

LAND USE AMENDMENT  
INGLEWOOD (WARD 9)  
16 STREET SE AND 14 AVENUE SE  
BYLAW 49D2017

MAP 13C

**EXECUTIVE SUMMARY**

This land use amendment application proposes the redesignation of a residential parcel in the southeast community of Inglewood from Residential – Contextual One/Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for a range of low density residential uses including rowhouse development.

The site contains an existing single detached dwelling and accessory residential building (garage). The parcel is subject to the Airport Vicinity Protection Area (AVPA) Regulation and lies within the 30-35 Noise Exposure Forecast (NEF) contour. Notwithstanding, these regulations are not applicable to applications for land use redesignation.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2016 December 01

That Calgary Planning Commission:

1. Recommends **APPROVAL** of the proposed Land Use Amendment; and
2. Recommends that Council **AUTHORIZE** Administration to make an application to the Minister of Municipal Affairs for an amendment to the Calgary International Airport Vicinity Protection Area Regulation, after processing an applicable development permit to the point of decision and conducting all necessary public consultation in accordance with the requirements of the Regulation, to allow for residential development.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 49D2017; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares  $\pm$  (0.15 acres  $\pm$ ) located at 1601 - 16 Street SE (Plan 4646N, Block D, Lots 25 and 26) from Residential-Contextual One/Two Dwelling (R-C2) District **to** Residential-Grade Orientated Infill (R-CG) District, in accordance with Administration's recommendation;
2. Give three readings to the proposed Bylaw 49D2017; and
3. Recommend that Council **AUTHORIZE** Administration to make an application to the Minister of Municipal Affairs for an amendment to the Calgary International Airport Vicinity Protection Area Regulation, after processing an applicable development permit to the point of decision and conducting all necessary public consultation in accordance with the requirements of the Regulation, to allow for residential development at 1601 - 16 Street SE (Plan 4646N, Block D, Lots 25 and 26).

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**REASON(S) FOR RECOMMENDATION:**

The proposal is keeping with applicable policies including the Municipal Development Plan and the Inglewood Area Redevelopment Plan, both of which advocate for communities with a variety of housing types to meet a range of citizen needs. The proposed R-CG district is intended for parcels in proximity or directly adjacent to low density residential development. The proposal would allow for a modest increase in density on an inner city parcel and in a form that has the ability to be compatible with the character of the existing neighbourhood.

