



Inglewood Station

Integrated Mixed Use Facility

Applicant-led Outreach Summary

What We Heard & Frequently Asked Questions

Ownership-Partnership Group

City of Calgary (Calgary Fire Department) | RND SQR

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Project Team

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Introduction

Applicant-led Outreach Process

Applicant-led Outreach

Our Commitment

To supplement the standard City of Calgary development application review notification and circulation process, the Inglewood Station project team has undertaken a comprehensive multi-channel communications and outreach strategy that includes multiple information sharing and public input channels, combined with digital and in-person outreach events to enable us to meet a broad range of needs and hear from as many participants as possible.

Feedback from a wide and diverse range of community members and stakeholders is an important cornerstone of making the Inglewood Station vision a reality.

Our Process

We are committed to providing clear, concise, transparent and accurate information about Inglewood Station as we progress the project through the development application process.

We will continue to request and listen to your feedback on the project and will broadly share what we have heard throughout upcoming application processes, including a Development Permit application in early 2023.

We'd like to thank all those who have participated in our process so far for their time and input as we reach the next planning milestone for this important project.

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 & Council Direction

Existing and emerging plans and policies that guide development, including key Council policy initiatives or programs.

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 and market responsive projects.

5. Community & Public Feedback

What various interested parties and members of the public think and say about an issue or project.

Our Strategies

As part of the Inglewood Station Land Use Redesignation application process, our best-practice outreach process has incorporated various events, requests for feedback, and information sharing strategies, including:



Project Website

Comprehensive project website (engage.calgary.ca/Inglewood-Station) with project and process information, downloadable *Application Brief* and upcoming outreach event details / registration.



On-Site Signage

Supplementary on-site signage with project background and key details, applicant team and City of Calgary contact information and upcoming outreach event details.



Neighbour & Business Mailers

Detailed tri-fold project information mailers and event invitations sent to over 1,250 local area residents and businesses.



Project Email Inbox & Phone Line

Project phone line, voice-mail inbox (587.747.0317), and dedicated email (Inglewood-Station@calgary.ca) serve as a direct line to the project team.



Digital Outreach Event

Digital Session: September 6, 2022
Webinar Format (5-7PM via ZOOM)
6 Attendees



In-Person Outreach Event

In-person Session: September 8, 2022
Drop-in Format (5-7PM @ Festival Hall)
18 Attendees



Community Organization Outreach

Direct contact with key project information and meeting opportunities. Inglewood Business Improvement Area Meeting: October 11, 2022.



Community Newsletter

Project information, outreach event details and updates delivered to all Ramsay & Inglewood community newsletter recipients.



Ongoing Outreach

Ongoing project information sharing. Future outreach opportunities designed to inform the upcoming Development Permit process.



Email Newsletter

Project information, outreach event details and updates delivered to Ramsay / Inglewood Area Projects e-newsletter subscribers via email.

Outreach Process Roles

Building a Shared Understanding

Clarifying community outreach roles and responsibilities connected to planning and development application helps to clearly identify who does what and builds a shared understanding of the various thresholds of responsibility across all roles in the city-building process.

As the proponent of an Applicant-initiated development proposal and proposed Land Use Redesignation, the Inglewood Station project team has the associated responsibilities of the Outreach Lead.

Applicant Lead

The Outreach Lead is the primary decision maker for the project leading up to a formal decision of approval or refusal by the designated City of Calgary decision-making body. The Outreach Lead role:

- Notifies neighbours and the public of the project and any opportunities to learn more or provide input.
- Determines the negotiables and non-negotiables for the project and what is / isn't open for public input.
- Communicates the constraints and clarifies the scope of the conversation.
- Provides clear, concise, transparent and accurate information.
- Holds a respectful conversation.
- Reports back if / when collecting input and provides City decision makers with a summary of the community outreach approach that was taken.
- Keeps outreach participants in the loop and closes the loop when decisions are made.

City Administration Support

The Outreach Support assists in the outreach process by providing the applicant, community / member-based organizations, and the wider community with information, tools and resources to improve understanding and aid in the overall success of the outreach process. The Outreach Support role:

- Shares information about City goals and policies.
- Explains The City's application review and decision-making processes.
- Clarifies community outreach roles and responsibilities.
- Creates tools and resources for Outreach Participants, Connectors and Leads to help them succeed in their respective process roles.

Community Organizations Connector & Participant

The Outreach Connector & Participant shares local experience, information and insights about a specific community or area to help increase understanding of the local context and to help inform community outreach plans. The Outreach Connector & Participant role:

- Where possible, shares local experience, information and insights to help build understanding and inform outreach plans and application processes.
- Where possible, helps raise awareness of opportunities for people to get involved in local planning and development projects.

Community Members & General Public Participant

The Outreach Participant actively engages with the outreach process and associated activities / events. The Outreach Participant role:

- Seeks out information and is informed.
- Listens and participates respectfully.
- Respects the scope of conversation and project constraints.
- Provides appropriate feedback and remains open to different ideas.

City Council & Development Authority Decision Maker

The Decision Maker is responsible for making the final decision to approve or refuse planning or development applications. The Decision Maker role:

- Reviews and considers proposed planning or development applications.
- Reviews and considers the outreach strategy / rationale / approach and any feedback that may have been collected as part of an application process.
- Approves or refuses the planning or development application.

Outreach Process Outcomes

Outreach Process Goals

The City of Calgary, RNDSQL and Applicant team are committed to working with neighbours to build strong and complete communities through thoughtful planning, great design and robust outreach.

The project team's outreach process has been designed to provide multiple opportunities across a variety of Digital & Distanced platforms for citizens and community groups to learn about the vision for Inglewood Station and to share their feedback — all with the intent of maintaining a respectful and transparent dialogue.

Outreach Process Key Themes

The Applicant team has thematically analyzed all feedback collected since July 2022 via the Applicant-led outreach process to arrive at the following key themes:

1. Fire Station Location & Operations
2. Building Height
3. Public Realm & Site Edges
4. Traffic & Parking
5. Future of 'Gopher Park'

Each identified key theme is broken into 'What We Heard' and 'Applicant Team Response' in the following section of this document.

Additionally, a thematic series of Frequently Asked Questions has also been provided with clarifying answers and project information from the project team related to key common questions heard throughout our outreach process.

Outreach Process Next Steps

City of Calgary Review & Guidance

City of Calgary Administration and the Development Application Review Team (DART) is responsible for the formal review of the proposed Land Use Redesignation application. City Administration also provide guidance on implementing a best-practice voluntary Applicant-led outreach process.

City Administration has actively monitored and observed key Applicant-led outreach activities. The Applicant team has also provided Administration and File Manager contact information in Applicant outreach materials to allow interested parties to contact Administration directly with questions or feedback about the application, local area policy or the application review process.

Input collected via the Applicant-led outreach process and formal City-led application circulation will be reviewed by City Administration and summarized in reports to Calgary Planning Commission and City Council prior to final recommendations and decisions being made.

Outreach Process Conclusion

The project team is formally concluding outreach on the proposed Land Use Redesignation application with the public release of this document, with associated outreach closure notification to community organizations and advertisement to citizens and neighbours.

The Inglewood Station project team thanks all those who participated in the formal outreach period and will continue to respond to inquiries received from interested parties throughout the remainder of the project timeline.

We look forward to engaging with community in the near future through the course of the upcoming Development Permit application for Inglewood Station.

What We Heard

Key Themes & Frequently Asked Questions

Key Theme 1

Fire Station Location & Operations

What We Heard

Some stakeholders expressed concern about the location of the project site and associated Fire Station operations, while others were supportive of a new community-scaled mixed use Fire Station serving the Inglewood and Ramsay communities.

A number of local area residents, businesses and community organizations also requested additional information about the service area and anticipated call volume for the new Inglewood Station.

Applicant Team Response

The project site has been an integral part of 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 strategic land purchase in 2010 for the delivery of a new priority Fire Station through the Integrated Civic Facility Planning (ICFP) Program.

The priority Calgary Fire Department (CFD) Fire Station component of the project is required to replace the aging downtown Fire Station No.1, slated for closure and decommissioning.

The strategic location of the new Inglewood Fire Station allows CFD to maintain response times and mitigate the community access impacts of the permanent closure of 8 Street SE at the Canadian Pacific crossing south of 9 Avenue SE.

CFD operates throughout Calgary, within diverse local area contexts that include both primarily residential area and more dense and mixed use urban environments.

Demand for emergency services is anticipated to grow as the Victoria Park, Ramsay and Inglewood communities continue to see significant public and private investment, including the BMO Centre Expansion, Culture + Entertainment District and Green Line LRT.

Service Area

When both planned stations in Inglewood and Bridgeland become operational, the downtown Station No. 1 will have reached the end of its lifecycle and will close.

The primary service area for Inglewood Station at that time is anticipated to be mainly the communities of Inglewood and Ramsay. The station will also support emergency response into other areas of the city (including downtown), based on operational needs and as required / requested by 911 dispatch.

Fire Truck Apparatus Response Volumes

While it is difficult to predict expected call volumes for a new Fire Station, the Calgary Fire Department's internal analysis provides some indications of how many emergency responses Inglewood Station may have.

