

Report from May 7, 2020 CPC Meeting (CPC2020-0459)

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Item # 7.2.3

Planning & Development Report to
Calgary Planning Commission
2020 May 07

ISC: UNRESTRICTED
CPC2020-0459

Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 1230 and 1234 - 9 Avenue SE, LOC2019-0188

EXECUTIVE SUMMARY

This policy and land use amendment application was submitted by CivicWorks Planning + Design on 2019 December 04 on behalf of the landowner, IW9 Ltd. The application proposes to redesignate two parcels of land from DC Direct Control District ([Bylaw 1Z93](#)) based on the General Commercial (C-2) District in Land Use Bylaw 2P80 to a DC Direct Control District based on the Mixed Use – Active Frontage (MU-2) District to allow for:

- mixed-use development where active commercial uses are required at grade to promote activity at the street level;
- a maximum building height of 45 metres (an increase from the current maximum of 20 metres);
- a maximum of 6.5 floor area ratio (FAR) (an increase from the current maximum of 2.0 FAR) through the provision of the legal protection of a heritage building, a transit station waiting area and the provision of a publicly-accessible private open space; and
- the uses listed in the MU-2 District.

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. An amendment to the *Inglewood Area Redevelopment Plan* is required.

A development permit application (DP2020-0716) for a mixed-use development has been submitted and is under review.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. Adopt, by bylaw, the proposed amendment to the Inglewood Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. Adopt, by bylaw, the proposed resignation of 0.20 hectares ± (0.49 acres ±) located at 1230 and 1234 – 10 Avenue SE (Plan A3, Block 2, Lots 32 to 37, portion of Lot 33 and portion of Lot 38) from DC Direct Control District to DC Direct Control District to accommodate a mixed use development while preserving the historic Canadian Bank of Commerce building, with guidelines (Attachment 3);
4. Give first reading to the proposed bylaw; and
5. Withhold second and third readings pending Municipal Historic Designation of the site or until any other mechanism to ensure such designation is in place.

Approval(s): K. Froese concurs with this report. Author: B. Harder

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1234 - 9 Avenue SE, LOC2019-0188**

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The redesignation application was submitted by CivicWorks Planning + Design on 2019 December 04 on behalf of the landowner IW9 Ltd. A summary of the applicant's proposal for a mixed use development with active frontages can be found in Attachment 1. A development permit for a mixed-use development (DP2020-0716) that incorporates the Canadian Bank of Commerce has been submitted and is under review by Administration (Attachment 4).

Approval(s): K. Froese concurs with this report. Author: B. Harder

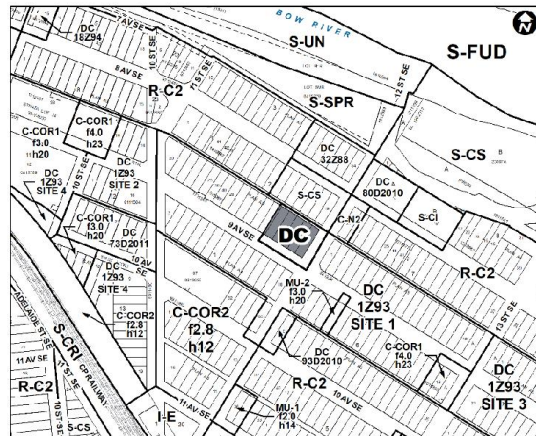
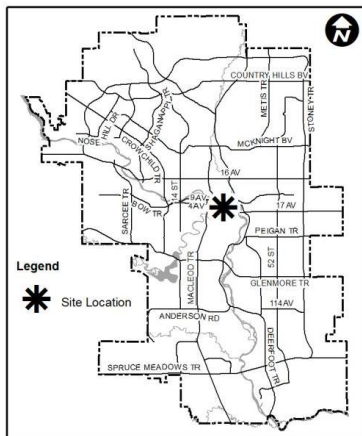
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Location Maps



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Site Context

The subject site is located in the community of Inglewood and consists of two parcels (1230 and 1234 – 9 Avenue SE), at the northwest corner of 9 Avenue SE and 12 Street SE. The site is approximately 53 metres by 38 metres in size. A rear lane exists to the north of the site. The property is currently developed with an automotive dealership, a two storey commercial building and the Canadian Bank of Commerce (CIBC) building which was constructed in 1911.

The site has significance as a gateway to Inglewood from the 12 Street SE bridge to the north, the future Inglewood/Ramsay LRT Station 400 metres to the south along 12 Street SE and as a key location along the 9 Avenue SE Neighbourhood Main Street.

The Inglewood Lawn Bowling Club is located to the north of the site, across the lane. Commercial and mixed-use buildings ranging from one to four storeys are located directly west, south and north of the subject site.

As identified in *Figure 1*, the population within the community of Inglewood peaked in 2018. Since that time, there has been a slight decline in the number of residents living in Inglewood.

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Figure 1: Community Peak Population

Inglewood	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	-48
Difference in Population (Percent)	-1.2%

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the [Inglewood](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal allows for a range of building types that are compatible with the established built form for the neighbourhood. The proposal meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning and analysis conducted by Administration.

Land Use

The existing DC Direct Control District (Bylaw 1Z93) District is based on the General Commercial (C-2) District in Land Use Bylaw 2P80. This district provides for a wide variety of retail commercial and personal service uses at moderate intensity which serve areas beyond the surrounding community. The DC allows for a maximum building height of six storeys or 20 metres and a floor area ratio (FAR) of 2.0.

The proposed DC District is based on the Mixed Use – Active Frontage (MU-2) District with opportunities for tiered bonusing. The proposed DC District allows for a FAR of 2.0, which aligns with the existing DC District. An additional 2.5 FAR, to a maximum of 4.5 FAR may be achieved through the municipal designation of the historic Canadian Bank of Commerce Building.

A further 2.0 FAR to a maximum of 6.5 FAR may be achieved through the additional provision of a publicly accessible private open space along 9 Avenue SE and the provision of an integrated transit waiting area along 9 Avenue SE, in front of the MAX Purple BRT stop. This represents a development of approximately 13 storeys. *Figure 2* outlines the FAR options.

The maximum proposed building height is 45 metres.

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Figure 2: Floor Area Ratio Options

FAR 0 – 2.0	No additional requirements
FAR above 2.0	Designation of the CIBC Building
FAR above 4.5 to a maximum of 6.5	Designation of the CIBC Building; Provision of a Publicly Accessible Private Open Space; and Provision of an Integrated Transit Waiting Area

Development and Site Design

The rules of the proposed DC Direct Control District will provide site development guidance. A development permit (DP2020-0716) has been submitted and is currently under review. The proposed DC allows for comprehensive development of the site with active uses at-grade, incorporating the existing CIBC Building. Design considerations being explored during the development permit process include:

- highlighting the CIBC Building as a historic resource;
- integration of transit waiting area into the building architecture;
- streetscape improvements along 12 Avenue SE for pedestrians and cyclists;
- the 9 Avenue SE Streetscape Master Plan; and
- shadowing and laneway integration between the new development and the Inglewood Lawn Bowling Club.

The land use and development permit (DP2020-0716) were presented to the Urban Design Review Panel, which endorsed the proposal (Attachment 5). It is intended that the development permit will go before Calgary Planning Commission for decision, pending the decision by Council on the subject policy and land use amendment application.

Environmental

There are no known outstanding environmentally related concerns associated with the proposal and / or site at this time. As such, no Environmental Site Assessment was deemed required.

Transportation

Pedestrian and vehicular access to the site is available via 9 Avenue SE, 12 Street SE and the rear lane. The area is served by a number of Calgary Transit Routes: Route 307 MAX Purple BRT with service every 20 minutes in the peak hour, Route 1 Bowness Forest Lawn with service every 30 minutes during the peak hours and Route 302 Southeast BRT with service every 20 minutes in the peak hour. Routes 1, 302 and 307 share a bus stop directly in front of the site on 9 Avenue SE. The site is approximately 400 meters walking distance to the future Inglewood/Ramsay Green Line LRT Station.

On-street parking adjacent to the site is currently regulated as two hour pay parking on 9 Avenue SE between 11:00am and 3:00pm weekdays and from 9:00am to 6:00pm on weekends.