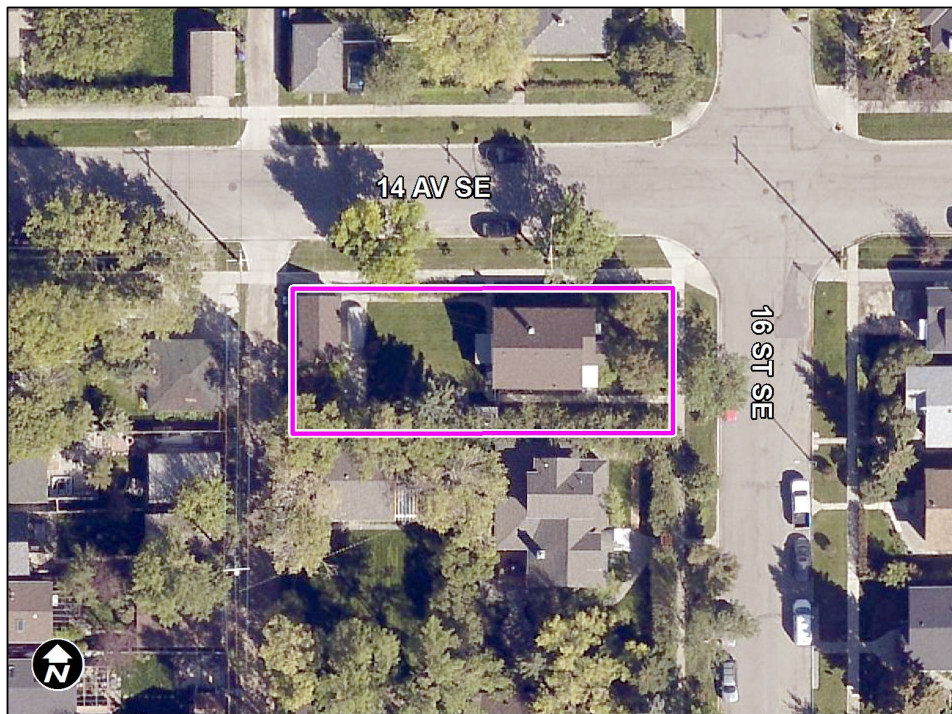
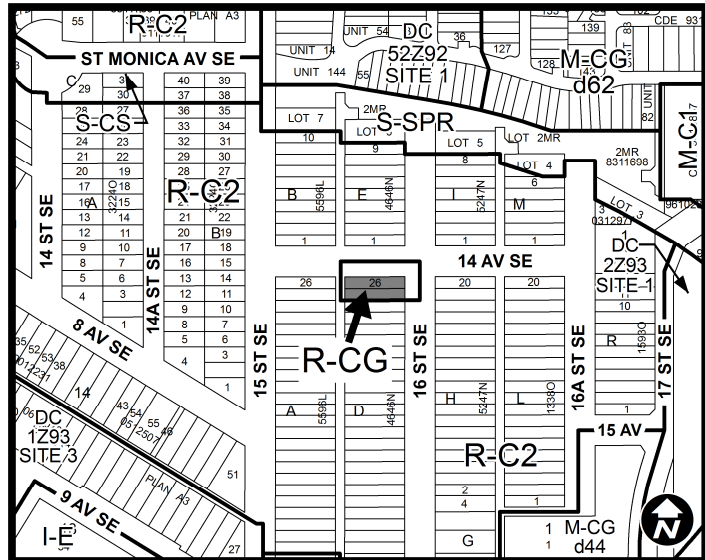
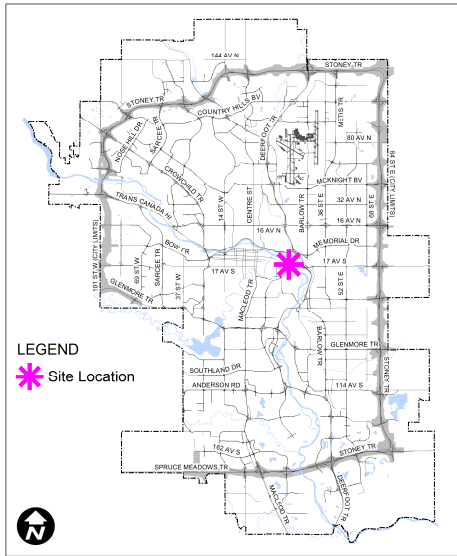
**ATTACHMENT**

1. Proposed Bylaw 49D2017
2. Public Submissions

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares  $\pm$  (0.15 acres  $\pm$ ) located at 1601 - 16 Street SE (Plan 4646N, Block D, Lots 25 and 26) from Residential-Contextual One/Two Dwelling (R-C2) District to Residential-Grade Orientated Infill (R-CG) District.
2. Recommend that Council **AUTHORIZE** Administration to make an application to the Minister of Municipal Affairs for an amendment to the Calgary International Airport Vicinity Protection Area Regulation, after processing an applicable development permit to the point of decision and conducting all necessary public consultation in accordance with the requirements of the Regulation, to allow for residential development at 1601 - 16 Street SE (Plan 4646N, Block D, Lots 25 and 26).

**Moved by: S, Keating**

**Carried: 8 – 1**

Opposed: D. Leighton

Reasons for opposition from Mr. Leighton:

- I do not support this application because, like LOC2016-0080, this depends on modification of the airport noise contour (AVPA). The City has a study with a recommendation to Council. This application should be reconsidered once the AVPA (noise contour) has been modified.

**2016 December 01**

**MOTION:**

The Calgary Planning Commission accepted correspondence from:

- Neighbourhood Response to the Re-zoning Proposal 1601 – 16<sup>th</sup> St SE received by Administration on 2016 November 15;

as distributed, and directs it to be included in the report in APPENDIX IV.

**Moved by: G.-C. Carra**

**Carried: 9 – 0**

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**Applicant:**

James William Burke

**Landowner:**

James William Burke

**PLANNING EVALUATION**

**SITE CONTEXT**

Located in a low density residential setting in the southeast community of Inglewood, the R-C2 designated parcel is developed with a one storey single detached dwelling and detached one vehicle garage accessed from 14 Avenue SE. Single detached dwellings exist to the north, south, east and west on land designated as R-C2.

The parcel is approximately 200 metres north of 9 Avenue SE, a main street destination with retail, community and recreational services. A regional pathway is located approximately 170 metres to the north which connects west to the city centre, and southeast to the Inglewood Bird Sanctuary and beyond.