Total annual fire truck apparatus responses from Inglewood Station are estimated to be $\pm 3,500$.

This estimate can be further broken down as follows:

- $\pm 1,300$ apparatus responses directly within the Inglewood and Ramsay communities
- $\pm 2,200$ apparatus responses to other areas of the city, including Downtown

This equates to average daily emergency response number of ± 3.6 and ± 6.0 calls in a 24-hour period respectively. Peak times for calls (e.g. weather events, rush hour) will also influence when emergency responses are needed.

Note: The above represents current high-level estimates only that are subject to change.

Intersection, Pedestrian & Cyclist Safety

The Inglewood Station project will deliver significant public realm and streetscape improvements to all site edges, including 12 ST SE, 11 AV SE, 11 ST SE and the rear laneway, in coordination with the ongoing *Ramsay-Inglewood Station Area Improvements* project.

The design of the new Fire Station apron will consider the needs of all users, including pedestrians and will be incorporated into the streetscape design for 11 AV SE. Additionally, all CFD stations employ numerous safety best practices when deploying and returning fire truck apparatus to alert nearby vehicles, pedestrians and cyclist and mitigate potential movement conflicts.

To further mitigate pedestrian, cyclist, vehicle conflicts with fire truck apparatus movements, full signalization of the 12 ST / 11 AV SE intersection is an anticipated requirement of the proposed building design and program, with additional intersection signalization requirements to be confirmed through the upcoming Development Permit application review process.

Key Theme 2

Building Height

What We Heard

Some outreach participants shared their enthusiasm for the proposed 12-storey form, use mix and related density, while others stated that the building's proposed height was their chief concern, including potential shadow impacts to surrounding area residential areas.

Applicant Team Response

To realize the full potential of this transit-oriented gateway development opportunity and to align with the draft Historic East Calgary Local Area Plan, the project team is targeting a mid-rise, high density mixed use building.

The proposed development vision features 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. The maximum Floor Area Ratio (FAR) is 6.5, representing a potential developable floor area that is 6.5 times the total site area.

The proposed building scale and FAR is necessary to ensure the project remains financially feasible and can be delivered within the timelines required by CFD and directed by Council. Inglewood Station requires significant off-site improvements and also features unique building program needs that make its planning, construction and market desirability more challenging and resource intensive than other more traditional mixed-use developments.

The Concept Design details shared by the Applicant team at this Land Use Redesignation phase are not yet indicative of ultimate building massing or architectural design. The future Development Permit process and detailed building design will further break up building mass vertically and horizontally through the strategic use of step-backs, building element stacking, architectural features and materiality.

Potential shadow impacts of the future building design along with potential mitigation strategies will be explored through the upcoming Development Permit application process, inclusive of detailed shadow studies. The site's location in the primarily commercial area of Inglewood, west of 12 ST SE also provides an additional buffer from shadow impacts to the primarily residential areas east of 12 ST SE.

Key Theme 3

Public Realm & Site Edges

What We Heard

Many outreach participants emphasized the importance of realizing a high quality public realm as part of the Inglewood Station project.

A number of surrounding area residents and business owners also expressed concerns related to the current and future condition of the rear laneway directly north of the Inglewood Station site.

Applicant Team Response

High quality public realm improvements along all site interfaces and edges will be undertaken as part of the Inglewood Station project, in alignment and coordination with the ongoing Ramsay-Inglewood Station Area Improvements project.

At a minimum, and not dependent on the funding for the Ramsay-Inglewood Station Area Improvements project, the Inglewood Station project will realize key infrastructure, public realm and building interface improvements along all site edges, inclusive of rear lane paving and pedestrian realm improvements along 12 ST, 11 AV and 11 ST SE in a manner that is consistent with the design of the Ramsay-Inglewood Station Area Improvements project to ensure future alignment and project integration.

The rear lane interface, parkade access, loading areas and building HVAC systems will be designed to acknowledge and respond to the unique needs of property and business owners located directly north of the Inglewood Station project site, including Festival Hall.

Key Theme 4

Traffic & Parking

What We Heard

A number of outreach participants, surrounding area residents and business owners expressed concern that the proposed development vision would result in significant traffic issue and that future building residents and visitors will take up all the surrounding on-street parking.

Applicant Team Response

Inglewood Station's strategic inner-city location, tailored parking supply and target market all work together to minimize the community-level impacts associated with vehicle ownership and on-street parking demand.

Traffic

A traffic impact assessment will be completed as part of the upcoming Development Permit application review process to estimate the anticipated traffic impacts.

It is expected that the proposed development will have some impact on vehicle traffic in the community. However, given the site's strategic inner-city location, transit-oriented nature, proposed uses, unit mix and proposed on-site parking supply, the anticipated traffic generation of Inglewood Station is anticipated to be significantly lower than that of a similarly sized mixed use development targeted to households with one or more personal vehicles.

To mitigate pedestrian, cyclist, vehicle conflicts with fire truck apparatus movements, full signalization of the 12 ST / 11 AV SE intersection is an anticipated requirement of the proposed building design and program, with additional intersection signalization requirements to be confirmed through the upcoming Development Permit application review process.

Parking

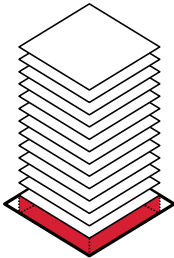
A review of the proposed parking supply will be completed as part of the upcoming Development Permit application process. The proposed Concept Design focuses on-site parking primarily to Calgary Fire Department staff and visitors, with limited on-site parking provided for residents.

This strategy allows for greater housing affordability for the proposed residential units and encourages alternative mode use like transit, walking, cycling, car-share (eg. Uber and Communato), and micro-mobility options (eg. scooter and bike-share programs).

On-street residential and visitor parking supply in the Inglewood and Ramsay communities is heavily regulated today to mitigate the parking demand experienced during peak hours from local and regional visitors. Several public parking facility options exist nearby to serve area visitor parking demand, including CPA Lot 43 (250m northwest), CPA Lot 44 (150m north), CPA Lot 81 (350m north), in addition to nearby private parking facilities (Precise ParkLink 1005 9 Ave SE & 1107 10 Ave SE) that include both surface and underground facilities accessible to the public 24hrs/day.

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 Calgary Fire Department Vehicle Stalls (incl. 2 visitor)



Key Theme 5

Future of 'Gopher Park'

What We Heard

A number of outreach participants and community members inquired about the future of the 'Gopher Park' temporary site activation. Many participants expressed positive regard for the space and the success of the community-led Temporary Public Space Activation.

Applicant Team Response

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.

Made possible by a City-granted temporary License of Occupation for the City-owned lands, the temporary site activation came to be known as 'Gopher Park'.

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.

Conclusion of Temporary Site Use

As the project moves through upcoming Development Permit application processes and prior to construction, the temporary License of Occupation will expire and require the site to be cleared in preparation for construction.

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.

Building on the Success of 'Gopher Park'

The project team is actively exploring options for integrating key elements of 'Gopher Park' into the site and spatial program of the Inglewood Station project. As a result of these exploration, the current development concept includes a central double height flex Commercial Retail Unit (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 sportcourt surface 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 ultimate programming / operations / detailed design of the publicly accessible flex space will be addressed through the upcoming Development Permit process and will acknowledge feedback heard to date from Administration, local area community groups and the general public.

Opportunities to incorporate certain existing elements of the 'Gopher Park' temporary site activation (eg. the Inglewood letters bike rack) into the site design of Inglewood Station are contingent on the Inglewood BIA's direction as they own the physical assets and will be confirmed through the Development Permit process.



Custom 'Inglewood' Bicycle Rack installed along the project site's south edge, to be retained and integrated into future public realm design

Frequently Asked Questions

Project Background

What is Inglewood Station?

Based on Council direction, The City — in collaboration with RNDSQL — is building a new priority fire station as part of an integrated mixed use facility in the community of Inglewood to replace the aging downtown Fire Station No.1.

The strategic location of the new Inglewood Fire Station allows CFD to maintain response times and mitigate the community access impacts of the permanent closure of 8 Street SE at the Canadian Pacific crossing south of 9 Avenue SE.

Demand for emergency services is anticipated to grow as the Victoria Park, Ramsay and Inglewood communities continue to see significant public and private investment, including the BMO Centre Expansion, Culture + Entertainment District and Green Line LRT.

Why is it located here?

The Inglewood Station site has been identified for a new emergency response station since 1986 and benefits from a strategic inner city location and context with significant public and private investments .

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 strategic land purchase in 2010 for the delivery of a new priority Fire Station through the Integrated Civic Facility Planning (ICFP) Program.

The project site is strategically located in a prime inner city location and can leverage City-owned land to deliver a number of public and community benefits that would not have been possible with single-use fire station. The proposed use mix builds on the success of existing active local area businesses and realizes additional activation along 12 ST and 11 AV SE, via street-oriented commercial spaces that can accommodate new area businesses.

An integrated mixed use facility provides greater community benefit than a single use site through the integration of new transit-supportive housing options and street-oriented retail / commercial destinations.

Multi and mixed use sites realize reductions in their environmental footprint through the more efficient use of land, and when located in established communities, better use of existing and planned infrastructure.

Why is it needed?

The priority Calgary Fire Department (CFD) Fire Station component of the project is required to replace the aging Downtown Fire Station No.1, slated for closure and decommissioning.