Approval(s): K. Froese concurs with this report. Author: B. Harder

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On-street parking is prohibited on 12 Street SE directly adjacent to the site. An on-street bike lane is located to the north of the site on 12 Street SE and the site is also located within 100 metres of the Bow River pathway system, which provides a cycling connection to the downtown core.

A Transportation Impact Assessment (TIA) was submitted as part of this application. At the development permit stage upgrades to public realm along 9 Avenue SE will be required. Public realm improvements along with active modes improvements along 12 Street SE will also be required at development permit stage.

Utilities and Servicing

Water, storm and sanitary deep utilities are available adjacent to the site. Development servicing requirements will be determined at the future Development Permit and Development Site Servicing Plan (DSSP) stage(s).

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The applicant and Administration met with the Inglewood Community Association (ICA) multiple times throughout the process on 2019 June 05, 2019 December 04 and 2020 April 08.

The applicant also met with the Inglewood Business Improvement Areas on 2019 June 25 and 2020 April 16 and the Ramsay Community Association on 2019 June 25. Finally, as part of their engagement process, the applicant met with the Inglewood Lawn Bowling Club to discuss their shadowing concerns.

On 2019 December 10, the applicant hosted a public open house, providing information on both the land use and development permit proposal. Additionally, the applicant installed a digital 'speakers corner' on site along 9 Avenue SE to provide project information and gather feedback. A summary of applicant engagement can be found in Attachment 6.

The ICA responded with a letter objecting to the proposed height and FAR (Attachment 7). The ICA noted that they are not opposed to development along 9 Avenue SE but only support a maximum height of 20 metres and FAR of 3.0.

Approval(s): K. Froese concurs with this report. Author: B. Harder

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Administration received ten letters of support and 39 letters of objection. Support related to the land use includes:

- contribution to a diverse and dynamic main street;
- support of increase in density, intensity and diversity in Inglewood;
- desire for redevelopment of the car dealership site; and
- preservation of the Canadian Bank of Commerce building.

Concerns related to the land use include:

- the proposed maximum height and size;
- shadowing of the Inglewood Lawn Bowling Club; and
- lack of desire for high-cost or short-term dwelling units.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate given the location along a Neighbourhood Main Street, a Gateway to Bridgeland/Riverside and proximity to the Primary Transit Network MAX Purple BRT and the future Inglewood/Ramsay Green Line LRT Station.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation, and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) (SSRP) which directs population growth in the region to Cities and Towns and promotes efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the [Interim Growth Plan](#). The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Neighbourhood Main Street area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). Neighbourhood Main Streets provide for broad mix of residential, employment and retail uses. The MDP also supports the preservation of heritage including the incorporation of heritage buildings within new development.

The proposal is in keeping with relevant MDP policies.

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Inglewood Area Redevelopment Plan (Statutory – 1993)

The subject site is identified as Commercial on Map 6: Generalized Land Use – Future in the [Inglewood Area Redevelopment Plan](#) (ARP). The Commercial area is intended to support attractive pedestrian-oriented retail development. The proposal requires an amendment to Table 3 of the ARP to support the increased height and allow for stepback flexibility.

The existing ARP is currently under review by Administration as part of the Historic East Calgary Local Growth Planning initiative. The multi-community planning process does not prohibit applications from being submitted. A full update to the local area plan is anticipated in Q4 2020. The proposal aligns with the forthcoming draft plan.

Social, Environmental, Economic (External)

The recommended land use allows for a mix of uses and intensification along a Neighbourhood Main Street, in close proximity to the future Inglewood/Ramsay LRT Station. The proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics and opportunities for additional local retail and services for Inglewood's residents.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *Inglewood Area Redevelopment Plan*, as amended. The proposal would allow for the legal protection the Canadian Bank of Commerce building while also supporting the provision of local amenities, employment and residential that could further activate the 9 Avenue SE Neighbourhood Main Street at this key location.

Approval(s): K. Froese concurs with this report. Author: B. Harder

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ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendment to the Inglewood Area Redevelopment Plan
3. Proposed DC Direct Control District
4. Development Permit (DP2020-0716) Summary
5. Urban Design Review Panel Comments and Applicant's Response
6. Applicant Engagement Summary
7. Community Association Letter

Approval(s): K. Froese concurs with this report. Author: B. Harder

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Attachment 1

Applicant's Submission

April 16, 2020

RE: Land Use Redesignation at 1230, 1232, and 1234 - 9 AV SE
FROM: Direct Control DC1Z93 SITE 1 to
TO: Direct Control (MU-2f6.5h45) District

On behalf of RNDQR, CivicWorks has prepared a Land Use Redesignation application for an assembly of lands located in the community of Inglewood along 9 AV SE and is comprised of two parcels to be consolidated into one parcel measuring 0.196 hectares in total area. The parcels currently contain: A two storey commercial building, associated detached garage structure, and surface parking lot all to be removed (1232 and 1234 9 AV SE); and, A two storey commercial building (Canadian Imperial Bank of Commerce) listed on the City of Calgary Inventory of Heritage Resources with no municipal, provincial, or federal heritage status, to be retained (1230 9 AV SE).

MAIN STREETS AND TRANSIT ORIENTED DEVELOPMENT

Inglewood's Main Street, 9 AV SE is one of twenty-four (24) MDP-identified Neighbourhood Main Streets described as: active corridors that attract Calgarians to socialize, work, live, and shop, and that are also well-suited for long-term growth and intensification. The assembled lands are located at the northwest corner of the 9 AV and 12 ST SE intersection, classified as a Neighbourhood Boulevard and Collector standard streets respectively. The development proposal is sited in a context of substantial infrastructure investments including bridge replacements, the MAX Purple BRT and the Green Line LRT. The site has excellent access to transit situated along the Primary Transit Network (less than 400m from a Green Line LRT Station and directly adjacent to a MAX Purple BRT stop). The proposed land use DC(MU-2f6.5h45) is a transit supportive land use as it provides the opportunity to support future residential and employment intensification in walking distance of primary transit in concert with the provision of a high-quality urban environment and cohesive community development. The site is also immediately proximate to alternative transportation routes including the 8 AV and 12 ST SE cycle connections and regional pathway as well as the open space network along the Bow River.

HERITAGE PRESERVATION AT A GATEWAY LOCATION

The prominent corner location functions as an entrance to the community from the 12 ST SE (Memorial access / Zoo) bridge and warrants special consideration as an opportunity to define the centre of the neighbourhood at the intersection of a municipally-identified Main Street along 9 AV SE and an emerging Main Street connecting to Ramsay to the south along 12 ST SE.

The proposal realizes Municipal Development policies and objectives for preservation, protection and adaptive reuse of historic resources through legal protection of the Canadian Bank of Commerce Building. The use of a Direct Control District is intended to allow for the preservation and adaptive reuse of the Canadian Bank of Commerce Building.

DEVELOPMENT VISION

Generally described, the redevelopment proposal envisioned by RNDQR would allow for a mid-rise mixed-use building. The proposal includes approximately one-hundred and sixty-seven (167) dwelling units (intended to function as short term rental units), 25,000 sq. ft. of co-working office space, and 10,000 sq. ft. of retail within an approximate twelve (12) storey built-form. The proposed building will achieve a maximum floor area ratio of approximately 6.5 and forty-five (45) meters in height. The application includes a concurrent Development Permit, ensuring a thoughtful and comprehensive built outcome that directly informs the proposed Land Use Redesignation and ARP Amendment.

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Attachment 2

Proposed Amendment to the Inglewood Area Redevelopment Plan

1. The Inglewood Area Redevelopment Plan attached to and forming Part of Bylaw 4P92, as amended, is hereby further amended as follows:

(a) In Table 3 entitled 'Proposed Commercial/Industrial Redesignations', Site C16, Development Guidelines, after the last bullet, add the following:

"For the site at 1230 and 1234 – 9 Avenue SE the maximum building height is 45.0 metres. At the discretion of the Development Authority, development on this site may exceed the maximum 6 storey height limit. At the discretion of the Development Authority, development on this site may have a step back of less than 3 metres."