The following table identifies the historic peak and current population of Inglewood. Inglewood's current population is two percent lower than 2015, Inglewood's peak population year.

<b>Inglewood</b>	
Peak Population Year	2015
Peak Population	3,935
2016 Current Population	3,865
Difference in Population (Number)	-70
Difference in Population (Per cent)	-2%

**LAND USE DISTRICTS**

The intent of the R-CG district is to allow for a wide range of ground-oriented housing typologies including rowhouse buildings, semi-detached dwellings, single detached dwellings, cottage housing and accessory suites. The rules of the R-CG District provide for development that has a maximum height of 11 metres and is sensitive to adjacent low-density residential development such as single detached and semi-detached dwellings.

The maximum density for parcels designated R-CG is 75 units per hectare. As such, this would allow for a maximum of four ground oriented units to be considered via the development permit process, and not at the expense of other Land Use Bylaw requirements. A rowhouse building is a permitted use in R-CG where the proposal complies with all the rules of the Land Use Bylaw. Otherwise, a rowhouse building is a discretionary use.

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LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014 – Statutory)

The parcel is located within the “City, Town” area as identified on Schedule C: South Saskatchewan Regional Plan (SSRP) Map. The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009 – Statutory)

The parcel is located within the *Developed Residential – Inner City Area* as identified on Map 1: Urban Structure, of the Municipal Development Plan (MDP). Both *City-Wide* policies and *Inner City Area* policies apply. In general, these policies encourage redevelopment in inner city communities that is similar in scale and built-form to existing development, including a mix of housing such as semi-detached, townhouses, cottage housing, and rowhousing. In addition, MDP policies encourage higher residential densities in areas that are more extensively served by existing infrastructure, public facilities, and transit.

The application is in keeping with relevant MDP policies as the provision of the R-CG District allow for development that is compatible with existing low-density residential development in terms of height, built-form, and density.

Inglewood Area Redevelopment Plan (1993 - Statutory)

In accordance with Maps 5 and 6, Generalized Land Use Maps of the Inglewood Area Redevelopment Plan (ARP), the site is located within the current and future residential area.

The Inglewood ARP speaks to the dependency of local retail and community services on an increase in population within the community. The plan sets goals that are consistent with the MDP and support the provision of a variety of housing types that serve a range of households, age groups and income levels while encouraging housing intensification that is sensitive to the established character of the area.

One mechanism is in place to encourage appropriate placement of higher density residential uses, specifically through policy item 2.4.6, which provides conditions which should be met for land use redesignations from low density detached housing to low density/family oriented townhousing. These conditions include:

- area residents should be fully involved in the redesignation and development permit process;
- the site should be vacant, underdeveloped or developed with housing which has substantially deteriorated and the site is not completely surrounded by lower density areas;
- traffic and other impacts are thoroughly analyzed and can be minimized; and

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- new development should be compatible with existing nearby development, with particular attention being paid to the edges of new developments.

While some of these conditions will require review at development permit stage, the proposed land use redesignation is capable of meeting the majority of the above conditions, and is supplemented through alignment with the MDP.

Location Criteria for Multi – Residential Infill (2016 – Statutory)

Council adopted 'Location Criteria for Multi-Residential Infill' (Appendix II) to be used as a guideline for the review of land use amendment applications and associated amendments to local area plans seeking to allow for multi-residential developments in low density residential areas.

The following location criteria were consistent with the guidelines:

- On a corner parcel;
- Within 400 metres of a transit stop;
- Along or in close proximity to an existing or planned corridor or activity centre; and
- Direct lane access.

The following location criteria were not met:

- Adjacent to or across from existing or planned open space or park or community amenity;
- Adjacent to existing or planned non-residential development or multi-dwelling development;
- On a collector or higher standard roadway on at least one frontage; and
- Within 600 metres of an existing or planned Primary Transit stop station.

The proposed land use satisfies a number of the locational criteria for multi-residential infill housing.

Airport Vicinity Protection Area Regulation (2009 – Statutory)

The subject site is located within the Calgary International Airport Vicinity Protection Area (AVPA) Regulation. This Regulation was created to ensure that only compatible land uses are developed under airport flight paths. The AVPA establishes allowable uses in certain locations, identified as Noise Exposure Forecast (NEF) areas, due to potential impacts from aircraft flying over as they arrive and depart from the airport. As a result, residential development is prohibited in certain NEF areas.

