

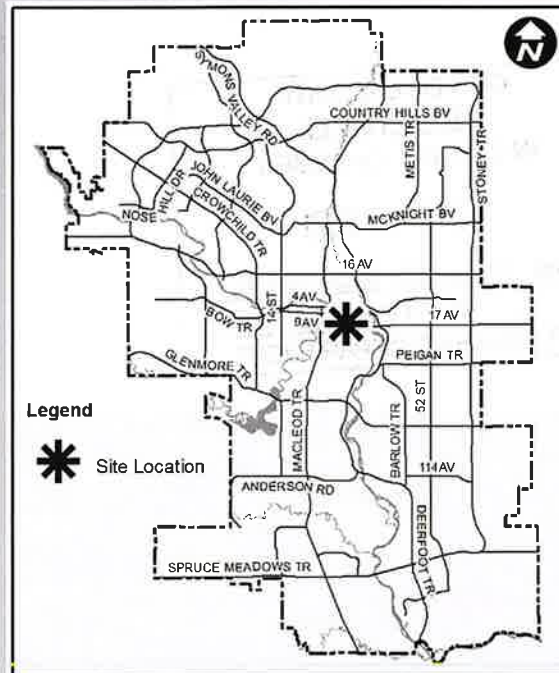


LOC2019-0194

Policy & Land Use Amendment

June 17, 2021

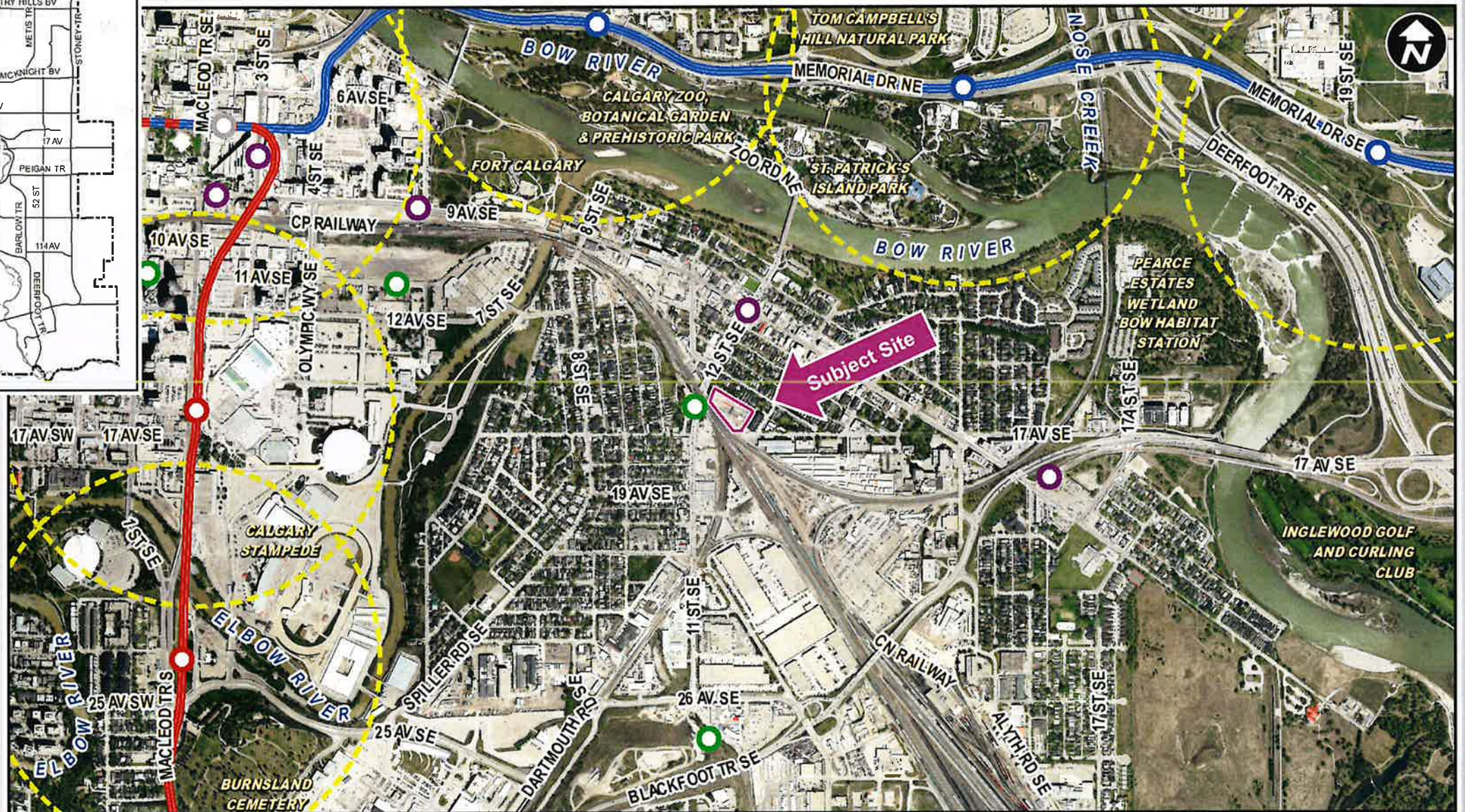




Legend  
\* Site Location

## LEGEND

- 600m buffer from LRT station
- LRT Stations**
  - Blue
  - Downtown
  - Red
  - Green (Future)
- LRT Line**
  - Blue
  - Blue/Red
  - Red
- Max BRT Stops**
  - Orange
  - Purple
  - Teal
  - Yellow







- LEGEND**
- 600m buffer from LRT station
  - LRT Stations**
    - Blue
    - Downtown
    - Red
    - Green (Future)
  - LRT Line**