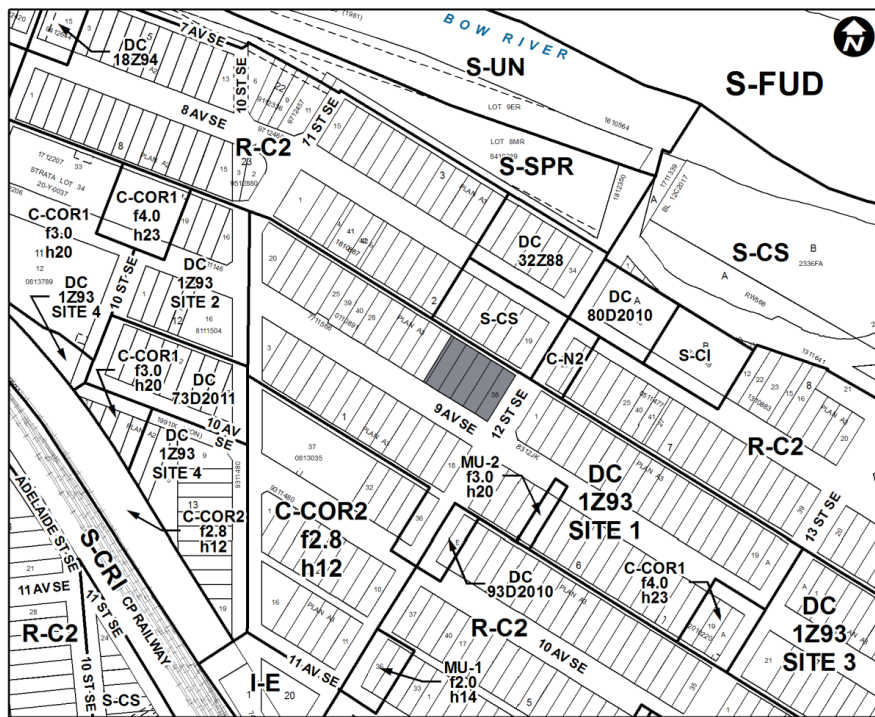
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Revised Attachment 3

Proposed DC Direct Control District

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

SCHEDULE A

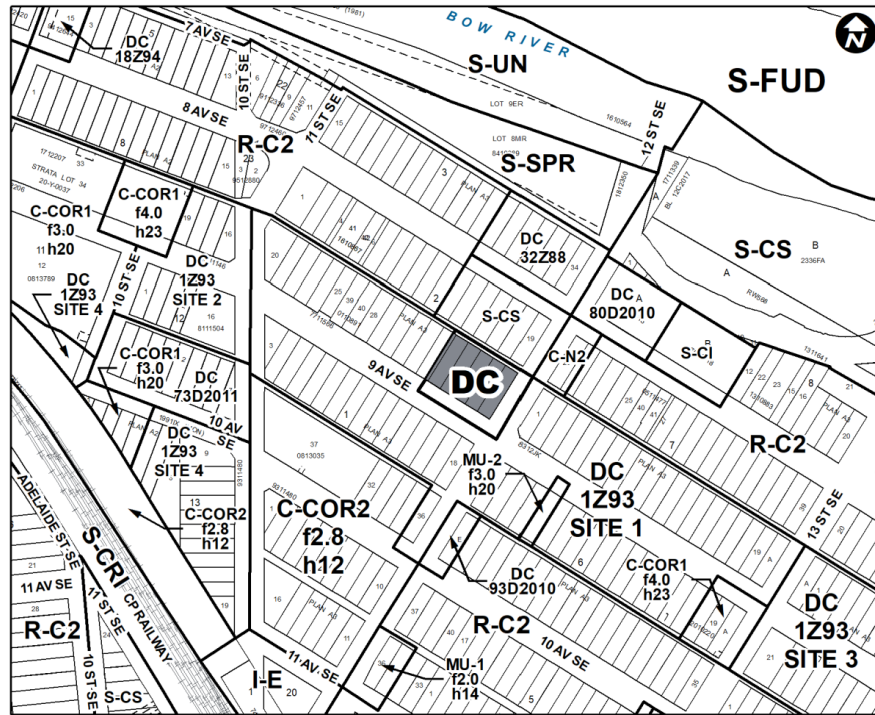


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Revised Attachment 3

Proposed DC Direct Control District

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) accommodate mixed-use development where active commercial uses are required at grade to promote activity at the street level; and
 - (b) implement a site-specific heritage density incentive for the legal protection of a Heritage Building.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

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Revised Attachment 3

Proposed DC Direct Control District

General Definitions

4 In this Direct Control District Bylaw:

- (a) "**heritage building**" means the **building** existing on the date of passage of this Direct Control District located on the **parcel** legally described as Plan A3, Block 2, Lot 34 and a portion of Lot 33 with the municipal address 1230 – 9 Avenue SE;
- (b) "**integrated transit waiting area**" means a publicly accessible designated waiting area, that is subject to a registered public access agreement, for passengers of the municipal public transit system, designed for comfort in all seasons and for people of all ages and abilities. Specifically, the waiting area must: include heating, seating, a waste and recycling receptacle, be located adjacent to a municipal public transit stop with clear sightlines to the surrounding area, and be designed for universal access; and
- (c) "**publicly accessible private open space**" means outdoor open space located on the **parcel** that is made available to the public through a registered public access easement agreement with an area not less than 100.00 square metres.

Permitted Uses

5 The **permitted uses** of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

6 The **discretionary uses** of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

7 Unless otherwise specified, the rules of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 8
- (1) Unless otherwise referenced in subsection (2) and (3), the maximum **floor area ratio** is 2.0.
 - (2) The **floor area ratio** referenced in subsection (1) may be increased to a maximum of 4.5 through:
 - (a) the municipal historic resource designation by **Council** of the "**heritage building**".
 - (3) The **floor area ratio** references in subsection (2) may be further increased to a maximum of 6.5 through:
 - (a) the provision of "**publicly accessible private open space**" with no dimension less than 3.0 metres along 9 Avenue SE; and

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Revised Attachment 3

Proposed DC Direct Control District

- (b) the provision of an "*integrated transit waiting area*" of not less than 10.0 square metres.

Building Height

- 9
- (1) Unless otherwise referenced in subsection (2), the maximum *building height* is 45.0 metres.
 - (2) Where the *parcel* shares a *property line* with a *lane* that separates the *parcel* from a *parcel* designated as a *low density residential district*, M-CG District or S-CS District the maximum *building height*:
 - (a) is 7.5 metres measured from *grade* at the *property line* that the *parcel* designated as a *low density residential district*, M-CG District or S-CS District shares with the *lane*;
 - (b) increases at a 45 degree angle to a depth of 11.0 metres from the *property line* of the *low density residential district*, M-CG District or S-CS District shared with the *lane* or to 45.0 metres whichever results in the lower *building height* measured from *grade*; and
 - (c) increases to 45.0 metres measured from *grade* at a distance greater than 11.0 metres from the *property line* shared with the *lane*.
 - (3) Diagram 1 illustrates the rules of subsection (2).

Street Wall Stepback

- 10 Section 1338 of Bylaw 1P2007 does not apply to this Direct Control District Bylaw.

Relaxations

- 11 The *Development Authority* may relax the rules contained in Sections 7 and 9 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

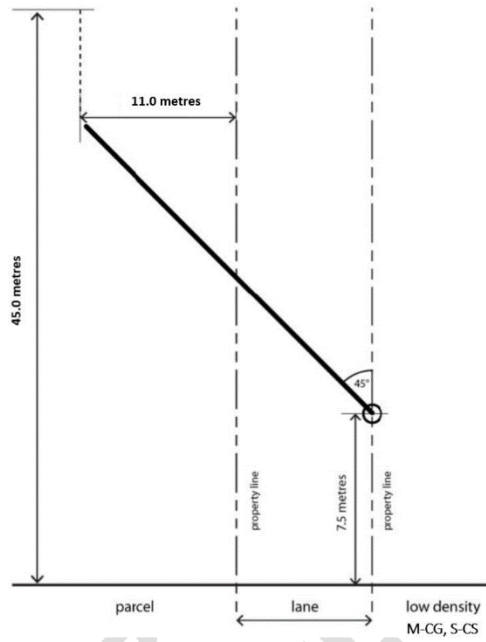
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Revised Attachment 3