The parcel is located within the 30-35 Noise Exposure Forecast (NEF) Area of the Airport Vicinity Protection Area (AVPA). Within this contour, residential development is prohibited, however the existing dwelling is grandfathered as it was constructed before the adoption of the

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AVPA. As defined by the AVPA, any increase in the number of residential units is not allowed and would be refused at the development permit stage.

In accordance with Section 3 of the AVPA Regulation, only an application for the subdivision of land or a development permit relating to land in the Protection Area must comply with the Regulation. An application for land use redesignation is not subject to the Regulation. notwithstanding, the application was circulated to the Airport Operator for information and comment. Comments have been included in APPENDIX III.

Administration is recommending approval of the land use amendment and is requesting that Council provide authorization to Administration to apply for an amendment to the Calgary International AVPA Regulation in order to allow for approval of a low density residential development permit that would otherwise contravene the provisions of the AVPA. This would involve an application by Administration to the Minister of Municipal Affairs upon reaching a decision for the relevant development permit application. Such amendment request will not be considered by the Minister unless the Minister is satisfied that reasonable consultation in respect to the proposed amendment has taken place with any affected municipality and landowners, the Airport Operator and the general public. Only a municipality may apply to the Minister for an amendment to the Regulation. Until an amendment is granted Administration cannot approve a development permit.

### **TRANSPORTATION NETWORKS**

Vehicular access to the parcel is available from the rear lane. A driveway will not be permitted on 16 Street or 14 Avenue SE.

Bike paths exist to the north and the area is well serviced by bus routes 1, 125, and 411, located approximately 215 metres south on 9 Avenue SE. Bus route 305 is located approximately 505 metres southeast on 9 Avenue SE.

A future LRT station is planned approximately 830 metres west of the site at 12 Street SE.

### **UTILITIES & SERVICING**

Water, sanitary, and storm sewer mains are available and can accommodate the potential redevelopment of the site without the need for off-site improvements at this time.

Groundwater and geotechnical studies may be required at development permit stage as the parcel is located within the flood fringe area.



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## ENVIRONMENTAL ISSUES

An Environmental Site Assessment (ESA) was not required for this application.

## GROWTH MANAGEMENT

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

## PUBLIC ENGAGEMENT

### Community Association Comments

A formal letter submitted by the Inglewood Community Association was received by Administration on 2016 October 12, expressing objection. See APPENDIX III. Concerns of the Inglewood Community Association are as follows:

- Strong concerns for spot-upzoning when the community is in the middle of writing a new ARP;
- The proposal does not meet enough of the requirements from the *Location Criteria for a Multi-Residential Infill*;
- Concerns that the applicant did not provide information of the proposal to more residents prior to submitting the application; and
- That administration was supportive of the application prior to it being submitted.

### Citizen Comments

Eight submissions from the public were received expressing concerns. Concerns from adjacent neighbors can be summarized as follows:

- Increase in traffic and street parking;
- Loss of single family home character;
- Potential for future design to be insensitive/intrusive/out of character;
- Loss of privacy;
- Loss of trees;
- Increased noise;
- Precedent setting;
- Contravention of the AVPA; and
- Communication between the applicant and adjoining owners was not sufficient.

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A 73 signature petition representing 54 households was received by Administration on 2016 November 15, seventy-five days after the comment period closed. The introduction to the petition can be found in APPENDIX IV.

**Public Meetings**

Administration attended the Inglewood Community Association General Meeting on 2016 October 05 where the applicant presented the proposal. Administration was present to answer process questions and provide information on policy for the area. Similar concerns were expressed by the Inglewood Community Association and residents:

- Character of the street would be changed;
- Increase in parking/traffic issues;
- Such spot zoning at the time that the ARP is being amended is not comprehensive;
- Residents were not sufficiently contacted by the applicant prior to submission; and
- Precedent setting.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

This proposal introduces the concept of updating the zoning of 1601 16 St SE from its current zoning of R-C2 to R-CG in order to develop the land. This zoning change is required to increase the number of dwelling units that can be built from 2 to 4. The zoning in the area is extremely diverse therefore a small update from R-C2 to R-CG should not have much effect on the continuity in this area of Inglewood. Within 1.5 blocks of this parcel of land there are 3 separate row house type residential buildings therefore this proposal fits the trend. These may be older complexes but provide precedent to continue with these types of developments especially when the growth and densification of Inglewood is so crucial.