    - Blue
    - Blue/Red
    - Red
  - Max BRT Stops**
    - Orange
    - Purple
    - Teal
    - Yellow
  - Bus Stop

Parcel Size:  
**0.83 ha**



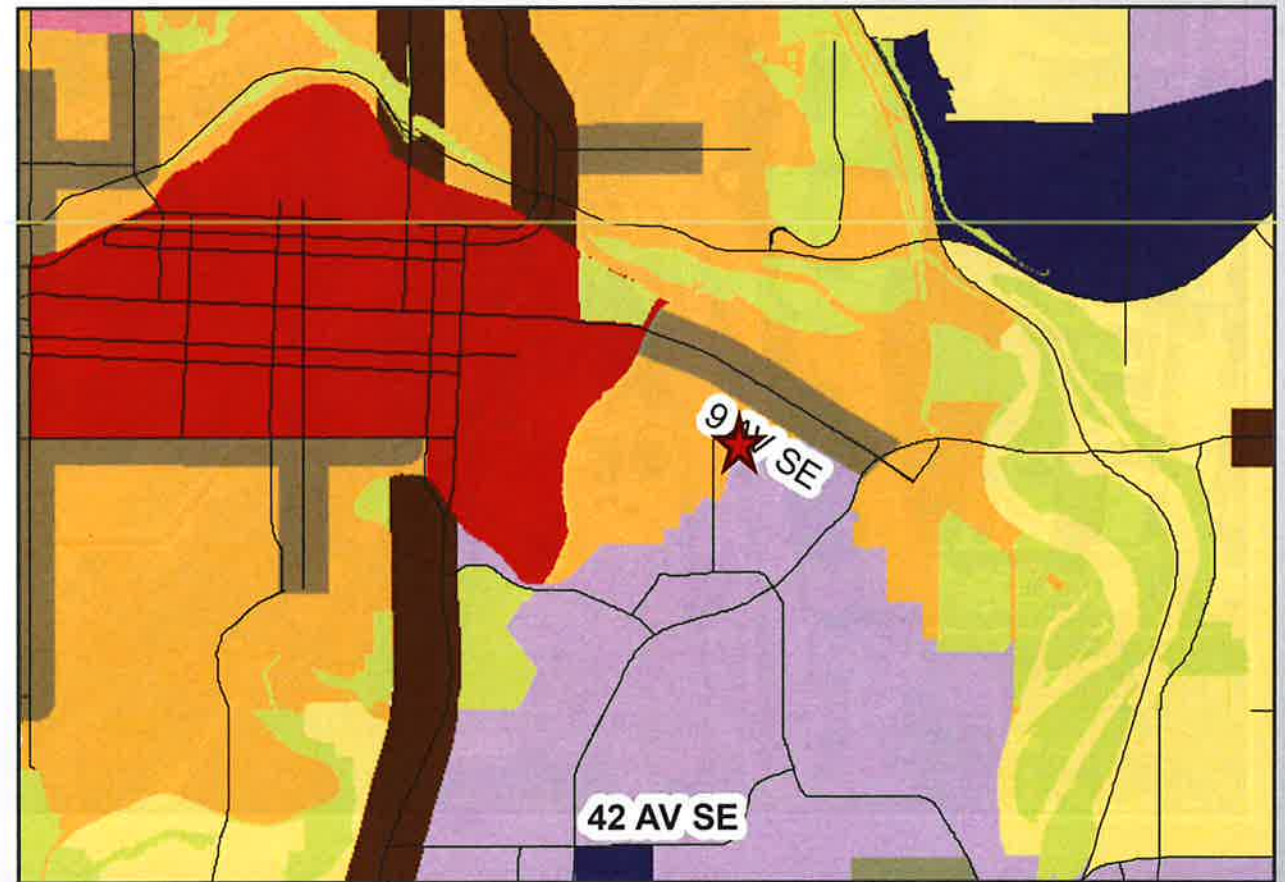
## Municipal Development Plan

### Section 2.1 (A Prosperous and Diverse Economy)

- linking land use decisions to transit
- increase mobility choices

### Section 2.2 (Shaping a More Compact Urban Form)

- Provide more choice within complete communities
- Optimize infrastructure
- Concentrate jobs and people in well-connected locations