Proposed DC Direct Control District

Diagram 1: Building Height

9 (2) Building Height



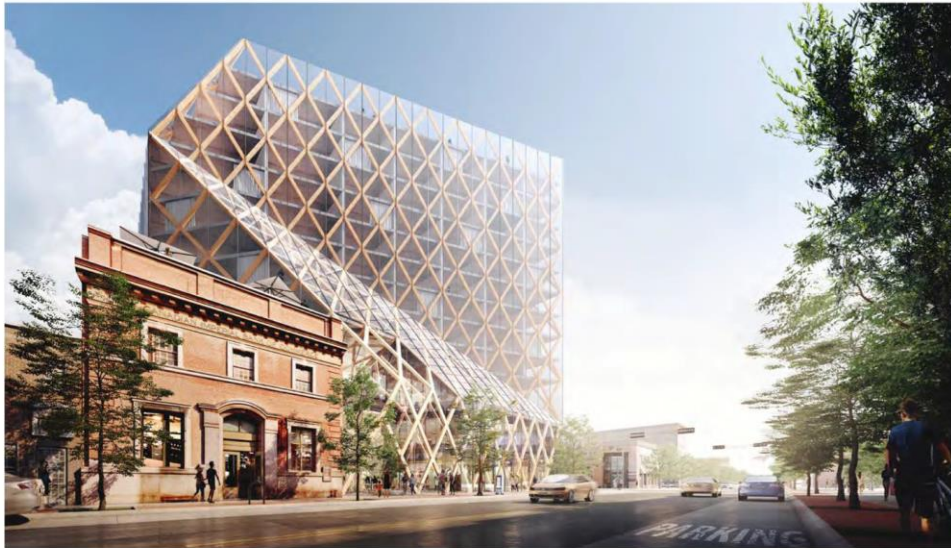
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Attachment 4

Development Permit (DP2020-0716) Summary

A development permit application (DP2020-0716) was submitted by 5468796 Architecture on 2020 February 06. The development permit application is for a thirteen-storey mixed-use development with at-grade commercial, two storeys of office and nine storeys of residential above. The development incorporates and highlights the historic Canadian Bank of Commerce building and includes a publicly-accessible private open space and an integrated transit waiting area, in alignment with the proposed Direct Control. The following excerpts (Figures 1 & 2) from the development permit submission provide an overview of the proposal and are included for information purposes only.

Figure 1: Rendering of Proposed Development

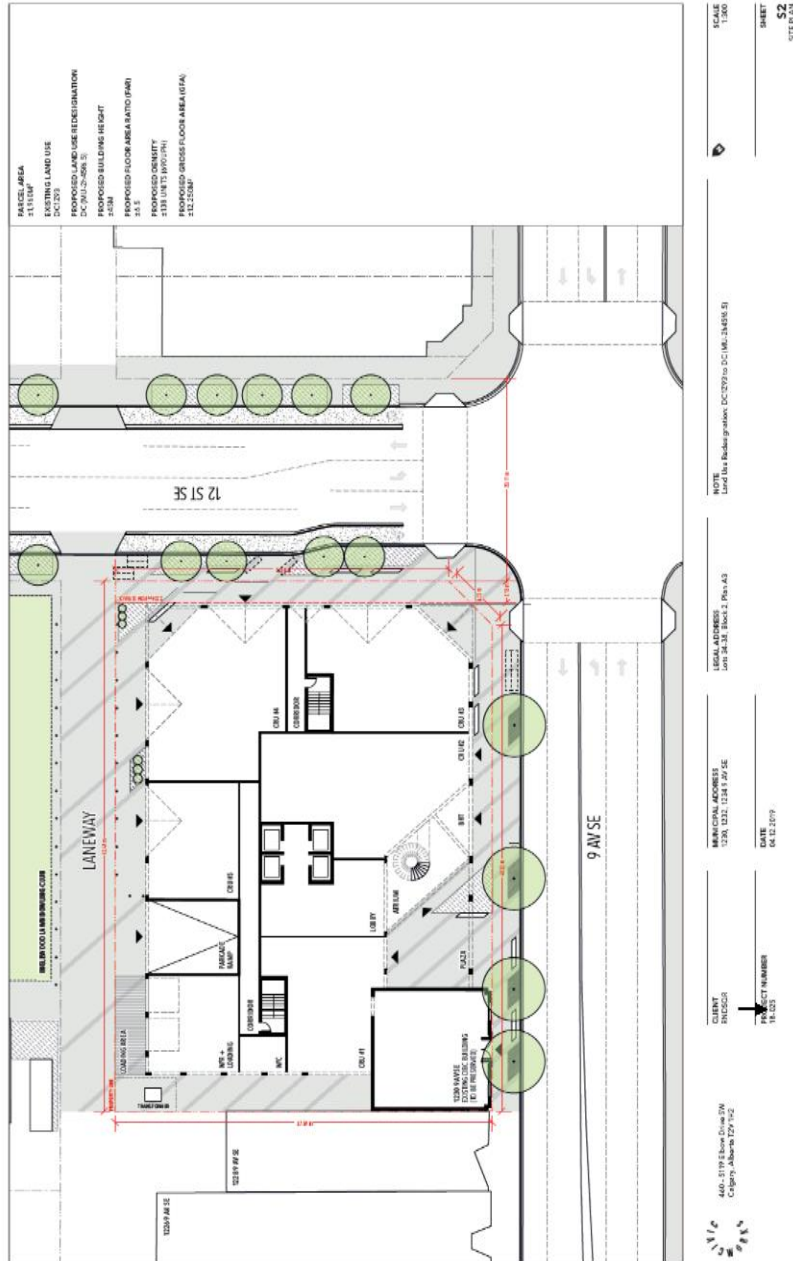


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Attachment 4

Development Permit (DP2020-0716) Summary

Figure 2: Site Plan of Proposed Development



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Attachment 5

Urban Design Review Panel Comments and Applicant's Response

Date	February 12, 2020	
Time	3:00	
Panel Members	Present Chad Russill (Chair) Terry Klassen Colin Friesen Chris Hardwicke	Distribution Gary Mundy Ben Bailey Beverly Sandalack Ryan Agrey Jack Vanstone Michael Sydenham Glen Pardoe
Advisor	David Down, Chief Urban Designer	
Application number	LOC2019-0188	
Municipal address	1230, 1234 9 Av SE	
Community	Inglewood	
Project description	Land Use Amendments to accommodate DC/MU-2	
Review	first	
File Manager	Breanne Harder	
City Wide Urban Design	Lothar Wiwjorra	
Applicant	Civicworks Planning + Design / 5468796 Architecture	

Summary

This is a review based on an application for a change in land use. The review is informed by the knowledge that a development permit application has been submitted which is essentially the same as what the Panel reviewed. The project represents a high-quality response to the site which is at an important intersection in the inner city. It included the preservation and repurposing of a heritage building which attaches to the new building, but which allows a unifying sense of place and unique identity on the site.

Identity here resides at the intersection of old and new – a proposed new building embraces an old building, a new main street (12 Street) intersects an old, if not oldest, main street (9 Avenue). In this context, the Panel discussed the destination-class place-based potential of optimizing the interface of land use, transportation and built form. The inside outside public realm relationships extend plaza to street. Contextually, the interactions with the intersection are dynamic – as should be, the approach and arrival experience in the street crossing itself.

Some of the main aspects of the project that were noted by the Panel are as follows:

- The design is based on a repeating structural matrix which is manipulated to create bold geometric forms. This is an approach to architecture which is very contemporary with little reference to historic styles but which in this case is implemented with integrity and enthusiasm.
- The architectural vocabulary of the new building is in stark contrast to the heritage building at one corner of the site which allows the older building its own more historic expression. There are some dimensional references to the old building front elevation in the new design, but these are limited and serve legitimate urban design goals.
- This is landmark design at a key location in the inner city but a design this strong will be faced with predictable problems. The design will be difficult for some to appreciate since it has little reference to common precedent styles. Technical problems regarding structure, exterior finish, energy, rain, wind and snow, etc. where solutions are known for ordinary buildings will have to be reconsidered for this design.
- This project sets a high standard for contemporary design of market driven projects that the Panel supports and applauds.