Fire Station No.1 was built in 1973 — it is no longer suitable for modern response station operations, lacks necessary on-site staff parking and cannot accommodate newer fire engines due to size and bay height restrictions that are also restricted by legal covenants. Renovation is not a viable option.

Demolishing and rebuilding Station No.1 is cost-prohibitive and will not result in required service-level improvements.

Why build an integrated facility?

Inglewood Station aligns with Council's direction to plan and deliver multi-service and mixed-use facilities that use City-owned land more efficiently.

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.

Shifting to an integrated facility planning approach through the ICFP Program allows The City to increase efficiencies, investment, and partnerships, and better collaborate with community partners to build facilities that are truly reflective of thriving and evolving neighbourhoods.

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 Request for Proposals (RFP) selection process for a delivery partner through the ICFP Program.

Integrated mixed use facilities are more fiscally responsible and reduce the overall cost of new necessary facility construction through co-location with other uses.

Frequently Asked Questions

Project Goals & Benefits

What are the project goals?

The City and RNDSQL are committed to providing a mixed use facility that will benefit Inglewood, Ramsay and surrounding area communities for years to come.

Three key project goals inform the Inglewood Station vision and development concept:

- A high-quality, mixed-use outcome with a focus on realizing a new modern 2-bay Fire Station that meets the goals and objectives of The City and Calgary Fire Department;
- 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
- Ground-level retail options to activate the 11 AV SE and 12 ST SE streetscape and contribute to the overall vitality of the area.

What are the project benefits?

The return of a local fire station will improve response times and access to Inglewood, Ramsay, and surrounding area while introducing new housing and retail options to the community.

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 project will be designed to be a transit-oriented development, supporting the MAX Purple Bus Rapid Transit, the future Inglewood Ramsay Green Line station and help achieve the vision for the Historic East Calgary Local Area Plan (HEC LAP).

The project will 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.

New street-oriented commercial retail spaces included in the project program will strengthen the connection between people and where they live by introducing new neighbourhood-focused retail and amenities that promote walkability and local connectivity.

Frequently Asked Questions

History & Future of 'Gopher Park'

Why is 'Gopher Park' considered temporary?

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 strategic land purchase in 2010 for the delivery of a new priority Fire Station.

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 until such time the land was needed for the long-planned Fire Station. As per the License of Occupation agreement between The City and the BIA, the space was intended and conceived as a temporary use, and no continuation of that use or replacement was agreed to in the License.

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.

What will happen to the space?

As the project moves through upcoming Development Permit application 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.

What community benefits will the project bring to offset the loss of Gopher Park?

'Gopher Park' never operated as a dedicated park space due to its temporary nature as a community-led activation project of underutilized City-owned land allocated for a future Emergency Response Station.

Today, the Inglewood and Ramsay communities enjoy access to significant local and regional open space resources that exceed city-wide goals, including many recent investments like Jack Long Park and the Ramsay Inclusive Playground.

Nonetheless, 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, including a Publicly Accessible Flex Space.

Frequently Asked Questions

Fire Station & Calgary Fire Department

Why is a new fire station needed?

The CFD portion of the project 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.

Why can't Station No. 1 be fixed?

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 today, it is located in the primarily commercial Downtown Core where fire risk is generally lower due to many commercial buildings having existing fire plans, sprinklers and suppression 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.

How can a smaller station replace a larger one?

Based on CFD's comprehensive coverage planning and expert recommendations, multiple smaller, community-based fire stations are a more efficient use of budget dollars than a larger, centralized super-station.

The overriding goal of the Calgary Fire Department is to serve all Calgarians in a timely fashion. 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 CFD's functional requirements.

NCE's #1 recommendation was to build multiple two-bay response stations to replace the existing larger Station No.1. This decentralized approach provides excellent coverage and works well with the CFD's current operational model.

In combination with a future Bridgeland Fire Station, the Inglewood 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 of the new Inglewood Station also aligns with the mandate of Integrated Civic Facility Planning (ICFP) Program which seeks to deliver integrated, mixed use facilities in strategic locations.

Station No. 1 will continue to operate until both Inglewood Station and Bridgeland Station are built and operational.

How many calls will Inglewood Station respond to?

While it is difficult to predict expected call volumes for a new Fire Station, the Calgary Fire Department's internal analysis provides some indications of how many emergency responses Inglewood Station may have.

Fire Truck Apparatus Response Volumes

Total annual fire truck apparatus responses from Inglewood Station are estimated to be $\pm 3,500$.

This estimate can be further broken down as follows:

- $\pm 1,300$ apparatus responses directly within the Inglewood and Ramsay communities
- $\pm 2,200$ apparatus responses to other areas of the city, including Downtown

This equates to average daily emergency response number of ± 3.6 and ± 6.0 calls in a 24-hour period respectively. Peak times for calls (e.g. weather events, rush hour) will also influence when emergency responses are needed.

Note: The above represents current high-level estimates only that are subject to change.

Service Area

When both planned stations in Inglewood and Bridgeland become operational, the downtown Station No. 1 will have reached the end of its lifecycle and will close.

The primary service area for Inglewood Station at that time is anticipated to be mainly the communities of Inglewood and Ramsay. The station will also support emergency response into other areas of the city (including downtown), based on operational needs and as required / requested by 911 dispatch.

Frequently Asked Questions

Fire Station & Calgary Fire Department

Supplementary Information

The following information has been provided and approved by CFD Strategic Services.

Existing Fire Station No.1

Fire Station 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 1 is cost-prohibitive and will not result in required service-level improvements. Although Station 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 1 crews who had previously used 8 ST as the primary access route to the Ramsay community.

Moving resources to the new Bridgeland and Inglewood Stations will expand coverage within the seven-minute response timeframe and satisfy CFD's operational requirements.

The Calgary Fire Department (CFD) portion of the Inglewood Station will replace the aging Downtown Fire Station 1 (450 1 ST SE), slated for closure and decommissioning once both Bridgeland and Inglewood Stations are operational.

Third Party Study: Station No. 1 Replacement

In 2016, the CFD worked with the consultant group NCE Value Engineers (NCE), to create a long-term plan to guide the future growth and development of response stations in Calgary's downtown. NCE conducted a *Value Management Study (VMS)* to explore the functional needs of the CFD in providing public safety services in the downtown area.

The study's #1 recommendation was to build multiple two-bay response stations to replace the existing Station 1. This decentralized approach provides excellent coverage and works well with the Calgary Fire Department'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 Station project site meets these requirements and has been specifically planned for this use by The City of Calgary and the Calgary Fire Department since the site's original acquisition in 1986. The location also aligns with the mandate of Integrated Civic Facility Planning Program which seeks to deliver integrated, mixed use facilities in strategic locations.

Based on the findings of the *Value Management Study*, the independent consultant's recommendations, and after a significant internal study, CFD recommends:

- At nearly 50 years old, Response Station No. 1 is nearing the end of its useful life and must be replaced. Renovation is not a viable option.
- The CFD's analysis supports a decentralized model for downtown response stations and includes a two-bay response station in the Inglewood zone.
- The proposed model mitigates increasing risk to citizens by improving response times and adding more flexibility and reliability to deployment.
- Additionally, this model provides safe operations and improved health and wellness of CFD personnel working in Calgary's downtown and inner city over the next several decades.

Fire Station Development Guidelines

The overriding goal of the Calgary Fire Department 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 Calgary Fire Department 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 Calgary Fire Department 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 the Calgary Fire Department.

In 2019, the Calgary Fire Department 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 fires – seconds do matter... Every fire burns differently, depending on the materials involved, fuel sources and weather conditions (like wind).

Research shows that fires can double in size every 30 seconds. According to the National Fire Protection Association (NFPA), fires can spread up to 1,100 per cent in the first four minutes and fires can spread to multiple homes in under 10 minutes.

Fire personnel and equipment must arrive quickly as fires can flashover in less than five minutes.

Within Calgary, the probability of civilian death can increase by 243 per cent when a fire moves beyond the room of origin and under the same circumstances, the dollar loss due to fire increases by 1,736 per cent.

In Calgary, in 2019, eight residential fires spread beyond the structure of origin.

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

Frequently Asked Questions

Transit Oriented Mixed Use Development

What will the mixed-use portion Inglewood Station include?

In addition to a new Fire Station, conceptual plans for Inglewood Station include street-oriented retail spaces along 11 AV and 12 ST SE, with and residential uses above.

These combined uses are what gives the development its mixed-use character. The uses will be combined and designed to ensure that users of the site can co-exist and meet their respective needs.

How high is Inglewood Station?

To realize the full potential of this transit-oriented development opportunity and to align with the draft Historic East Calgary Local Area Plan, the project team is targeting a mid-rise, high density mixed use building.

Conceptual plans for Inglewood Station include 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.

Inglewood Station requires significant off-site improvements and also features unique building program needs that make its planning, construction and market desirability more challenging and resource intensive than other more traditional mixed-use developments. The proposed building scale and FAR is necessary to ensure the project remains financially feasible and can be delivered within the timelines required by CFD and directed by Council (Fire Station required to be operational in 2024).

Why isn't Inglewood Station just a fire station?