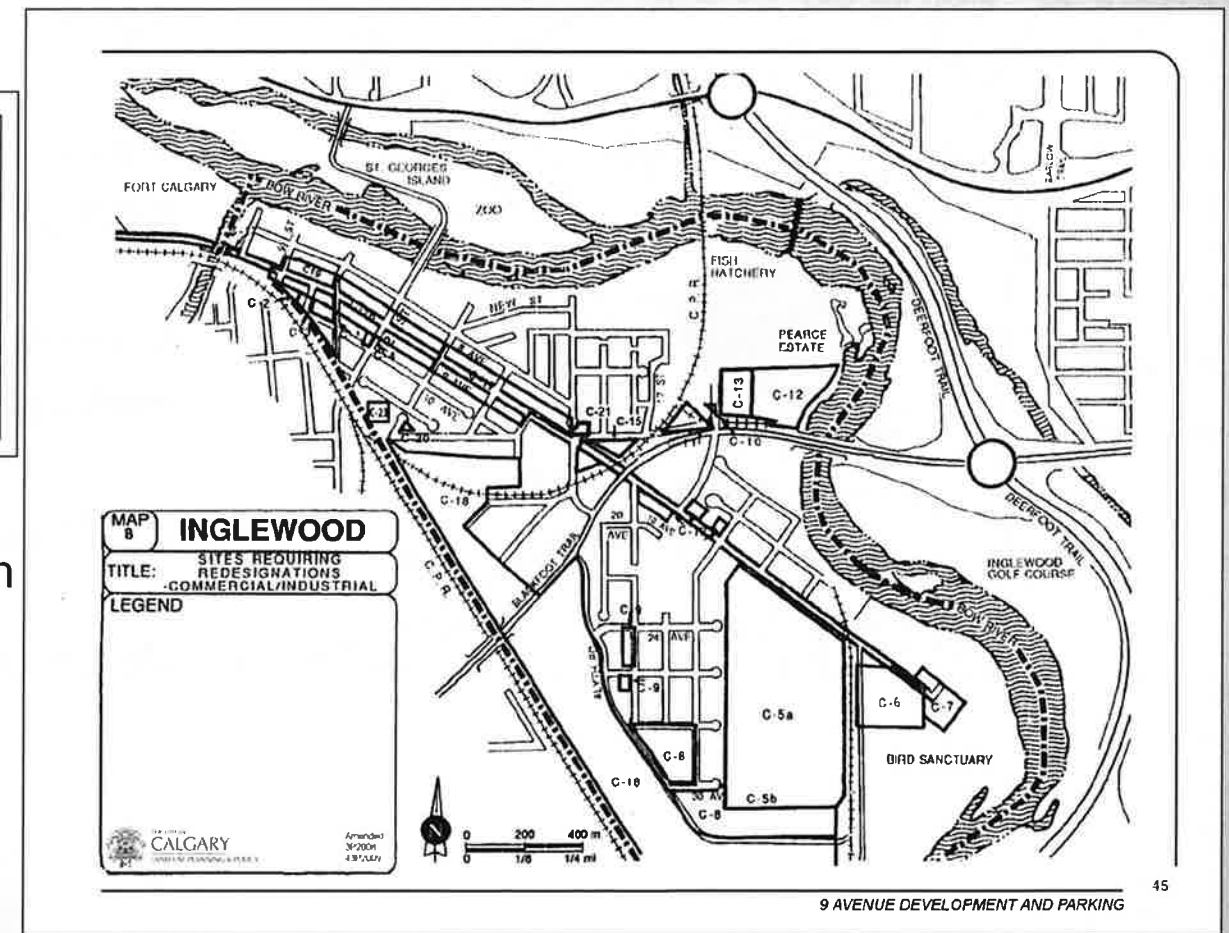


# Inglewood Area Redevelopment Plan

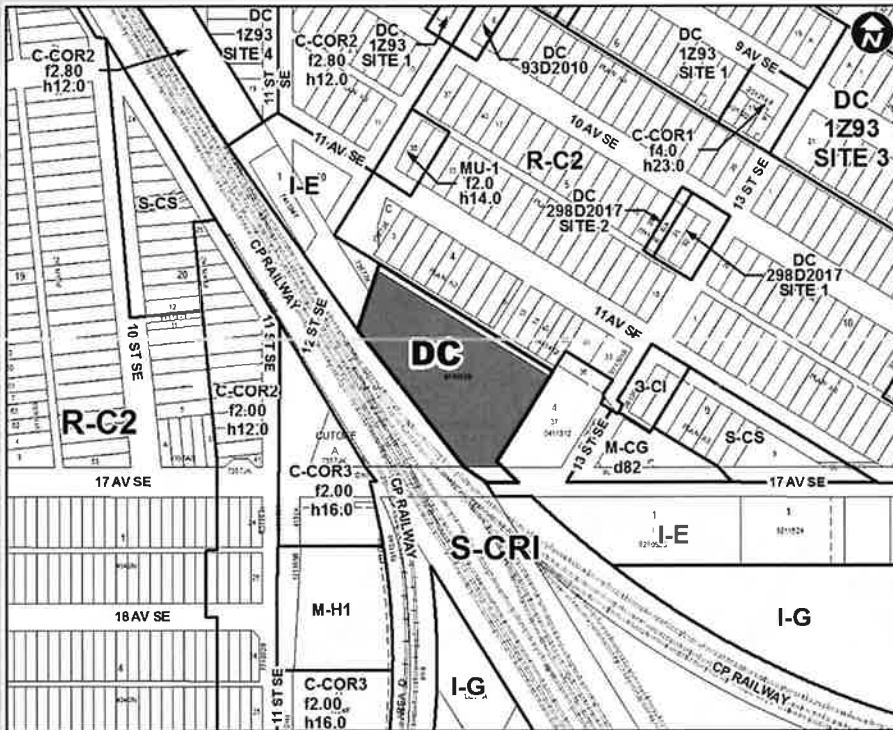
Amend Table 3 entitled 'Proposed Commercial/Industrial Redesignations' by inserting new Site C23 row as last item in table

SITE	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in <u>redesignation to Direct Control</u> )
C23 1390 - 17 Avenue SE	I-E	Mixed-use development incorporating commercial and residential uses	DC (MU-1)	<ul style="list-style-type: none"> <li>For the site at 1390 – 17 Avenue SE the maximum building height is 65.0 metres.</li> </ul>

and, Delete and replace Map 8 entitled “Sites Requiring Redesignations Commercial/Industrial” with the C23 notation on the subject site



### Proposed Direct Control District



- Based on the Mixed Use – General (MU–1) District
- Maximum building height of 65.0 metres (approximately 20 storeys)
- Maximum floor plate size of 900 square metres above 23 metres building height