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Urban Design Review Panel Comments and Applicant's Response

Applicant Response
March 31, 2020

Urban Design Element	
Creativity <i>Encourage innovation; model best practices</i>	
<ul style="list-style-type: none"> Overall project approach as it relates to original ideas or innovation 	
UDRP Commentary	A high-quality contemporary design solution on a key site which also incorporates an existing historic building in a community undergoing redevelopment. The proposed application sets a desirable standard for the immediate area and the city at large.
Applicant Response	Acknowledged.
Context <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i>	
<ul style="list-style-type: none"> Massing relationship to context, distribution on site, and orientation to street edges Shade impact on public realm and adjacent sites 	
UDRP Commentary	The building will be a significant presence on an important site. Proposed mixed use is similar to existing uses. While the scale of the repeated structural grid may help break down the perceived scale of the building and the building face on 9 th respects adjacent building heights, the overall mass of the building is less responsive to adjacent buildings. The 12 th St. elevation is particularly difficult with regard to scale being full height to the street level.
Applicant Response	<p>Acknowledged.</p> <p>The massing of the building has been carefully shaped and considered as a cohesive composition that creates a landmark design at a key intersection. Details at the ground floor such as recessed entries, signage, landscape, and heritage reference cues come together to create a unique pedestrian experience on three sides of the building.</p> <p>The heritage street wall reference has been given priority along 9th Ave to respect the community character as well as highlight the heritage building on the South West corner of the site. Equal emphasis to the heritage wall reference has been given along the lane towards the Lawn Bowling to promote vibrancy, animation, shadow reduction and good passive surveillance to the Lawn Bowling Club. The emphasis of the massing at the heritage street wall reference along these two streets creates the twist and angled step back that form striking massing of the building.</p> <p>As a result of the angled stepback from the back lane towards 9 AV, the West elevation has an angled wall starting at the heritage streetwall reference height along the north edge. This angle reduces the width of the East wall along 12 ST. This results in a stepback of ±19m [±62'] from the north property line for the building's upper floors. The shape of the building therefore reduces the size of the East wall and the impact it may have along the 12 ST sidewalk.</p> <p>The two building corners along 12th St angle up and back, creating prominent building entries as well as extension to the sidewalk public realm. The top point of the triangular openings reflect the heritage reference line.</p> <p>In addition, a new recessed building entry has been included along 12 ST, activating the sidewalk and public realm further. The entry has been designed to be flexible and be able to accommodate various uses that compliment the interior commercial unit(s) [ie. as patio] or exterior public realm [as extension of sidewalk through site furnishing] as required.</p> <p>The quality of the public realm design at the sidewalk and public plaza around the building, including 12 ST, exemplifies high quality human oriented design. The sidewalk and public realm are designed as an extension of the building. The building does not sit in contrast to or from the sidewalk, rather it becomes part of the cohesive pedestrian experience. Through elements such as ground floor textures, site furnishings, tree canopies, lighting, signage, active commercial spaces and window displays the</p>

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Urban Design Review Panel Comments and Applicant's Response

	pedestrian experience will be human scaled. (Please refer to 20.03.31 LOC2019-0188 - East Elevation, and 20.03.31 LOC2019-0188 - Site Plan).
Human Scale <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i>	
<ul style="list-style-type: none"> • Massing contribution to public realm at grade 	
UDRP Commentary	The building is a large mass which may benefit from the smaller scale repeated surface grid but still represents a challenge. Smaller scale openings and sheltered plaza areas are included and are encouraged to respond to at grade human experience. Signage, lighting and street furniture should be used to further connect the building mass to a human at-grade context.
Applicant Response	Acknowledged. Signage, lighting and street furniture details will be further explored through DP2020-01716. (Please refer to 20.03.31 LOC2019-0188 - East Elevation, and 20.03.31 LOC2019-0188 - Site Plan, and 20.03.31 LOC2019-0188 UDRP - Signage Options).
Integration <i>The conjunction of land-use, built form, landscaping and public realm design</i>	
<ul style="list-style-type: none"> • Parking entrances and at-grade parking areas are concealed • Weather protection at entrances and solar exposure for outdoor public areas • Winter city response 	
UDRP Commentary	The 9 th Ave elevation is more resolved regarding at-grade amenities, entrances and plazas. The 12 th St face needs further consideration to better connect with the street scape. The heritage building is well integrated and allowed its own expression.
Applicant Response	Acknowledged. An additional entrance consisting of a recessed triangle has been added along 12 ST. The new entry provides animation and breaks up the continuous wall along the at-grade environment to better connect with the streetscape. The new pocket of space created can be designed as an extension of the public realm with additional seating and soft landscape, an outdoor extension of the commercial space [ie. patio space], or entry into a commercial unit at the ground floor. (Please refer to 20.03.31 LOC2019-0188 – East Elevation, and 20.03.31 LOC2019-0188 - Site Plan).
Connectivity <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i>	
<ul style="list-style-type: none"> • Pedestrian first design, walkability, pathways through site • Connections to LRT stations, regional pathways and cycle paths • Pedestrian pathway materials extend across driveways and lanes 	
UDRP Commentary	The building will be a significant landmark designating a central intersection in the community. Numerous transit lines, pathways and LRT are adjacent or within walking distance. As discussed with a question, the Panel feels a crisscross scramble crossing should be given due consideration. The main street(s) intersection represents a landmark wayfinding moment. Navigating between heritage and new, the orientation to mixed-mode main streets, BRT, Bow River Pathway and Green Line point to big picture urban initiatives that good design can help define.
Applicant Response	Acknowledged.
Animation <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i>	
<ul style="list-style-type: none"> • Building form contributes to an active pedestrian realm • Residential units provided at-grade • Elevations are interesting and enhance the streetscape 	
UDRP Commentary	The street level has some permeability to add interest. This could be enhanced with well-considered, integrated signage and lighting. Street furniture and at-grade landscaping must also be considered further. Although trendy, the solid sculptural massing of the staircase design (connecting street level to second and third floors) lands in an awkward, heavy, obstacle-like manner; not permeable in an otherwise permeable street level.
Applicant Response	Acknowledged. Various signage strategies that will improve wayfinding, add texture, and provide interest at pedestrian scale are being explored and will be finalized through DP2020-0716. Please refer to project images showing two developing signage strategies under this cover: 20.03.31 LOC2019-0188 UDRP - Signage Options. Lighting is a critical part of all good design. Given the large extent of commercial space along the ground floor, there will be a significant amount of light spill out onto the street. A careful balancing of site/landscape integrated, building accent, signage, and interior spill out lighting

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Urban Design Review Panel Comments and Applicant's Response

	<p>will be considered and developed at the DP stage.</p> <p>The quality of design of the public realm including street furniture is critical to the pedestrian experience and public realm success of the project. Further considerations to the landscape design have been made 20.03.31 LOC2019-0188 - Site Plan and will continue to evolve through the DP2020-0716.</p> <p>The staircase is a sculptural element that provides easy connection between the ground floor / public realm and the office floor areas. It acts as a balancing focal point to the heritage building on the other side of the public plaza. The integrated BRT stop in front and angle of the entry wall minimize its impact and presence from the street and sidewalk. The staircase design, location, and street permeability can be further explored through DP2020-0716.</p>
<p>Accessibility <i>Ensure clear and simple access for all types of users</i></p> <ul style="list-style-type: none"> Barrier free design Entry definition, legibility, and natural wayfinding 	
UDRP Commentary	<p>Accessibility is generally good with many entrance options and a well-defined entry court between the old and new buildings. Safety under sloped sections regarding snow, ice and rain must be considered. Access to the heritage building roof terrace is through an office space. This roof terrace would be better used if more general public access was included.</p>
Applicant Response	<p>Acknowledged. Snow, ice, and water management on the sloped surfaces will be addressed through DP2020-0716 and the construction drawing stage of the project. Access to the heritage building roof terrace could be integrated with the commercial space within the heritage building based on use and market needs to be explored further through DP2020-0716.</p>
<p>Diversity <i>Promote designs accommodating a broad range of users and uses</i></p> <ul style="list-style-type: none"> Retail street variety, at-grade areas, transparency into spaces Corner treatments and project porosity 	
UDRP Commentary	<p>The project includes a good diversity of uses reflecting the adjacent district. This is not proposed through at-grade residential, however does provide good retail opportunities, visibility and entrances.</p>
Applicant Response	<p>Acknowledged.</p>
<p>Flexibility <i>Develop planning and building concepts which allow adaptation to future uses, new technologies</i></p> <ul style="list-style-type: none"> Project approach relating to market and/or context changes 	
UDRP Commentary	<p>The retail spaces have opportunities for changes to partitioning but with a building geometry this pure, additions to the building mass would likely present design challenges. To optimize flexibility, consider replacing the plaza planting bed area with moveable planters.</p>
Applicant Response	<p>Acknowledged. The planting bed at the plaza has been adjusted to reduce its impact on public plaza to further optimize flexibility (Please refer to 20.03.31 LOC2019-0188 – Site Plan). The planting bed at the south east corner of the plaza delineates the plaza from the pedestrian access to the building lobby. This will be particularly useful if the plaza was to be fully occupied with flexible furniture or a patio. Moveable planters are not the preferred solution due to difficulties with climate and insulating the growing medium from temperature changes. The built-in recessed planting area reduces site maintenance and promotes healthy long lasting plants. Programming of the plaza space to be further explored through DP2020-0716.</p>
<p>Safety <i>Achieve a sense of comfort and create places that provide security at all times</i></p> <ul style="list-style-type: none"> Safety and security Night time design 	
UDRP Commentary	<p>The building is multi-sided and animates the rear lane with good surveillance. Ice/snow studies are recommended for the ground plane and sloped surfaces above. Lighting design has not been completed at the time of review.</p>
Applicant Response	<p>Acknowledged. Snow, ice, and water management on the sloped surfaces will be addressed at the construction drawing stage of the project. Lighting strategy will be developed further through DP2020-0716.</p>
<p>Orientation <i>Provide clear and consistent directional clues for urban navigation</i></p> <ul style="list-style-type: none"> Enhance natural views and vistas 	
UDRP Commentary	<p>A landmark building that will provide community orientation to a central intersection. The building itself has numerous well defined penetrations. Signage will be a challenging opportunity to enhance wayfinding.</p>