The amount of infrastructure the city has been putting in and will be putting in is substantial which includes water main lines, the zoo bridge, 9 Ave Bridge, trunk lines, and by far the most substantial, the green c-train line. The city wants to densify the inner city and Inglewood is a main area due to the green c-train line being completed in 2020.

It can also be seen from the 2015 census that much of Inglewood is of an older demographic and for an area to flourish in regards to schools, commercial and the community, there needs to be young families living there. This proposal ensures affordable housing as the only options include a few apartment complexes and pre 1960's houses. There is an abundant need for new affordable non-apartment housing and this addresses that issue. These row houses give access to private amenity space, personal garages, 3 bedroom/3 bathrooms and walk up front doors. As a result of this development, a younger generation will be able to afford a new residence in Inglewood that will promote young families and community growth. This development also follows Inglewood's ARP in many aspects taking into account design and community heritage.

With this being a corner lot, there are no parking issues that would result from this proposal. The same number of parking spots for an interior semidetached dwelling would be evident in the corner lot 4 plex, for example. Please see the full proposal and the parking plan for more information. This development is also 5 blocks off commercial 9th ave. Therefore no visitor's park along this corner as this is too far. Along with this, the bike paths are ½ a block away, it is close proximity to downtown, and the green c train line will be within 5 blocks. Therefore one can argue these dwellings may only require 1 parking spot, filled by the on-site one car garage per unit.

Traffic will not be an issue as the only traffic seen on this block stems from people who bypass Blackfoot Trail in order to make their way to 9th ave.

This proposal has been previously discussed with the City of Calgary's planning department and the concept of increasing density on this lot has been accepted. Gian-Carlo Carra, Ward 9's Alderman, has also been introduced to this and agrees with the overall concept.

As discussed above, this development is in the best interests of the community of Inglewood and the City of Calgary. It follows many of the city goals in regards to development including densifying the inner city, distinctive but functional housing, and its design is unique, livable & memorable. It follows Inglewood's ARP initiatives including affordable housing, densifying to help promote the emerging area, all while keeping the heritage of the community intact. With parking, traffic and vegetation being addressed there should be no major unforeseen issues. The houses design has been tailored to fit seamlessly into the community of Inglewood and with all of the benefits to the mentioned above, is in the best interest of the community.

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**APPENDIX II**

**LOCATION CRITERIA FOR MULTI-RESIDENTIAL INFILL**

<b>Subject Site</b>	<b>Comments</b>	<b>Compliance</b>
On a corner parcel.	Corner developments have fewer direct interfaces with low density development.  Corner sites avoid mid-block development that could signal speculation that the entire block is appropriate for redevelopment.	Yes
Within 400m of a transit stop.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments.  Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.	Yes
Within 600m of an existing or planned Primary Transit stop station.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments.  Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.	No
On a collector or higher standard roadway on at least one frontage.	Minimizes traffic on local streets.	Yes
Adjacent to existing or planned non-residential development or multi-dwelling development.	Creates an appropriate transition between low density and other more intensive land uses or larger scale buildings.	No
Adjacent to or across from existing or planned open space or park or community amenity.	Creates an appropriate transition between low density and other land uses.	No
Along or in close proximity to an existing or planned corridor or activity centre.	Creates an appropriate transition between low density and other land uses.	Yes
Direct lane access.	Improves pedestrian environment for local residents by limiting the creation of multiple or high frequency use driveways across local sidewalks.	Yes

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**APPENDIX III**

**LETTER FROM COMMUNITY ASSOCIATION**



INGLEWOOD COMMUNITY ASSOCIATION  
1740 24<sup>TH</sup> AVE SE  
CALGARY, ALBERTA  
T2G 1P9  
PHONE: 403-264-3835  
FAX: 403-261-2724  
EMAIL: [info@icacalgary.com](mailto:info@icacalgary.com)

October 10, 2016

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

Dear Stephanie Loria:

Re: LOC 2016-0192, 1601 - 16 Street SE

The Redevelopment Committee (RDC) has reviewed the application regarding Land Use Amendment at the above location. I believe that you know that the applicant had made a prior presentation to the committee. We appreciated your attendance to explain the implications of the zoning to us. As you were made aware, there are several neighbors who expressed concerns with regard to parking, traffic, development out of character with the street and the precedent that would be set by supporting this application. While the distinction between the LOC and a future DP is apparent, it is clear that any future development would have to change the orientation of the homes from east/west to north/south thus considerably upsetting the existing rhythm of the street.