- 3.0 Base FAR
- Voluntary Bonus Density Provisions

**Voluntary Bonus Density Provisions**

0 – 3.0 FAR	No additional requirements
3.0 FAR, to a maximum 5.0 FAR	Provision of publicly accessible station connection enhancements & public plaza space (mandatory)
Additional 0.5 FAR	Provision of active transportation mode infrastructure
Additional 0.5 FAR	Provision of enhanced pedestrian scale lighting
Additional 0.5 FAR	Provision of public art - on site
Total potential FAR: 6.5	



## RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

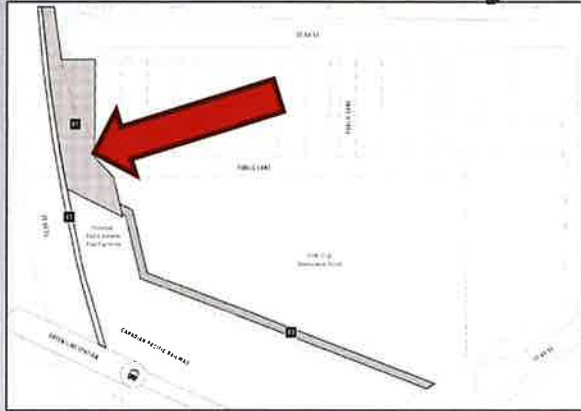
1. Give three readings to the proposed bylaw for the amendments to the Inglewood Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.83 hectares  $\pm$  (2.05 acres  $\pm$ ) located at 1390 – 17 Avenue SE (Plan 8110528, Block 1) from Industrial – Edge (I-E) District **to** Direct Control District to accommodate mixed-use development, with guidelines