The City has moved to a coordinated approach of planning and delivering civic facilities that optimizes the use of City-owned land and better serves the community.

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, enabling multiple community services / uses in one location and better serving benefiting communities. As a result, the Integrated Civic Facility Planning (ICFP) Program was created.

Council has directed that in constructing civic facilities, Administration considers the possibility of multi-use construction, in addition to opportunities for partnership with the private sector, to maximize the utility of City lands where appropriate. The strategic inner city location of the project site within 300m of the future Green Line LRT station makes it especially suitable for a mixed use integrated facility that includes residential and commercial uses, in addition to the required Fire Station component.

Shifting to an integrated facility planning approach allows The City to increase efficiencies, investment, and partnerships, and better collaborate with community partners to build facilities that are truly reflective of thriving and evolving neighbourhoods.

Why put a transit-oriented mixed use fire station here?

Inglewood Station supports compact strategic growth, economic resiliency, and multi-modal connectivity by increasing intensity in the heart of a community where significant public infrastructure investments are being made.

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 strategic land purchase in 2010 for the delivery of a new priority Fire Station.

The project site is also an especially appropriate location for a mixed use integrated facility delivered in partnership with a private development partner. The project site is 200m from a MAX Purple Line Bus Rapid Transit (BRT) Station and within 300m of the future Ramsay-Inglewood Green Line Light Rail Transit (LRT) Station—the backbone of the Primary Transit Network.

The Calgary Transportation Plan (CTP) identifies the Primary Transit Network as an organizing tool for land use planning, with community design emphasizing higher intensity, compact mixed use development concentrated near transit stops and stations to encourage ridership and optimize public infrastructure. Based on the principles of Transit-Oriented Development (TOD), this form of city-building enables sustainable long-term urban growth and provides a mix of land uses and densities that create a convenient, interesting and vibrant community.

What will be the impact on parking in the community?

The proposed Concept Design focuses on-site parking primarily to Calgary Fire Department staff and visitors, with limited on-site parking provided for residents.

This strategy allows for greater housing affordability for the proposed residential units and encourages alternative mode use like transit, walking, cycling, car-share (eg. Uber and Communato), and micro-mobility options (eg. scooter and bike-share programs). A parking study will be completed as part of the Development Permit application review process.

Will there be an increase in traffic in the community?

It is expected that the proposed development will have some impact on vehicle traffic in the community.

However, given the site's strategic inner-city location, transit-oriented nature, proposed uses, unit mix and proposed on-site parking supply, the anticipated traffic generation of Inglewood Station is anticipated to be significantly lower than that of a similarly sized mixed use development targeted to households with one or more personal vehicles. A traffic impact assessment will be completed as part of the Development Permit application review process.

Frequently Asked Questions

Construction Impacts

How will the construction impacts be planned for and managed?

RNDSQR will partner with an experienced, established and fully integrated construction management and general contracting firm that is familiar with not only fire station and mixed-use construction but also inner-city urban condition management and site planning.

Following the approval of a Development Permit and 3 months prior to breaking ground, the construction management team will prepare a Work Execution Plan which covers material deliveries, site logistics, emergency meeting points, crane swing radius, and other important planning considerations including anticipated road closures and detours.

The resulting Work Execution Plan will be presented to surrounding area residents and business owners for feedback prior to finalization and construction start.

A designated Site Manager (Superintendent or Construction Manager) who will be the main point of contact for the Inglewood Business Improvement Area, Inglewood Community Association, Ramsay Community Association, community members and any affected residents or business owners.

Construction work hours will be aligned with best practice and in accordance with the City of Calgary Noise Bylaw.

Occasional road closures and detours are anticipated and will be communicated to all affected parties and surrounding area residents and business at least 1 week in advance, inclusive of alternative access plans and detours.

What is the proposed project timeline?

Construction and site work is anticipated to begin in mid-2023 and complete in late 2024 / early 2025.

The project team anticipates Development Permit application submission in Q1 of 2023, following a Council decision on the Land Use Redesignation in early 2023.

How will construction be coordinated with other local area City projects?

The Inglewood Station project team will continue its ongoing collaboration and coordination with Ramsay-Inglewood Station Area Improvements project team.

This will include close team coordination, public realm design alignment and construction planning through the remainder of 2022 when the budget / funding for the implementation phases of the Ramsay-Inglewood Station Area Improvements project will become known and through detailed design and construction in 2023 / 2024 if the Ramsay-Inglewood Station Area Improvements project is funded.

At a minimum, and not dependent on the funding for the Ramsay-Inglewood Station Area Improvements project, the Inglewood Station project will realize key public realm and building interface improvements along all site edges, inclusive of lane paving and pedestrian realm improvements along 12 ST, 11 AV and 11 ST SE in a manner that is consistent with the design of the Ramsay-Inglewood Station Area Improvements project.

Frequently Asked Questions

Project Delivery

How was the project team chosen?

The City of Calgary's public procurement process is based on the principles of Transparency, Openness, Fairness and Best Value. Following formal evaluation of proposals based on established selection criteria, RNDSQL emerged as the highest rated proponent.

In 2020 based on Council direction, The City initiated a public competition through a Request for Proposal (RFP) process, 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 a new integrated mixed use fire station.

The City evaluates the bids based on very specific guidelines that are grounded in public procurement law. The public process ensures The City evaluates bids on set criteria that may include prices, technical merit, quality, and sustainability. All eligible suppliers who meet the RFP requirements are able to bid, with no preferential treatment of one supplier over another.

Evaluation of bids is done by a team with set criteria used to independently score all qualified RFP bids. For some bids these scores are then consolidated to generate the ranking of the bids, while in other instances an alternative scoring approach may be used. The highest ranked bidder is identified, and The City then enters contract negotiation (if it is in a negotiable format). At this point the unsuccessful bidders are advised.

The City follows industry standards and laws for the transparent selection of respondents to public RFPs and in accordance with external and internal governance requirements (e.g., applicable trade agreements, laws, legislation and regulations, City policies, etc.).

How many responses were received?

Two responses were received through the Request For Proposals (RFP) process.

All submissions were assessed against the criteria published in the RFP:

- Concept & Feasibility
- Project Understanding & Execution Plan
- Experience & Team Qualifications
- Financial Capability & Pricing

RNDSQL and the project consulting team were the highest rated proponents through the RFP evaluation process.

Why is there no concurrent Development Permit application?

As significant financial resources are required to move through the Detailed Design and Development Permit application process, a step-wise application approach is required to mitigate risk and ensure certainty for all parties, inclusive of the project partners and institutions providing project financing.

The Inglewood Station project features unique building program and user needs that make its planning, construction and market desirability more challenging and resource intensive than other more traditional mixed-use developments.

Additional and unique certainty of a high quality outcome is ensured through the project's contractual milestone structure, with both project partners (City of Calgary & RNDSQL) having executed milestone agreements to proceed with the next phases of the project once the enabling Land Use Redesignation application is approved by Council in early 2023.

Frequently Asked Questions

Land Sale & Ownership

Is the land owned by The City? Are there costs for land acquisition?

The City currently owns the project site so there will be no additional cost for land acquisition.

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 strategic land purchase in 2010 for the delivery of a new priority Fire Station.

The proposed development was classified as both a procurement and real estate transaction, requiring the solicitation of private interests in compliance with City procurement policies and international trade agreements.

Will City land be sold to the developer?

In order to allow for the construction of a private mixed use development, the land will be sold to RNDsQR in its entirety, with The City receiving the Fire Station under a strata title after construction is complete.

The Fire Station will be held under City ownership via a strata title, much the same way homeowners can own their own unit in a multi-residential or mixed use development. Applicable easements, covenants and restrictions will be negotiated to ensure access and maintenance agreements are in place.

Why would The City enter a strata title?

A developer cannot build or operate a private facility on public land.

Because the Fire Station is only one portion of the private mixed-use development, ownership of the Fire Station via a strata title is the best way to operate an integrated Fire Station as it allows for greater control of emergency response logistics and facility operations.

How much is the land being sold for?

The sale price cannot be released at this time as it is subject to ongoing commercially confidential negotiations.

Council directed Administration to advertise the intent to sell the lands at a below market value, and Administration responded by advertising the below market land sale as per the requirements of the Municipal Government Act through December 2021.

Approval of the below market sale was granted by Council on February 15, 2022.

Frequently Asked Questions

Outreach & Community Input

How has the project team reached out?

The Inglewood Station project team is committed to delivering a best-practice Applicant-led outreach process to ensure everyone has easy access to detailed project information and can share their feedback directly with the project team.

The supporting Applicant-led Outreach Strategy was reviewed with Administration prior to submission and included:

- *Pre-Application Outreach: Urban Design Review Panel, Calgary Planning Commission and local area community organizations (Inglewood Community Association, Ramsay Community Association, and Inglewood Business Improvement Area)*
- *Dedicated City of Calgary project web portal (www.engage.calgary.ca/inglewood-station)*
- *Project phone line & email inbox*
- *Supplementary on-site signage*
- *Full page community newsletter project information*
- *Project e-newsletter*
- *Neighbour information mailers*
- *Virtual & in-person Public Information Sessions*
- *Local area community organizations communications and meeting opportunities*
- *Applicant-led Outreach Summary: What We Heard & Frequently Asked Questions*

How is community input being considered?