As we explained to you, the RDC has strong concerns about the spot upzoning being proposed, especially when the community is in the middle of sculpting a new ARP – this pocket upzone is inconsistent with any comprehensive plan for development. Further to the point, the checklist PUD2014-0156 shows that the proposal only meets three of the eight requirements for Proposed Location Criteria for a Multi-Residential Infill being 1) a corner parcel, 2) with lane access and 3) within 400 m. of a transit stop (virtually all of Inglewood meets the latter threshold). That hardly seems enough to justify such an incongruous proposal especially when the area is truncated by a non-grid traffic pattern that restricts access and egress considerably. Aside from this application minimizing the effort being put into the ARP, I noted to you that we have been working with Matthias Tita and Kathy Dietrich with regard to improving the

S. Loria

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relationship between the Development Authority and CAs. That has included a commitment to the philosophy that while communities, including Inglewood, are fully committed to enhanced density in the City of Calgary, they must be able to determine for themselves where that density is going to go.

An ARP is put in place as a statement by a community of what its future development goals are. This is then disseminated to developers and other interested stakeholders to provide a clear vision of what is wanted and would work well in the neighborhood so that that the social and economic development can proceed in an orderly way. When the applicant stated that developers see Inglewood as the next Marda Loop, it was clear that the character of the community has not been respected in this application and this is antithetical to the ARP process as well.

The community has made a clear statement with regard to its position on the AVPA regulation that has been submitted to the City but is attached here for your information. Regardless of whether one may apply for new land use independently of a development permit, the ICA position clearly states our wish that any increase in population in the NEF 30-35 be minimal which is very germane to the assessment of a land use change.

As I noted at the meeting (and you have subsequently acknowledged), the applicant's assurances that he had circulated all of the affected neighbors - who were all apparently enamored with his proposal - transpired not to be quite the case. The RDC does not appreciate being misled in this fashion. Further to the integrity of the process, the material distributed by the applicant during the summer indicates that the Ward 9 Councillor, a senior planner with the City, David Coroux and yourself were all supportive of the project even before the application was filed. Optically, an application that is pre-approved before any input from the community was solicited is troubling. Your apparent support for the project at the meeting did nothing to dispel those concerns, notwithstanding your extension of the deadline for comment to accommodate those that were "missed" in circulation.

For the above reasons, the Redevelopment Committee passed as unanimous resolution to not support the application. As our general meeting has been delayed by the Thanksgiving holiday, we were not able to follow our usual protocol of presenting a committee motion there. As such, the decision is based upon the input of the RDC alone.

If you have any questions, please call me at 403-263-4896. I would appreciate receiving a written copy of the formal decision on the permit.

Yours very truly,

INGLEWOOD COMMUNITY ASSOCIATION  
Redevelopment Committee



L.J. Robertson, Chair

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LETTER FROM CALGARY AIRPORT AUTHORITY



September 9, 2016

File: YYC 1331

The City of Calgary  
Development & Building Approvals #8201  
P.O. Box 2100 Station "M"  
Calgary, Alberta, T2P 2M5

Attention: Stephanie Loria  
Land Use Amendment LOC2016-0192  
Land Use Change at 1601 16 Street SE

Dear Stephanie Loria:

The purpose of this letter is to reply to your request of August 11, 2015, to review the Land Use Amendment LOC2016-0192 with respect to the proposed Land Use Change at 1601 16 Street SE.

The proposal **does not comply** with the Airport Vicinity Protection Area (AVPA) Regulation as the site currently has one residence which is proposed to be demolished and replaced with additional (four) residential units.

***Calgary International Airport Vicinity Protection Area (AVPA) Regulation***

The proposed development is located within the 30-35 NEF (Noise Exposure Forecast) contours. Residences are considered **prohibited** uses within this area.

- Section 4(4) *"Where the use of an improvement continues to be valid after the coming into force of this regulation under subsection (1) and the improvement is destroyed or demolished, the improvement may be replaced and may continue to be used for the prohibited use if the portion so replaced complies with the acoustical requirements set out in the Alberta Building Code."*
- Section 4(5) *"The replacement of a residential improvement under subsection (4)*
  - *(a) is limited to the number of residential units destroyed or demolished, and*
  - *(b) must be built on a lot in a subdivision plan registered under the Land Titles Act before the coming into force of this Regulation."*

The proposal does not conflict with any other areas of our review.