## Supplementary Slides

# Voluntary Bonus Density: Publicly Accessible Station Connection Enhancements & Public Plaza Space

10



LOOKING SOUTHEAST



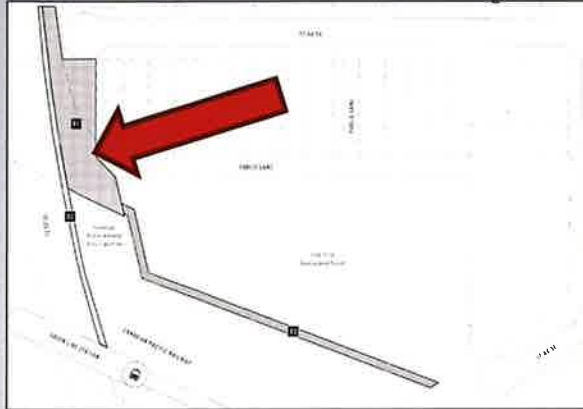
*Existing Condition*

*Concept Rendering*

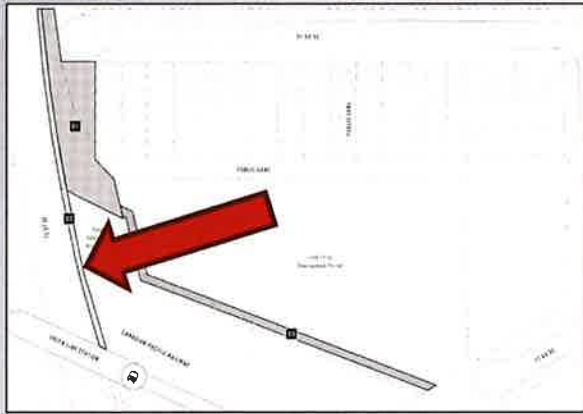


# Voluntary Bonus Density: Publicly Accessible Station Connection Enhancements & Public Plaza Space

11



# Voluntary Bonus Density: Enhanced Pedestrian Lighting 12



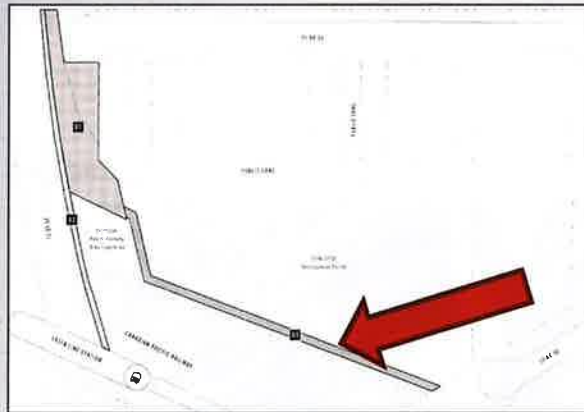
Existing Condition



Concept Rendering



# Voluntary Bonus Density: Active Transportation Mode Infrastructure 13



LOOKING SOUTHEAST



*Existing Condition*



*Concept Rendering*



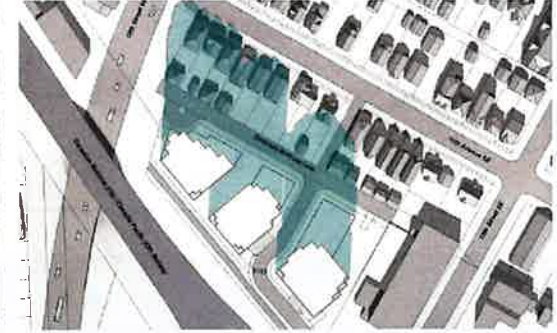
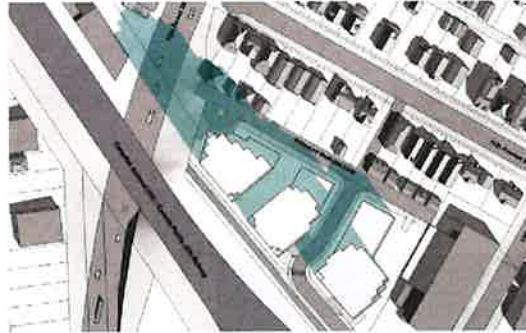
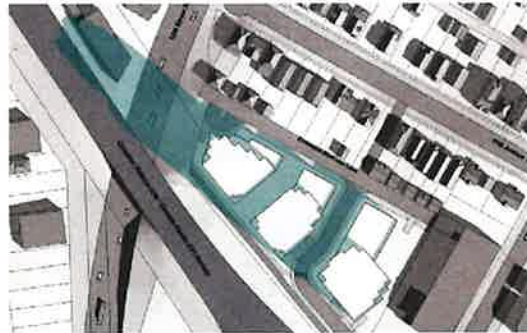
# SHADOW STUDY