The Inglewood Station project team is actively listening and considering community input throughout the entire planning and development process.

Formal public information sharing about the Inglewood Station project began on Feb. 28 2022 with the public announcement of the project via media release, along with the launch of the supporting project outreach website (www.engage.calgary.ca/inglewood-station).

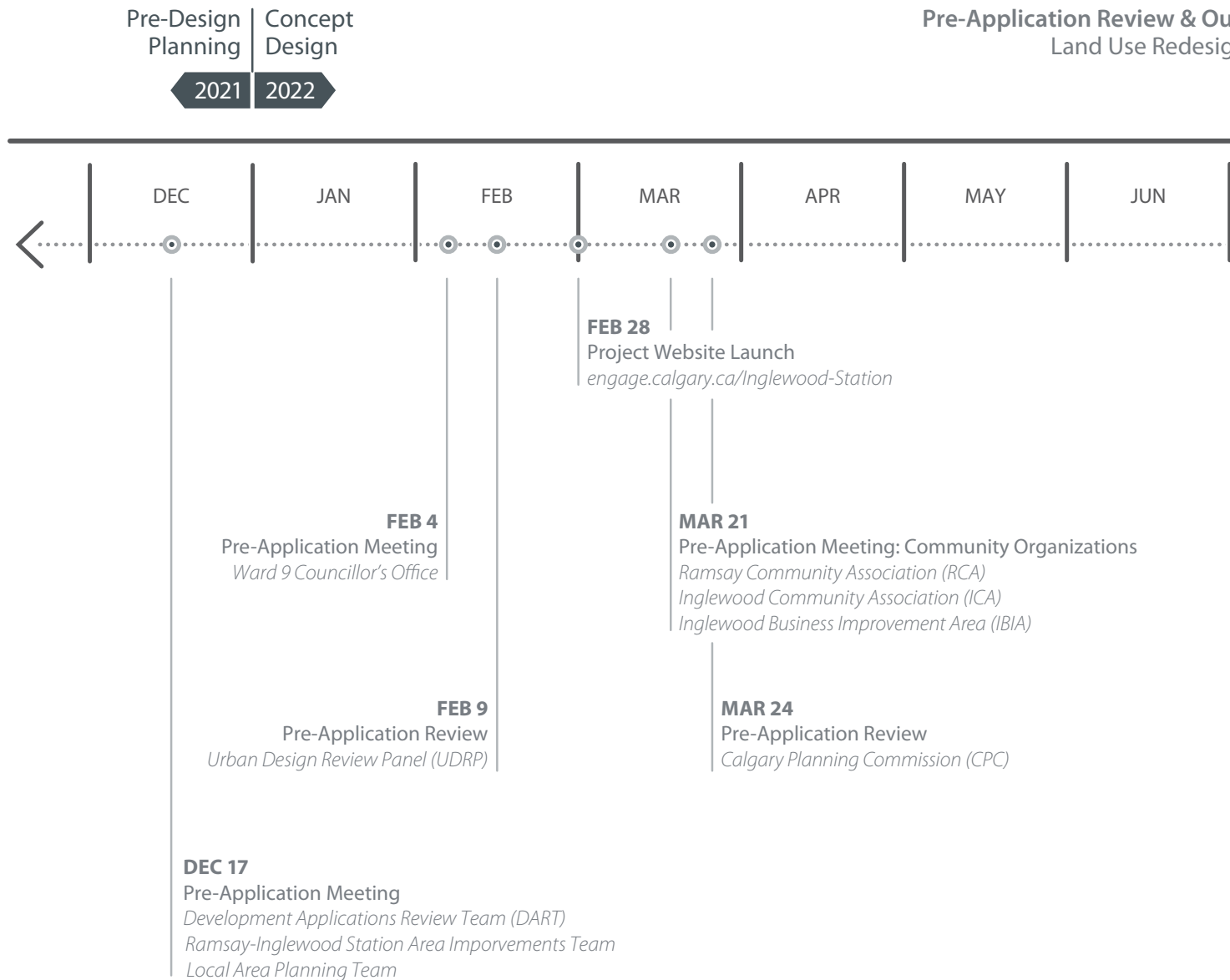
Application focused outreach began with the Land Use Redesignation application submission in July of 2022 with a focus on sharing key project information and understanding key issues and concerns related to the proposed development vision.

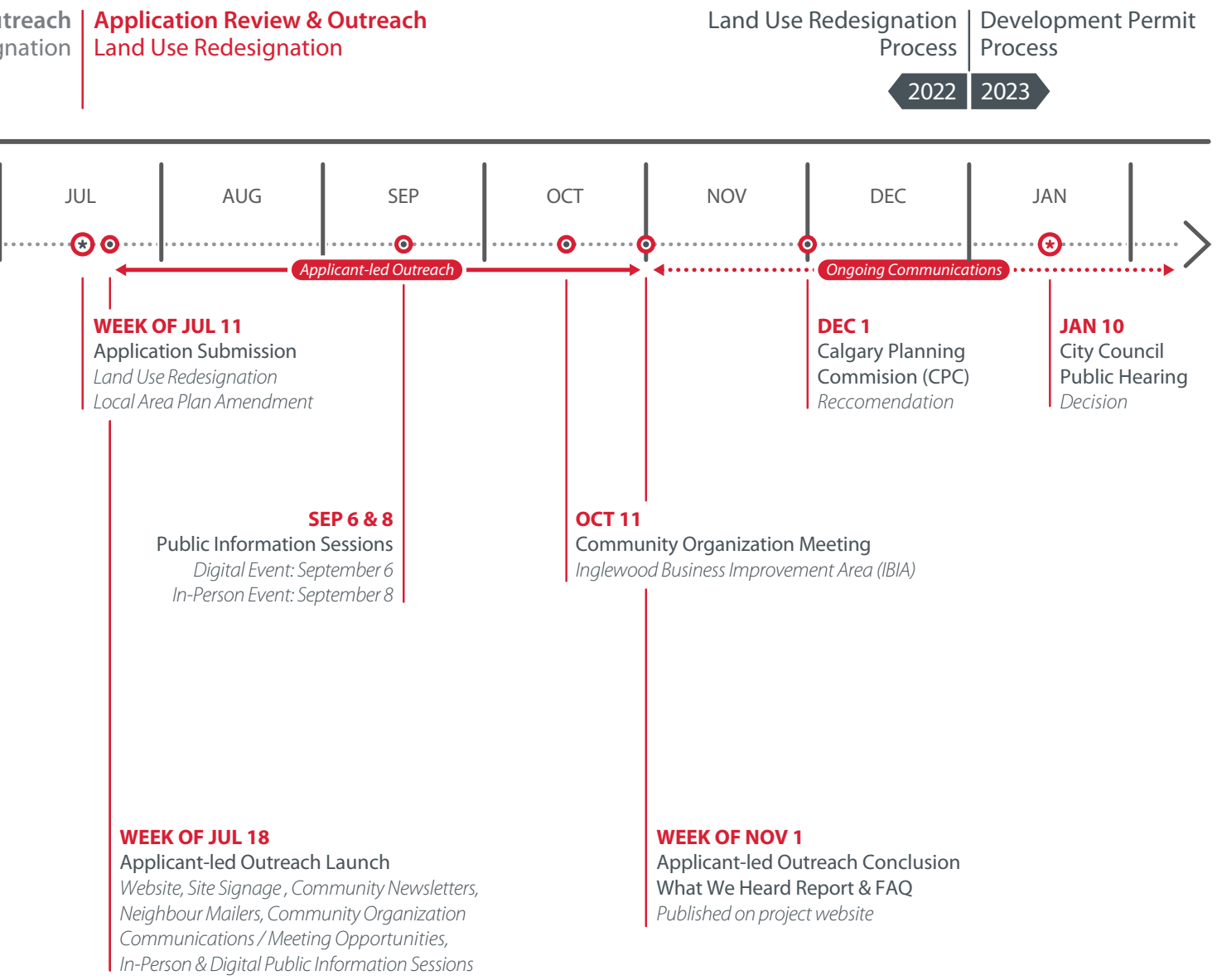
The City and Applicant team will continue to provide timely information about the project and connect with neighbours and community organizations throughout the duration of the project, including upcoming opportunities to get involved in the Development Permit application outreach process when detailed design details including building architecture, materiality and public realm design will be shared for public feedback.