I trust that the above comments will be of use to you in your review of this proposal. If you have any questions or require further information regarding these comments, please do not hesitate to contact me at 403.735.5343 or [stefank@yyc.com](mailto:stefank@yyc.com).

Yours truly,

A handwritten signature in blue ink, appearing to read 'S. Kutac', is located below the 'Yours truly,' text.

Stefan Kutac  
Development Coordinator

Cc: Gord Falk, Calgary Airport Authority  
Suzanne Davis-Hall, Calgary Airport Authority  
Ola Pajak, Calgary Airport Authority  
Jody Moseley, Calgary Airport Authority

S. Loria

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**APPENDIX IV**

**INTRODUCTION TO PETITION FROM COMMUNITY**

**Neighbourhood Response to the Re-zoning Proposal  
1601 – 16<sup>th</sup> St SE**

This document is a response by residents of the surrounding neighbourhood to the document submitted by James Burke on 09/05/2016 in support of his re-zoning application. This document is broken down by the headings utilized by Mr. Burke in his submission. However, we would like to begin by giving an overview of our response.

**Overview**

Inglewood is a historically distinctive, attractive community with a strong sense of place. Part of the City of Calgary's Principles of Great Communities is a stated sensitivity to such local character. The Inglewood community has a high level of engagement relating to the preservation of the neighbourhoods that make up the community. The proposed new Area Redevelopment Plan (ARP), which is in its final stages of completion, will, presumably, impose over-arching constraints designed to preserve this character, while encouraging planned re-development in appropriate sites that facilitate strategic change over time. This re-zoning application is, at a minimum, premature. It should be deferred until after the Inglewood Area Redevelopment Plan (ARP) has been published, and after the Airport Vicinity Protection Area (AVPA) changes have either been approved or denied.

The members of the neighbourhood responding to this re-zoning proposal are not averse to the concept of densification, but rather to spot-zoning that, we believe, is not in accordance with the proposed ARP and with the kind of strategic growth management that is critical in an inner city community such as Inglewood. If this re-zoning proposal was approved, the City Planning Department would be ignoring the possibility of any strategic direction that the ARP is, according to its own planning principles, intended to have. In addition, approval would allow a precedent-setting change, which could ultimately cause significant erosion to the character of the neighbourhood by opening it up to unfettered spot re-zoning. With current zoning, it is possible to build a duplex on this lot. We submit this would be an appropriate amount of densification for the location. We will outline the remainder of our objections by addressing the specific sub-headings in the applicant's proposal.



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### **Zoning**

Although Inglewood does indeed as a whole have a diversity of zoning, the areas which have been densified and which are appropriate for densification are the areas on the corridor of 9<sup>th</sup> Ave and 17<sup>th</sup> Ave SE, not internal locations such as this site.

Inglewood Cove and existing row houses are exceptional developments that are not characteristic of the neighbourhood, and in fact, Inglewood Cove presents traffic and parking problems to the residents of 16<sup>th</sup> St., which would only be exacerbated by increased densification.

We suggest the examples used by the applicant are irrelevant and inconsistent. In fact, in one of the public meetings, City Planner Stephanie Loria indicated that this re-development application constitutes “a first” for the community, which would seem to contradict the applicant’s assertion that there is a lot of existing precedent for it.

### **AVPA Regulations**

We agree with the interpretation that the proposal would be in contravention of the AVPA Regulations and disagree with the applicant’s request for an application to the Minister for an exemption.

### **Community Redevelopment**

#### **Inglewood ARP**

We have addressed the issue of the proposed Inglewood ARP in our Overview above, but we would reiterate here that, since the ARP is meant to guide the future development of the community as well as implement in a sensible, strategic manner, city-wide objectives at the community level, it is a mistake to approve this application before the new ARP has been finalized and approved.

#### **Conditions**

##### **1. Notice**

At several points within the Burke document and at community meetings, the applicant has indicated that he has provided notice and invited neighbours to be involved in the process and indeed that neighbours were in support of the application. However, upon questioning, it was determined that the applicant did not keep a list of the surrounding neighbours with whom he spoke, nor could he recall who they were. Numerous residents have reported they did not receive any notification until such time as the issue was raised in the community meeting. Notifications were delivered to some neighbours around October 10<sup>th</sup> or 11<sup>th</sup>.