Spring / Fall Equinox  
March 20 & September 22, 23

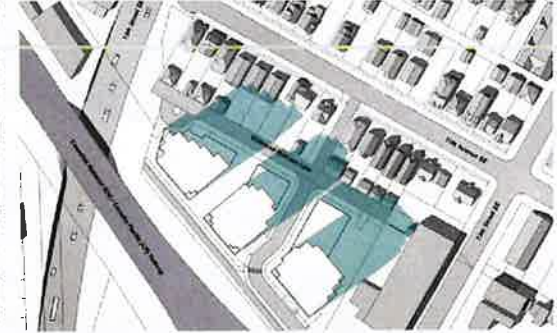
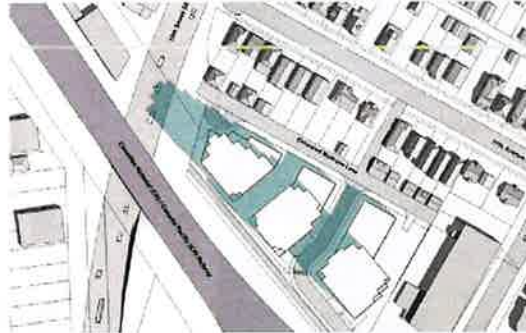
10:00 AM

12:00 PM

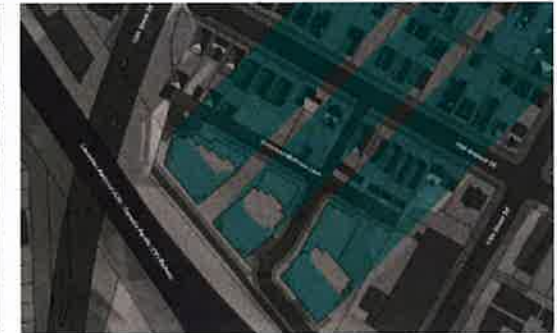
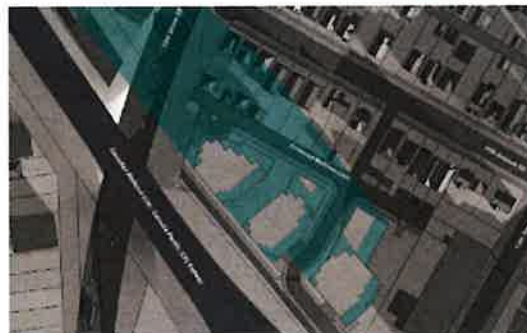
4:00 PM