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Urban Design Review Panel Comments and Applicant's Response

Applicant Response	Acknowledged. Various signage strategies that will improve wayfinding, add texture, and provide interest at pedestrian scale are being explored and will be finalized during the DP stage. Please refer to project images showing two signage strategies, 20.03.31 LOC2019-0188 UDRP - Signage Options).
Sustainability <i>Be aware of lifecycle costs; incorporate sustainable practices and materials</i>	
<ul style="list-style-type: none"> • Site/solar orientation and passive heating/cooling • Material selection and sustainable products 	
UDRP Commentary	Extensive glass and the lack of response in the building surface design to sun orientation will present energy modelling challenges. Ground level plaza does respond to desirable south exposure.
Applicant Response	Acknowledged. Several strategies to meet required energy standards have been explored and will be further developed in conjunction with mechanical and energy consultants through DP2020-0716. Through the use of solid panels on a large portion of the West wall, a small reduction of glazing between units and balconies, and the insulated wood structure a solid to glazed ratio close to the required prescriptive energy requirements is achieved. Energy modeling in combination with further design considerations and efficient mechanical systems will allow the building to meet the building energy requirements. To be further explored through DP2020-0716.
Durability <i>Incorporate long-lasting materials and details that will provide a legacy rather than a liability</i>	
<ul style="list-style-type: none"> • Use of low maintenance materials and/or sustainable products • Project detailed to avoid maintenance issues 	
UDRP Commentary	What is essentially a glass covered building should be durable. The suggested inclusion of wood structure will present interesting opportunities and challenges.
Applicant Response	Acknowledged. The wood structure and building envelope details will be finalized during the construction document and building permit stage.

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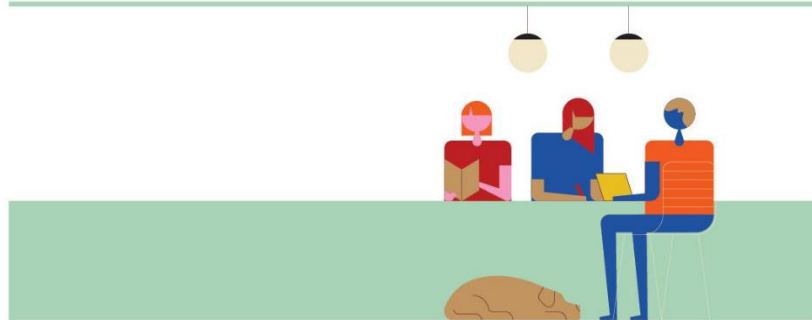
Applicant Engagement Summary

RNDSQR BLOCK STAKEHOLDER OUTREACH SUMMARY



LOC2019-0188 / DP2020-0716

APRIL 2020



APPROACH

The RNDSQR project team is committed to being good neighbours and engaging with the communities where we build. The project team's community engagement process was designed to provide opportunities for stakeholders to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation.

OUTREACH STRATEGIES



Project Website + Feedback Form + Downloadable Brief

Dedicated project website (www.RNDSQRblock.com), providing convenient 24-hour access to up-to-date project information, a downloadable brief with extensive project information, as well as a built-in feedback form.



Project Phone Line, Voice-Mail + Email Inbox

Project phone line, voice-mail inbox (587.747.0317), and dedicated email (info@engagerndsqr.com) serve as a direct line to the project team.



Postcard Mailer + E-Newsletters

Postcard mailers delivered to homes and businesses and e-newsletters sent providing notification of process milestones, and outreach opportunities.



On-Site Signage

Temporary signage placed on the site notifies the surrounding community of the outreach events.



Public Information Session

At the drop-in information session on December 10, participants were invited to learn more about the proposal and connect with other stakeholders.



Face-To-Face Meetings

Face-to-face meetings throughout the process intend to foster open discussions with stakeholders and the project team regarding the development.

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STAKEHOLDER OUTREACH STRATEGIES

FACE-TO-FACE MEETINGS

- Jun 05, 2019 - Inglewood Community Association Meeting #1
- Jun 25, 2019 - Inglewood Business Improvement Area Meeting #1
- Jun 25, 2019 - Ramsay Community Association Meeting
- Dec 04, 2019 - Inglewood Community Association Meeting #2
- Dec 09, 2019 - Inglewood Lawn Bowling Club Board Meeting
- Dec 10, 2019 - Public Information Session (Spolumbo's Italian Deli)
- Apr 08, 2020 - Inglewood Community Association Meeting #3
- Apr 16, 2020 - Inglewood Business Improvement Area Meeting #2



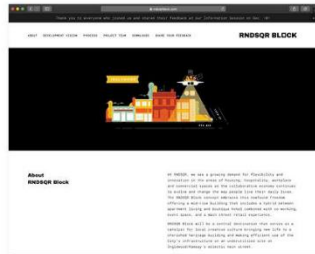
On-Site Event Signage



December 10, 2019 Information Session



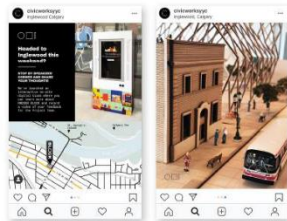
December 10, 2019 Information Session



Outreach Website (>5,000 views from >2,500 unique visitors)



October 2019 Community Newsletter Advertisements



Instagram Posts Promoting Speakers' Corner + Event



>3,000 Postcards Hand-Delivered to Neighbours during October and November 2019

Report from May 7, 2020 CPC Meeting (CPC2020-0459)

Applicant Engagement Summary

SPEAKERS' CORNER

OVERVIEW

The RNDSDR Block project team launched a user-friendly interactive digital kiosk, installed on-site where participants were invited to learn more about the project and record a video sharing their thoughts, comments, or concerns. Speakers' Corner was located on the project site, next to a high frequency transit stop along the 9 AV SE Main Street, drawing in pedestrians and transit users during wait times. This location was selected for maximum exposure and to gain feedback from a wide variety of Inglewood residents, employees, shoppers, visitors, and neighbours.

Speakers' Corner provided an overview of the project principles, context and posed three targeted questions for feedback. Each time a participant submitted their feedback to one of the questions, it was uploaded and the project team was notified that there was a new response. Members of the project team reviewed the video responses, transcribed these messages into verbatim comments, and analyzed the feedback for key themes.



- TARGETED QUESTIONS
- 01 WHAT'S YOUR BIG IDEA FOR THE "HEART" OF INGLEWOOD?
 - 02 WHAT IDEAS DO YOU HAVE TO IMPROVE THE PUBLIC SPACE AROUND THE SITE?
 - 03 INGLEWOOD IS MISSING...