**LAND USE AMENDMENT  
INGLEWOOD (WARD 9)  
16 STREET SE AND 14 AVENUE SE  
BYLAW 49D2017**

**MAP 13C**

**2. Area / Location**

We submit that this site is not “on the edge of a lower density area” as is claimed by the applicant. We suggest this site is very much in an internal location, which is inappropriate for a potential fourplex. As stated above, we expect the forthcoming Inglewood ARP to designate such internal locations as potential areas for densification within a R-C2 zoning. Spot re-zoning, as requested by the applicant, is poor civic planning practice and should be avoided. Spot re-zoning is particularly ill advised in an internal neighbourhood location only months ahead of an ARP.

**3. Traffic and Parking**

This is an important condition for the neighbourhood because we already have issues with traffic due to the fact that 16<sup>th</sup> and 17<sup>th</sup> streets provide the only egress to 17<sup>th</sup> Avenue SE, not only for the surrounding streets but also for the large multi-family development, Inglewood Cove. If there has been a traffic analysis by the applicant or the City, it has not been shared with the residents of the neighbourhood. The applicant’s statement that 16<sup>th</sup> street has “minimal” traffic is not supported by any evidence and would be refuted by neighbours.

Parking is a fundamental concern of the residents as we already have parking pressures as a result of overflow parking from the Inglewood Cove. Additionally, there is a parking issue on 14 Avenue and on 15<sup>th</sup> Street due to the historic rooming house directly across the alley from the proposed site.

As to the applicant’s point that the corner location would decrease traffic, the only way to get out of the neighbourhood is to drive “within the block” down 16<sup>th</sup> St towards 17<sup>th</sup> Ave, which is what Mr. Burke indicates this development would avoid.

**4. Development Design and Orientation**

While we recognize the current application is for re-zoning, we wish to comment on the development design in order to respond fully to the applicant’s proposal. The proposed design is to put a fourplex with a total site area of 605.36 m<sup>2</sup> (6,512.75 sq. ft.) The distance from the existing sidewalk facing 14<sup>th</sup> Ave SE would be less than 11 feet and the setback on 16<sup>th</sup> St would be just less than 19 ft. The planned development is two stories. It is our submission that this building does not complement the massing patterns, character or context of the neighbourhood.

The applicant indicates one of his objectives is to increase population and that his proposal will provide “affordable housing” which will be “affordable to young families.” There is no evidence put forward that the very small footprint of these dwellings with little to no usable outside space will be attractive or affordable for young families; we suggest that this is mere speculation.

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**MAP 13C**

The orientation of the proposed development is planned to be both to 16<sup>th</sup> Street and to 14<sup>th</sup> Avenue. If developed in this manner, it would be the only building with orientation to 14<sup>th</sup> Avenue. This is one more way in which the proposal is out of character, and inappropriate, for the area.

**5. C-Train Green Line Development**

As stated above, we support densification in Inglewood in appropriate periphery locations. The proposed development location is 1.2 kilometres away from the future Green Line station. We suggest this is not “proximate” for the purposes of re-zoning and that the type of townhouse development the applicant proposes should be closer to the line, as per the ARP.

**6. Good Urban Design**

The applicant stated, in a recent community meeting, that “Inglewood is just ten years behind Marda Loop – it’s inevitable.” This statement implies that the attractive, memorable, unique qualities of Inglewood will be lost within ten years to a policy that encourages the destruction of older homes and their replacement by developer-driven dwellings at the expense of any historic character. This direction is not in accordance with the proposed ARP. Nor is it a direction we support.

On a secondary point, the applicant states that his project would be one in a series of new builds and renovations that have occurred over the last 5 years in the vicinity. We would like to point out that all developments on 16<sup>th</sup> Street and surrounding roads have been single-family dwellings. The proposed development is very much out-of-character with thoughtful, community-minded development completed to date.

**Conclusion**

Spot re-zoning should be avoided regardless of location – particularly in light of a forthcoming ARP.

Development of the subject location WITHIN the current R-C2 zoning (e.g. duplex, 2 single family homes, a suited development) would be acceptable and in character.

This potentially precedent-setting spot re-zoning and the proposed fourplex development is not appropriate for this inner location in the community. Such developments are more appropriate for boundary roads and areas.

This re-zoning application would give rise to the potential for significant changes in the existing dwelling pattern that would not complement the massing patterns, character or context of the surrounding streets. The potential for creating a very different and unwelcome streetscape is very real.