Summer Solstice  
June 20, 21



Winter Solstice  
December 21, 22



PROPOSED BUILDING SHADOW  
EXISTING BUILT FORM SHADOW



# OUTREACH STRATEGIES



**PROJECT WEBSITE,  
EMAIL INBOX +  
FEEDBACK FORM**



Website Online Feedback Form



**IN-PERSON / VIRTUAL  
MEETINGS**



Inglewood CA Meeting - Sep. 4, 2019  
In-person Open House - Sept. 9, 2019



**NEIGHBOUR  
POSTCARDS**



Over 2,300 Postcard Invitations Distributed



**SITE SIGNAGE  
(ON-SITE & 9 AV SE)**



Sandwich Information Boards around the Site



**ENGAGEMENT  
VOICEMAIL INBOX**



Phone Number for Engagement Voicemail



Website Link to Information Boards



Virtual Open Houses -  
Nov. 30, Dec. 2 & 4, 2020



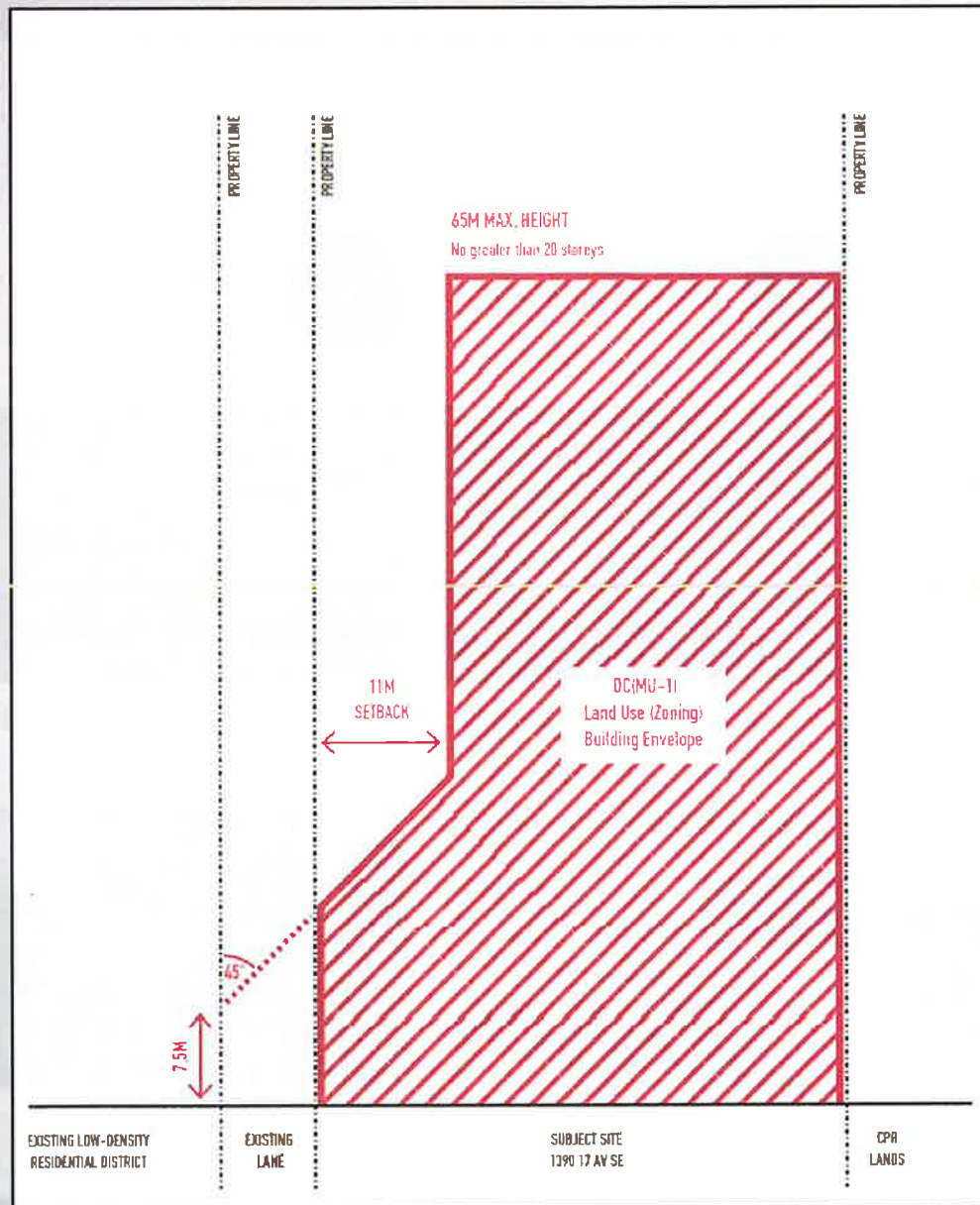
Postcard Site and Contact Information



Sandwich Board Information & Contacts



Engagement Voicemail for Recorded Feedback



## Building Setback and Transition

- The MU-1 District is designed with proximity to low density residential in mind
- The district contains contextual rules to accommodate development near or adjacent to low density residential