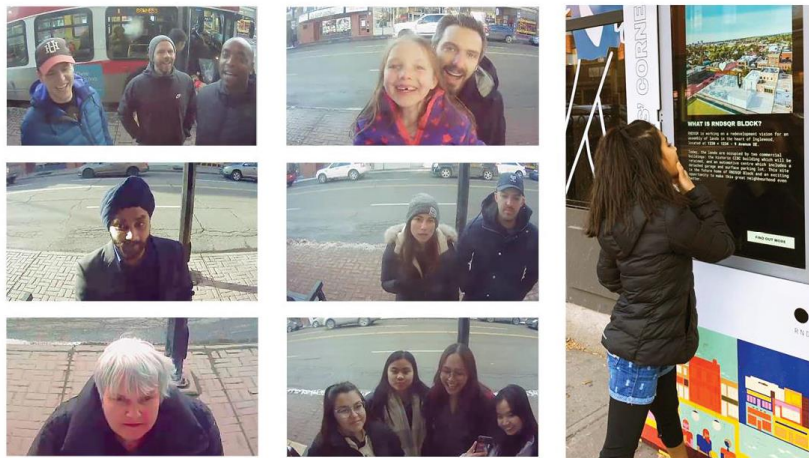
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SPEAKERS' CORNER



SPEAKER RESPONSES

01



MORE GATHERING SPACES

One of the most mentioned items at Speakers' Corner was the community's need for a gathering space. From plazas and piazzas to courtyards and market spaces, responders indicated a strong desire for an urban space, or neighbourhood hub, where local residents could gather and feel better connected to community activities.

02



PRIORITIZE PEDESTRIANS

The creation of a more pedestrian-friendly public realm was the most requested improvement for the area around the site. In specific, people stressed the need for wider sidewalks, additional places to sit, more greenery, and better lighting. Upgrades to public garbages and bus shelters were also popular mentions, as well as more integration of art into the public realm.

03



MORE COMMERCIAL AMENITIES

A significant number of responders at Speakers' Corner indicated a desire for more ground-level retail in the area. Popular choices included a more affordable grocery store and additional restaurants, particularly ones that remain open later into the evening. Many people also suggested that more independent boutiques and local cafes would be a welcome addition to the Inglewood streetscape, especially if they activated the sidewalk with seating.

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Applicant Engagement Summary

WHAT WE HEARD + TEAM RESPONSE

OVERVIEW

An outreach process is more than a compilation of input by the project team. Our role 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 decisions.

We heard from a wide variety of stakeholders through our numerous outreach channels and strategies. In reviewing feedback collected to date (April 16, 2020), the project team has identified a series of key themes heard from stakeholders. The themes outlined in the following pages are broken into: "What We Heard" and "Team Response".

Each team response attempts to address the questions, comments and input received throughout the process. In addition, each key theme includes example verbatim comments collected during the outreach process.

We identified four (4) key themes:

- 01 – Heritage + Architectural Design
- 02 – Public Space
- 03 – Building Height + Intensity
- 04 – Parking

1 HERITAGE + ARCHITECTURAL DESIGN

WHAT WE HEARD

Some stakeholders shared their appreciation of the building's architectural design, expressing interest in a modern or contemporary vision that adds diversity to the 9 AV SE streetscape. Others expressed their dislike for the architecture, specifically the contemporary design, glass materiality, and contrast with existing buildings.

EXAMPLE VERBATIM COMMENTS

"Love the modern vision that respects and protects the heritage building."

"New building should retain the character and history of what we see now."

"I like the modern look in the old neighbourhood."

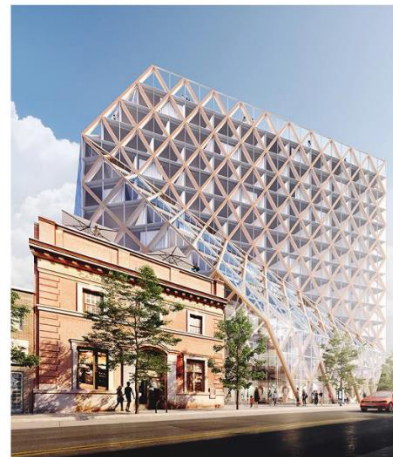
"That the building be built to look in line with the rest of the street buildings, with consideration of the lawn bowling behind."

"Love it. Restore the historic building and add this new and exciting architecture to contrast the older character buildings."

"It is not in keeping with the building styles that make Inglewood what it is."

TEAM RESPONSE

As a best practice, the design is intentionally visually distinguishable from neighbouring historic buildings, as to not undermine the integrity and significance of their history. While the design of the new building is undeniably contemporary, this contrast allows the CIBC heritage building its own more historic expression. Both new and old voices are maintained, providing a combined higher-level worth.



Historic Bank of Commerce Building

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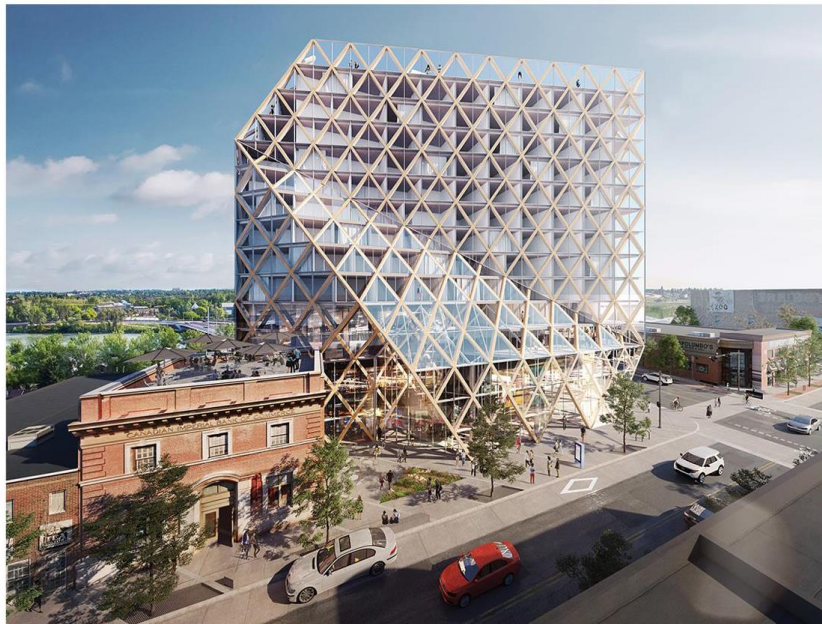
Applicant Engagement Summary

TEAM RESPONSE CONTINUED

The project team recognizes the historic nature of buildings like the CIBC as a physical record of their time, place and use. As a best practice, RNDSQL Block will avoid creating a false sense of historical development or faux heritage by refraining from adding elements from other historic buildings in the area. Compatibility is maintained through the use of wood as a natural material, thoughtful transition toward the CIBC building, and the break in the streetwall along 9 AV after the second floor that picks up the historic roofline.

As a key element of the design concept, the CIBC building is celebrated as the primary point of interest along the sidewalk and enhanced by the creation of a new plaza along its side. Rather than obscure, the new build gently withdraws from the historic brick form to ensure its prominence on the street, revitalize its use, and draw attention to this piece of Inglewood's built heritage.

Currently, the CIBC is listed on The City's Inventory of Evaluated Historic Resources, but is without Federal, Provincial or Municipal protection. The RNDSQL Block development proposes to bring the historic CIBC into legal protection. By retaining and legally protecting the CIBC, the project team will ensure that the overarching objective of heritage conservation is met by conserving the heritage value and character-defining elements of the CIBC in perpetuity.



Proposed Development Vision looking across 9 AV SE

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Applicant Engagement Summary

2 PUBLIC SPACE

WHAT WE HEARD

Numerous stakeholders shared their enthusiasm for the enhancement of the public space around the site. In specific, stakeholders expressed their desire for neighbourhood-focused, public amenities that promote gathering, socializing, walkability, pedestrian safety and connectivity.

EXAMPLE VERBATIM COMMENTS

"Inglewood needs some love for the pedestrian realm such as improved sidewalks, greenery, lighting, etc. It would be nice if a project like this would help accelerate that process."

"We need a true gathering area in front of a beautiful building."

"Year-round public realm use please!"

