	350m	Surface	59
	Avli on Atlantic	1020 9 AV SE	325m	Parkade	30
TOTAL Within 400m					89
TOTAL					513

Public Parking Demand: Site, On-Street, Surface & Parkade Occupancy

Bunt & Associates completed occupancy counts for all public on and off-street parking stalls within 300m (<5min. walk) of the project site on April 21 & 22, 2023, between Noon and 8PM. Observed area public parking supply and demand, noted as percentage of available stalls occupied, is summarized below:

TIME	FRIDAY					SATURDAY				
	TOTAL	On-Street	Parkade	Surface	Site	TOTAL	On-Street	Parkade	Surface	Site
12:00	37%	59%	18%	28%	48%	49%	91%	9%	41%	77%
13:00	38%	60%	18%	32%	50%	54%	96%	10%	49%	93%
14:00	38%	59%	18%	28%	57%	61%	101%	12%	68%	93%
15:00	36%	53%	18%	28%	66%	64%	101%	14%	74%	98%
16:00	39%	62%	16%	28%	70%	63%	101%	15%	67%	105%
17:00	40%	70%	10%	28%	75%	54%	92%	8%	54%	100%
18:00	42%	77%	10%	29%	70%	47%	81%	6%	51%	80%
19:00	49%	88%	8%	42%	77%	51%	92%	4%	53%	84%
20:00	50%	90%	6%	46%	77%	49%	91%	9%	41%	77%
MAX	50%	90%	18%	46%	77%	64%	101%	15%	74%	105%
Supply	714	246	251	173	44	714	246	251	173	44

* On-street resident parking permit restricted stalls are not included. While portions of Ramsay are within 300m, supply and demand metrics for these stalls is not included as the CP Rail tracks are a barrier to accessing these stalls.
** On-Street / Site demand exceeded 100% on Saturday. This is the result of vehicles being parked tighter than standard width / length stall dimensions and parking occurring within no parking zones (e.g. near stop signs/driveways).

Observations

Demand observations identify the following:

- **Limited Parkade Usage:** Underground parking is heavily underused by commercial patrons and area visitors. Similar observations have occurred in other locations (17 Avenue SW, Kensington, Mission) where the provision of commercial underground parking has not reduced on-street congestion.
- **Payment Reduces Congestion:** The highest congestion occurs in free parking locations.

Recommendations

To improve existing parking conditions, Bunt & Associates recommends the following:

- **Paid Parking Zone Extension:** Extend paid on-street parking zones to include 1 ST SE (9 to 11 AV) and 11 AV SE (11 to 12 ST).
- **Paid Parking Times:** Extend on-street paid parking times to match evening/weekend demand. While off-street parking always requires payment, on-street stalls only require payment from 11:00-15:30 (Monday-Friday) and 9:00-18:00 (Saturday). In other jurisdictions (Edmonton & Vancouver), paid parking times extend later (21:00 in Edmonton; 22:00 in Vancouver) and include Sunday.