Reference

Application & Outreach Process

Application & Outreach Process





Reference

Public Information Sessions

Event Details

Virtual Public Information Session

Date

Tuesday September 6, 2022

Advertised Time

5-7PM

Location

ZOOM Webinar

Registration

via engage.calgary.ca/inglewood-station

Attendance

12 event registrations, 6 participants

In-Person Public Information Session

Date

Thursday September 8, 2022

Advertised Time

5-7PM

Location

Festival Hall (1215 10 AV SE)

Registration

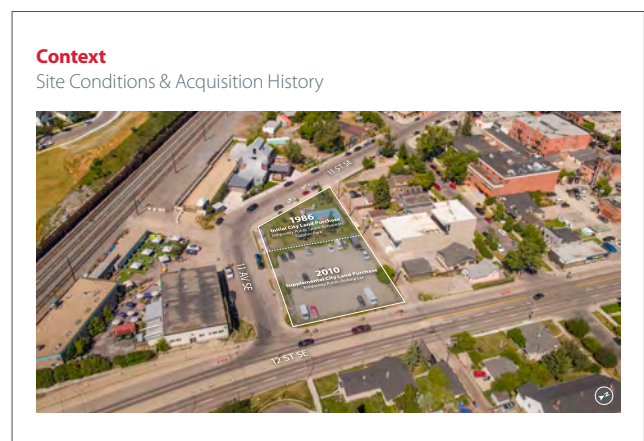
Not required, drop-in attendance

Attendance

18 participants

In-Person Public Information Session Photos
September 8, 2022





Temporary Site Activation

Gopher Park



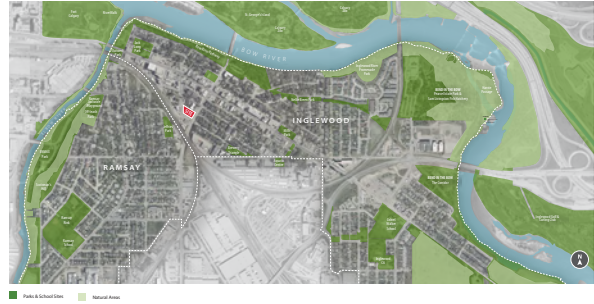
Custom Inglewood Bike Rack To be retained / incorporated



Basketball Half Court & Gopher Mural Temporary site activation

Context

Local Area Parks & Open Space



Context

Growth Enabling Public Investments



Public Realm & Mobility

- 1. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 2. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 3. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 4. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 5. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 6. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 7. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 8. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 9. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 10. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK

Parks & Open Space

- 1. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 2. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 3. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 4. Future 10 Bridge Replacement
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Status: A-OK
- 5. Future 10 Bridge Replacement
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- 6. Future 10 Bridge Replacement
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- 7. Future 10 Bridge Replacement
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Status: A-OK
- 8. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 9. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 10. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK

Transit

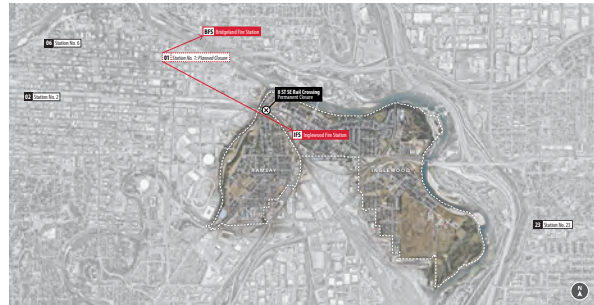
- 1. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 2. Future 10 Bridge Replacement
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Status: A-OK
- 3. Future 10 Bridge Replacement
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- 8. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 9. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 10. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK

Infrastructure

- 1. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 2. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 3. Future 10 Bridge Replacement
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Status: A-OK
- 9. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK
- 10. Future 10 Bridge Replacement
Budget: \$10,000,000
Status: A-OK

Project Goal

Priority Fire Station Delivery



Project Goal

Mixed-Use Transit-Oriented Development



General Block Neighbourhood-scale Commercial – Bridgeland



CY33 Main Street Mixed Use – Marda Loop

Enabling Applications

Land Use Redesignation & Policy Amendment

Where We Are

July 2022 - January 2023

Land Use Redesignation
From: Commercial - Corridor 2
(C-COR22.BN12)

To: Mixed Use - General
(MU-16.SH45)

Supporting Policy Amendment

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 supporting development guidelines for the future Development Permit process.



Inglewood Area Redevelopment Plan Approved 1993

Where We're Going

2023

Development Permit
Following the conclusion of the Land Use Redesignation process, the Inglewood Station project team will prepare and submit a comprehensive Development Permit application.

Development Concept

Project Principles



Optimize Strategic Growth & Investment



Lead with Great Architecture



Integrate Diverse Public & Private Uses



Introduce Diverse New Housing Options



Enhance the Public Realm



Connect Calgarians to Local Amenities

Development Concept

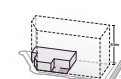
Design Considerations



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



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



2. Emerging Local Area Policy
Reflect the emerging draft policy of the Historic East Calgary Local Area Plan.



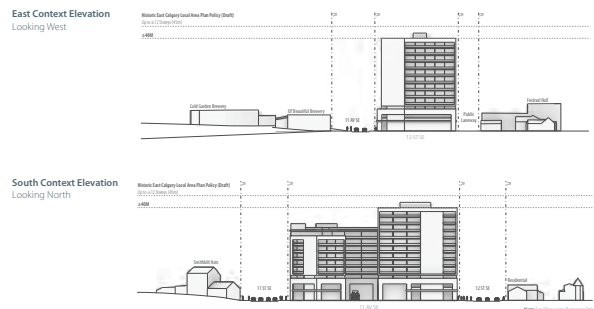
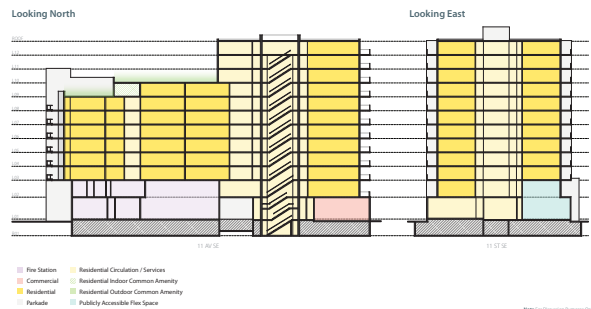
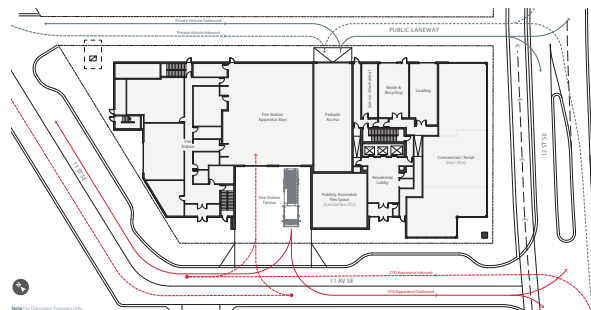
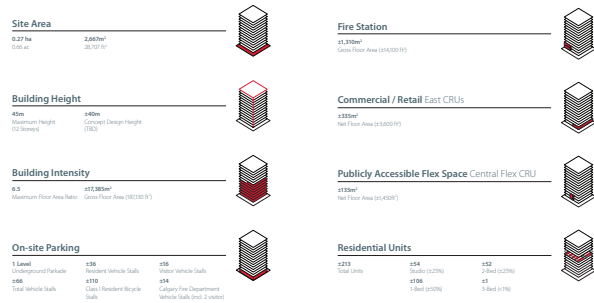
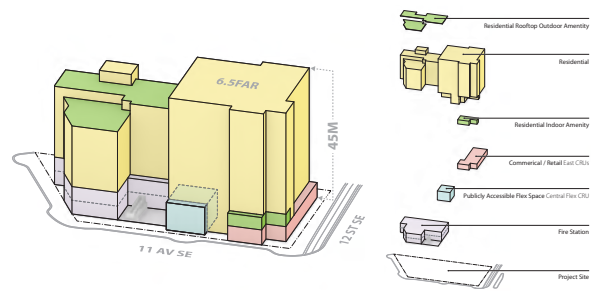
5. Massing & Scale Relief
Provide the required Fire Station tarmac overhead clearance while introducing transitions of building mass and scale.



3. 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.