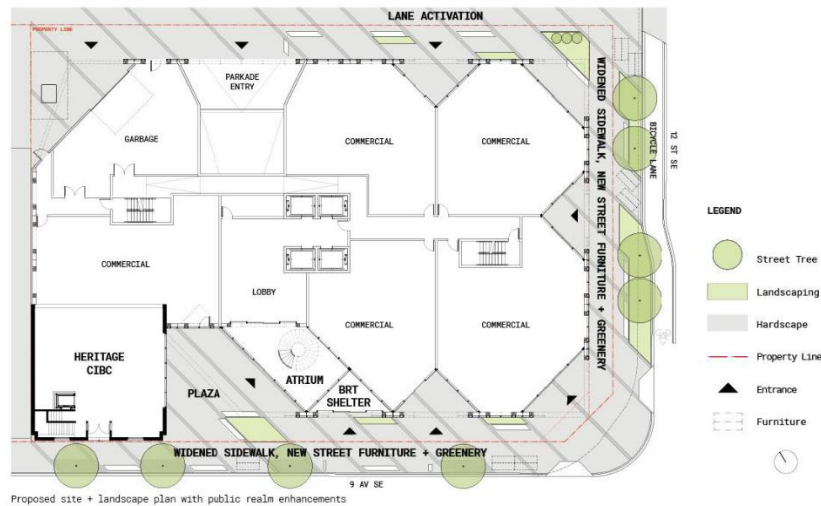
"Amazing design. There should be assurance of public use on the CIBC rooftop space. Should work public art into the plan."

"A public piazza is my big idea for the heart of Inglewood. Every community needs a public ground space that's a gathering space and 12 ST SE and 9 AV SE would be perfect for that."

TEAM RESPONSE

The public realm surrounding RNDSOR Block has been designed as an extension of the building, with the building itself activating the site's edges with spill-out activity, becoming part of the cohesive pedestrian experience. The building's setbacks introduce wider sidewalks, a protected bike lane, additional greenery and new seating. The sidewalk along 9 AV SE seamlessly extends into an at-grade plaza, providing a new gathering place for the community. This plaza connects to an entry atrium that houses Calgary's first integrated BRT shelter, freeing up even more valuable sidewalk space along this constrained corridor. A rehabilitated roof on the heritage building further transforms unused space.

Recessed building entrances and angled corners have been included to provide animation, extend the sidewalk and further activate the public realm. Along the lane, commercial frontage, patio space, and an upper-storey terrace create people spaces that interface with and activate the adjacent Inglewood Lawn Bowling Club. The design also takes into account The City's Streetscape Master Plan for 9 AV SE, which seeks to coordinate public realm improvements with private developments. By working with The City on related streetscape design, the project team can ensure that RNDSOR block successfully integrates into the current vibrancy and attraction of 9 AV SE and builds on the award winning success of the 9 AV Streetscape Master Plan.



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Applicant Engagement Summary

4 BUILDING HEIGHT + DENSITY

WHAT WE HEARD

Many stakeholders shared their enthusiasm for RNSQR Block's 12-storey form and related density, while others stated that the building's proposed height was their chief concern.

EXAMPLE VERBATIM COMMENTS

"Respect the height limits. As the home and heart of Calgary's original town site, respecting history means preserving the tone and flavour of the visual landscape."

"Love the design. The height may draw push back from the neighborhood. It is a statement build - hope it passes."

"I strongly oppose a new building greater than 6-7 stories."

"Much needed density along a premier Calgary corridor."

"The building shouldn't be large or an eye sore, remembering the lawn bowling behind you needs sun for the grass."

"Perfect height for inner-city!"

5 PARKING

WHAT WE HEARD

Some stakeholders expressed concern over not enough parking being provided on-site. Sufficient bicycle parking was also a topic of interest for some stakeholders.

EXAMPLE VERBATIM COMMENTS

"Make sure that the building has its own parking. Not to invade street parking."

"Parking, parking, parking. If you are going to build, make sure you have enough parking for everyone. Screw public space, there is lots around already, put in enough parking spots!"

"I think anything that continues to grow community, brings people together, brings ideas together, cultures together-- that's what we should support. Not simply supporting parking spaces, or something about big business."

TEAM RESPONSE

The proposed mid-rise building height and density aim to support future residential and employment intensification along a municipally-identified Main Street in walking distance of primary transit (less than 400m from a Green Line LRT Station and directly adjacent to a MAX Purple BRT stop). A Key Direction of the Calgary Transportation Plan is to link land use decisions to transit. Compact, mixed-use development and pedestrian-friendly designs are required along the existing Primary Transit Network. The site is also immediately proximate to alternative transportation routes including the 8 AV and 12 ST SE cycle connections, regional pathways and open space network along the Bow River.

As the site's prominent location functions as a gateway to the community, the project team believes that it warrants special consideration as an opportunity to define the centre or "heart" of the neighbourhood at the intersection of an existing main street along 9 AV and an emerging main street connecting to Ramsay along 12 ST.

While the project team acknowledges that RNSQR Block will have a shadow impact, it's important to recognize that a 20m building (permitted by the current land use) would still cast a shadow on the Lawn Bowling Club, which is notably closed for 8 months of the year from September 30 - June 1 when the sun is lowest in the sky. However, the upper portion of the building does respond to the Lawn Bowling Club, the Main Street and the CIBC heritage asset by twisting the massing and providing both the north and south façades with a dramatic stepback that maintains the CIBC's prominence on 9 AV SE and provides relief along the interface with the Lawn Bowling Club. The orientation of the massing and the configuration of the floor plates effectively "thin" out the upper portions helping to reduce the shadow cast by the building above the 20m building height currently permitted.

TEAM RESPONSE

A Transportation Impact Assessment was independently conducted, which concluded that the building's anticipated parking demand can be met using a shared parking strategy. This strategy pools various types of parking spaces whose peak parking demands do not occur at the same time of day.

A two-level underground parkade is proposed to be used for residential and non-residential parking. Forty-seven (47) residential parking stalls are proposed to be provided that requires a 16 stall relaxation from the 63 stall bylaw requirement. Thirty-five (35) non-residential stalls are proposed to be provided utilizing a shared parking strategy and a minor parking relaxation. Two-hundred and nine (209) Class 1 Bicycle Stalls will be provided at ratio of 1.25 per unit, significantly exceeding the minimum Bylaw requirements. Class 2 (outdoor) Bicycle Stall requirements will be met.

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Report from May 7, 2020 CPC Meeting (CPC2020-0459)

CPC2020-0459
Attachment 7

Community Association Letter



INGLEWOOD COMMUNITY ASSOCIATION
1740 24TH AVE SE
CALGARY, ALBERTA
T2G 1P9
PHONE: 403-264-3835
EMAIL: info@icacalgary.com

January 15, 2020

Development Circulation Controller
Development and Building Approvals #8201
Box 2100, Station M
Calgary, Alberta
T2P 2M5

Dear Breanne Harder:

Re: LOC2019-0188, 1230 – 9 Avenue SE

The Planning Committee (PC) has reviewed the land use amendment application to accommodate MU-2 with a DC at the above noted address. Based upon the PC's review of the application notice and the applicant's submission, the PC has motioned to not support the application (as presented).

The PC objects to the building's height (45m) and FAR (6.5). The impacts related to this building's height and FAR will create significant and potentially irreparable impacts on the adjacent neighbour – the Lawn Bowling Club – related to the building's shadowing. The application available for review at the time of the PC meeting did not include any information pertaining to the preservation of the historic CIBC building.

It should be noted that we are not opposed to development along this important commercial corridor – some high-density residential projects have been supported along 9th Avenue – projects that respected the maximum height of 20 metres and FAR of 3.0. As 9th Avenue is the only remaining historical commercial streets of its kind remaining in Calgary, we feel it is imperative that buildings along 9th Avenue respect these maximums to respect, preserve, and enhance 9th Avenue's unique character and vibrant pedestrian-oriented streetscape.

The PC also identified a lack of a comprehensive TOD study for the neighbourhood which is significant in that many of the relaxations being requested (height, density, etc.) may be considered given its proximity to a proposed Greenline station, which unfortunately has an indeterminate timeline.

We do not complete the Community Context Questionnaire as a matter of policy as we find it to be no substitute for our Committee assessment of any given permit. If you have any questions, please call me at 403-619-0559.

Kind regards,

INGLEWOOD COMMUNITY ASSOCIATION
Planning Committee

Erin Standen, Chair