Reference

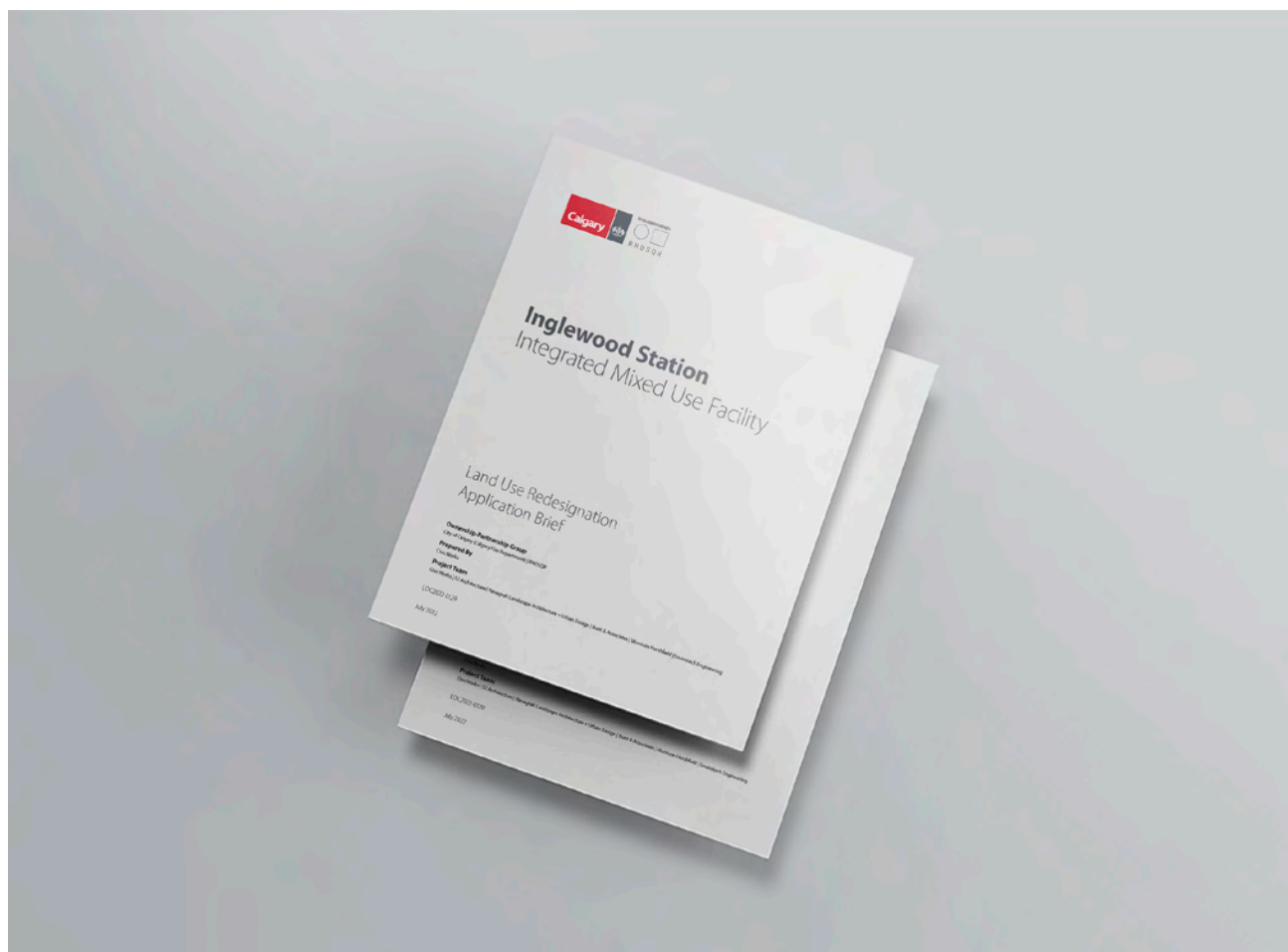
Outreach Collateral

Reference

Outreach Strategies & Supporting Collateral

The following outreach collateral was used by the project team to notify, share project information and invite surrounding area residents and business owners to the September 6 & 8 Public Information Sessions. All collateral included detailed project information, notice of an active land use redesignation application, project team contact details for questions, comments and feedback, upcoming outreach event details, as well as link to the project website where additional project information including the supporting *Application Brief* could be found.

Application Brief Inglewood Station: Integrated Mixed Use Facility
Published at application submission via [Engage.Calgary.ca/Inglewood-Station](https://engage.calgary.ca/Inglewood-Station): July 2022



Website Engage.Calgary.ca/Inglewood-Station
Published at application submission: July 2022

The screenshot displays the Engage.Calgary.ca/Inglewood-Station website. The header includes the Calgary logo and the Engage tagline "Meaningful dialogue. Informed decisions." with navigation links for Home and About. A search bar is located in the top right corner. The main content area features a large aerial photograph of the project site, labeled "Inglewood Station Integrated Mixed Use Facility". To the left of the photo, a red box contains the title "Inglewood Station" and a brief description: "Integrated Mixed Use Facility -- A public-private pilot project to deliver a priority inner city Fire Station within a mid-rise transit-oriented mixed use development." Below this, a red box titled "STAY CONNECTED" encourages users to subscribe for updates. The "ABOUT THE PROJECT" section includes sub-headings for "Integrated Civic Facility Planning", "Council Direction & Project Delivery", and "Project Site", each followed by descriptive text. A "Timeline" section on the right lists seven steps from "Step 1: Council Direction / Team Selection" to "Step 7: Construction", with corresponding dates and descriptions. At the bottom left, a map shows the project site's location relative to the future Ramsay-Inglewood Green Line LRT Station.

On-Site Signage

Installed on-site at application submission: July 2022

Coming Soon

Inglewood Station

Integrated Mixed Use Facility

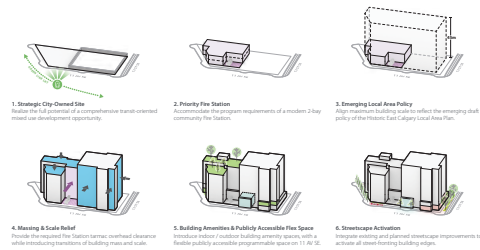
Background

Mixed-Use Transit-Oriented Fire Station

In the 2019-2022 budget, the Calgary Fire Department received Council-approved funding and direction to construct and operate a new Fire Station on this site, with a public selection process for a delivery partner via the Integrated Civic Facility Planning Program. The City's Integrated Civic Facility Planning Program strategy includes planning and building multi-service and mixed use facilities that utilize City-owned land more efficiently, enabling multiple community services / uses in one location and better serving benefiting communities. Following a public Request for Proposals process, RINDSOR emerged as the highest rated proponent chosen to work with The City, Calgary Fire Department and a multi-disciplinary team of local planning, design, and engineering professionals in the planning and development of the new Inglewood Station Integrated Mixed Use Facility.

Development Concept

Integrated Mixed Use Facility Design Process



Land Use Redesignation & Minor Policy Amendment

Commercial - Corridor 2 (C-COR2/2.8H12) to Mixed Use - General (MU-16.5H45)

To realize a strategic transit-oriented development and align with the draft Historic East Calgary Local Area Plan (2021), the project team is targeting a mid-rise, high density mixed use building with a maximum height of 12-stories (45m), transitioning to a lower nine-storey scale along the western portion of the site to provide a varied arrangement of mass and scale and accommodate common outdoor rooftop amenity spaces for future residents. Additional details about the Inglewood Station concept and development vision are available via the project website and supporting Application Brief.

To enable the proposed development vision, the project team has submitted a Land Use Redesignation application to transition the site's existing Commercial - Corridor 2 District (C-COR2/2.8H12) to the Mixed Use - General District (MU-16.5H45), with a maximum Floor Area Ratio (FAR) of 6.5 and maximum building height of 45m (12 storeys). A supporting Minor Policy Amendment to the Inglewood Area Redevelopment Plan (1993) is required to add the subject site as a Proposed Commercial/Industrial Redesignation, with associated design guidelines to inform the future Development Permit application process.



Public Information Sessions

The project team will be hosting two Public Information Sessions in early September 2022. Join us for an in-person or digital experience that will include key information about the project and the process ahead, along with opportunities to ask questions and share your feedback with the project team and City of Calgary Planning staff.

Digital Public Information Session
September 6th | 5:30PM
Register: engage.calgary.ca/inglewood-station

Drop-in Public Information Session
September 8th | 5:30PM
Drop-in: engage.calgary.ca/inglewood-station

Find Out More

We are committed to ensuring everyone has easy access to detailed project information and can share their feedback directly with the project team. Find out more about the proposed development vision, learn about upcoming events or get in touch:

Project Website
engage.calgary.ca/inglewood-station
Project Team Contact
Email: inglewoodstation@calgary.ca
Phone: 403-242-5412
City of Calgary Application Review Contact
Application Reference: LOC2022-0129
File Manager: Wallace Leung, Senior Planner
wallace.leung@calgary.ca | 403-200-8752



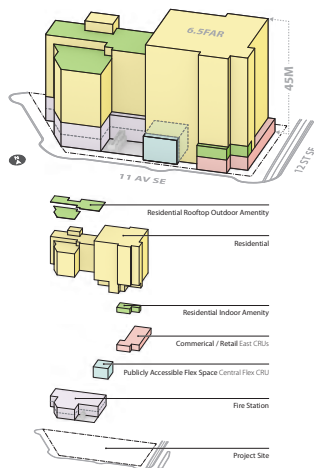
Neighbour Tri-fold Mailer

Delivered to ~1,250 surrounding addresses following application submission: August 2022

Development Vision

To realize a strategic transit-oriented development and align with the draft *Historic East Calgary Local Area Plan (2021)*, the project team is targeting a mid-rise, high density mixed use building with a maximum height of 12-stories (45m), transitioning to a lower nine-storey scale along the western portion of the site to provide a varied arrangement of mass and scale and accommodate common outdoor rooftop amenity spaces for future residents. Additional details about the Inglewood Station concept and development vision are available via the project website and supporting *Application Brief*.

Schematic Building Design & Program



Public Information Sessions

The project team will be hosting two Public Information Sessions in early September 2022. Join us for an in-person or digital experience that will include key information about the project and the process ahead, along with opportunities to ask questions and share your feedback with the project team and City of Calgary Planning staff.

Digital Public Information Session

September 6th | 5-7PM

Register: engage.calgary.ca/inglewood-station

Drop-in Public Information Session

September 8th | 5-7PM

Drop-in: Festival Hall (1215 10 AV SE)



engage.calgary.ca/inglewood-station



Coming Soon

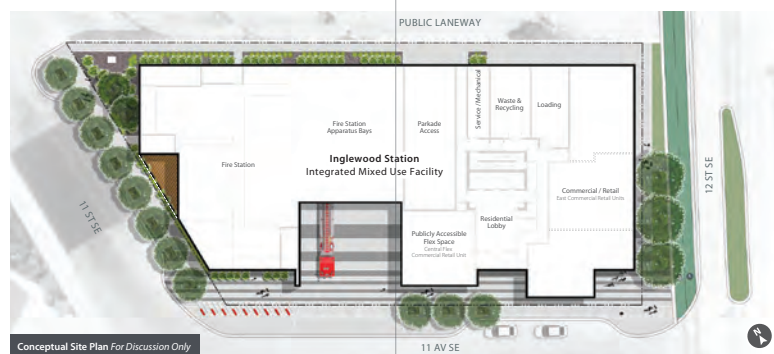
Inglewood Station Integrated Mixed Use Facility

Land Use Redesignation
1204, 1210, 1212, 1216 11 AV SE
LOC2022-0129

Background

The Inglewood Station site was strategically acquired by The City of Calgary in 1986 with additional land purchased in 2010 for an emergency response station. In the 2019-2022 budget, the Calgary Fire Department received Council-approved funding and direction to construct and operate a new Fire Station on the site, with a public selection process for a delivery partner via the *Integrated Civic Facility Planning Program*. The City's *Integrated Civic Facility Planning Program* strategy includes planning and building multi-service and mixed use facilities that utilize City-owned land more efficiently, enabling multiple community services / uses in one location and better serving benefiting communities.

In July 2020, The City initiated a delivery partner competition through a public Request for Proposals process. Following formal review and evaluation of submitted proposals based on established selection criteria, RND SQR emerged as the highest rated proponent chosen to work with The City, Calgary Fire Department and a multi-disciplinary team of local planning, design, and engineering professionals in the planning and development of the new Inglewood Station Integrated Mixed Use Facility. Pre-application planning and outreach began in late 2020 and concluded in March 2022 with a formal pre-application review of the proposed development vision by the Calgary Urban Design Review Panel and Calgary Planning Commission.



Proposed Land Use Redesignation

The current Land Use District's building height and Floor Area Ratio (FAR) do not allow for a mid-rise, mixed use development vision that can meet the Inglewood Station's two key project goals:

1. Realize a modern 2-bay Fire Station funded, owned and operated by The City (Calgary Fire Department), 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 (RND SQR).

A Land Use Redesignation is required to achieve the above goals and associated building program requirements:

From: Commercial - Corridor 2 District (C-COR2.8h12)
Maximum Floor Area Ratio (FAR): 2.8 | Maximum Building Height: 12m

To: Mixed Use - General District (MU-16.5h45)
Maximum Floor Area Ratio (FAR): 6.5 | Maximum Building Height: 45m

Find Out More & Share Your Feedback

We are committed to ensuring everyone has easy access to detailed project information and can share feedback directly with the project team. Find out more about the proposed development vision, learn about our upcoming in-person and digital Public Information Sessions (September 6 & 8) or get in touch:

Project Website
engage.calgary.ca/inglewood-station

Project Team Contact
Email: inglewood-station@calgary.ca
Phone: 587-747-0317

City of Calgary Application Review Contact
Application Reference: LOC2022-0129
File Manager: Wallace Leung, Senior Planner
wallace.leung@calgary.ca | 403-200-8575



E-Newsletter

Delivered to all *Inglewood / Ramsay Area Projects* newsletter subscribers: August 2022

Inglewood Station: Integrated Mixed Use Facility Project Update

The Inglewood Station project team has recently submitted a Land Use Redesignation application to support the delivery of a priority fire station as part of an integrated mixed use redevelopment that will also feature new residential units above street level and commercial retail spaces along 12 Street and 11 Avenue SE. This marks the first stage of development applications for the project, which will now be reviewed by City of Calgary Planning Staff.

To realize a strategic transit-oriented development and align with the draft *Historic East Calgary Local Area Plan (2021)*, the project team is targeting a mid-rise, high density mixed use building with a maximum height of 12-storeys (45m), transitioning to a lower nine-storey scale along the western portion of the site to provide a varied arrangement of mass and scale and accommodate common outdoor rooftop amenity spaces for future residents.

To find out more about the proposed Inglewood Station development vision, learn about upcoming events or get in touch, visit engage.calgary.ca/inglewood-station

Upcoming Public Information Sessions:

The project team will be hosting two Public Information Sessions in early September 2022. Join us for an in-person or digital experience that will include key information about the project and the process ahead, along with opportunities to ask questions and share your feedback with the project team and City of Calgary Planning staff.

Digital Public Information Session

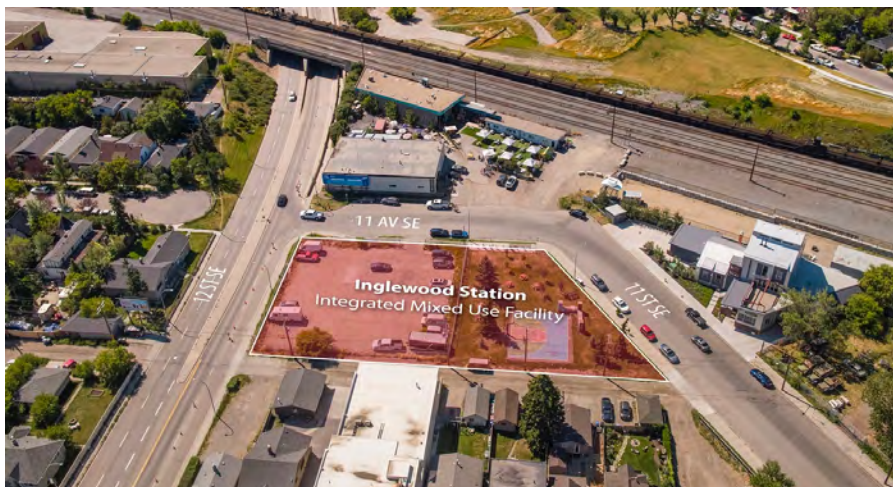
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Drop-in Public Information Session

September 8th | 5-7PM

Drop-in: [Festival Hall \(1215 10 AV SE\)](#)



Community Newsletter

Inglewood Community Newsletter & Ramsay Community Newsletter: September 2022 Issue

Coming Soon

Inglewood Station

Integrated Mixed Use Facility



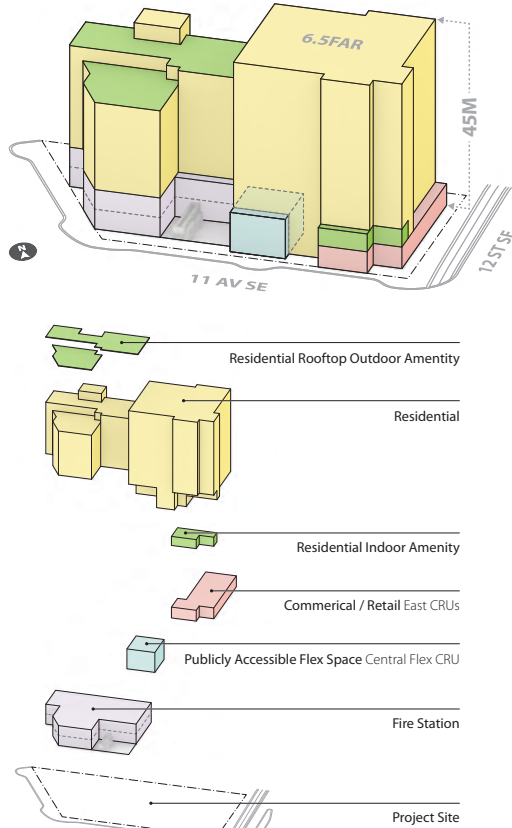
Background

In the 2019-2022 budget, the Calgary Fire Department received Council-approved funding and direction to construct and operate a new Fire Station on the project site, with a public selection process for a delivery partner via the *Integrated Civic Facility Planning Program*. The City's *Integrated Civic Facility Planning Program* plans and delivers multi-service and mixed use facilities that utilize City-owned land more efficiently, enabling multiple community services / uses in one location and better serving benefiting communities. Following a public Request for Proposals process, RNDsQR emerged as the highest rated proponent chosen to work with The City, Calgary Fire Department and a multi-disciplinary team of local planning, design, and engineering professionals in the planning and development of the new Inglewood Station Integrated Mixed Use Facility.



Inglewood Station Project Site 1204, 1210, 1212, 1216 11 AV SE

Schematic Building Design & Program



Proposed Land Use Redesignation

The current Land Use District's building height and Floor Area Ratio (FAR) do not allow for a mid-rise, mixed use development vision that can meet the Inglewood Fire Station's two key project goals:

1. Realize a modern 2-bay Fire Station funded, owned and operated by The City (Calgary Fire Department), 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 (RNDsQR).

A Land Use Redesignation is required to achieve the above goals and associated building program requirements:

From: Commercial - Corridor 2 District (C-COR2f2.8h12)

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

Find Out More & Share Your Feedback

We are committed to ensuring everyone has easy access to detailed project information and can share feedback directly with the project team. Find out more about the proposed development vision, learn about our upcoming in-person and digital Public Information Sessions (September 6 & 8), or get in touch:

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Wallace Leung, Senior Planner

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IN COLLABORATION WITH



RNDSQR