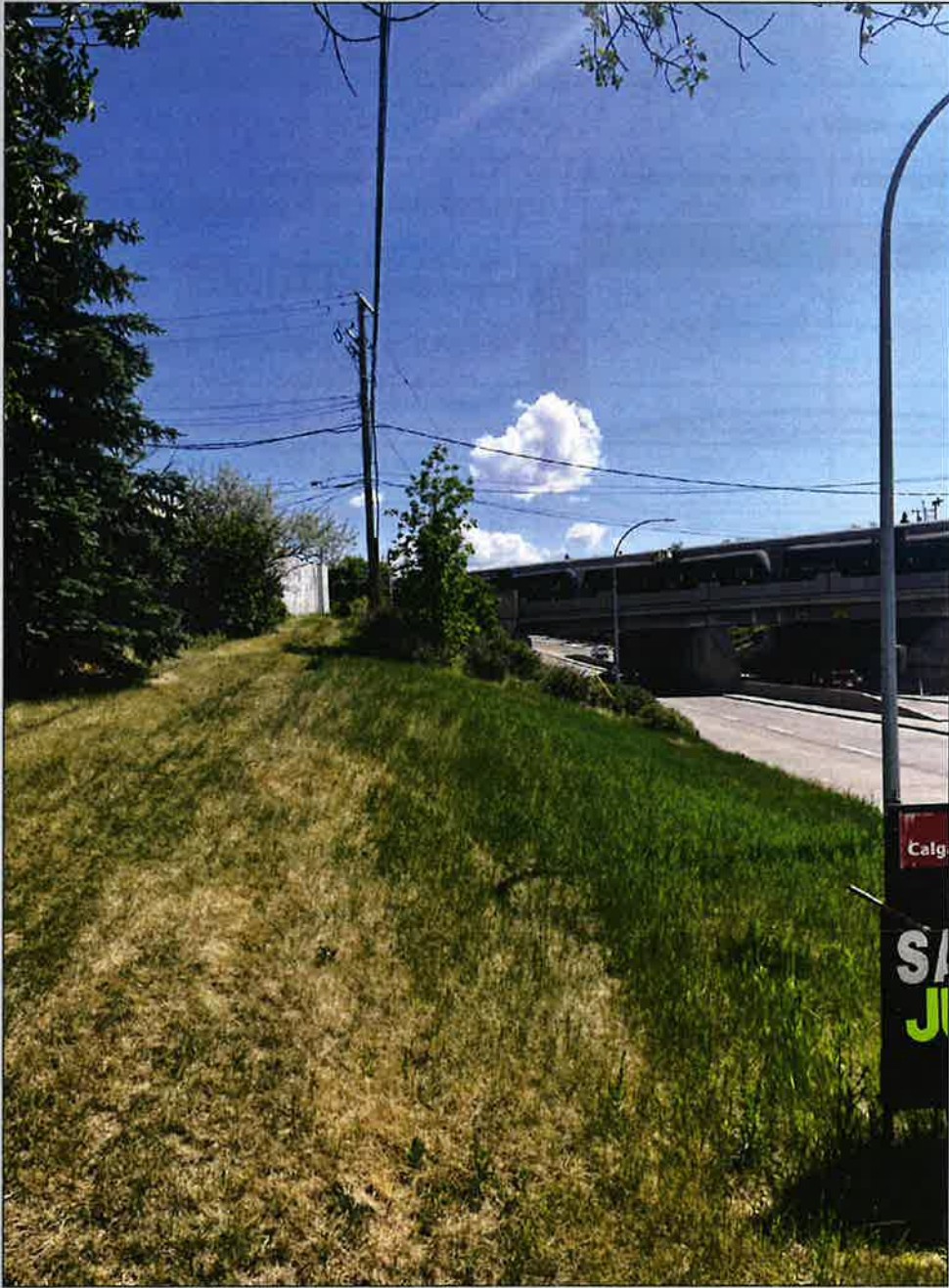














The policy applies to new development located within the rail proximity envelope. ***It does not prohibit development in that space***, but it may require additional consideration for mitigating the possible risk if required.

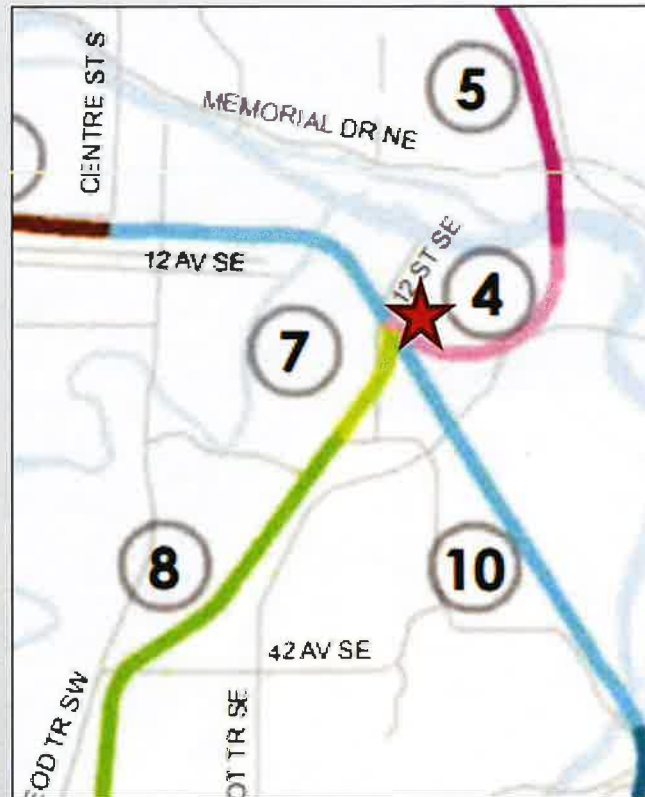


Table 1: Maximum building width and maximum use width<sup>1</sup>

Freight Rail Corridor	Area	Maximum building width (Metres)	Maximum use width (Metres)	Description (as shown on Map 1: Freight Rail Corridor section area)
		High density uses	Sensitive use	
Laggan	1	121	35	Between Centre St. S. and 15 St. S.W.
	2	97	29	Between 15 St. S.W. and south of 16 Ave. N.W.
	3	72	21	Between south of 16 Ave. N.W. and City limits
Red Deer	4	274	82	Between east of 12 St. S.E. and south of Bow River
	5	161	48	Between south of Bow River and 64 Ave. N.E.
	6	113	35	Between 64 Ave. N.E. and City limit
MacLeod	7	1,031	595	Between 12 St. S.E. underpass and 26 Ave. S.E.
	8	950	274	Between 26 Ave. S.E. and 58 Ave. S.E.
	9	274	80	Between 58 Ave. S.E. and City limit
Brooks	10	129	39	Between Centre St. S. and Deerfoot Trail
	11	79	23	Between Deerfoot Trail and City limits
Three Hill	12	1,336	402	Between 50 Ave. S.E. and east of 54 St. S.E.
	13	644	193	Between east of 54 St. S.E. and City limits
Drumheller	14	769	230	Between at-grade crossing on 50 Ave. S.E. and east of 52 St. S.E.
	15	224	66	Between east of 50 Ave. S.E. and City limits

<sup>1</sup> For details on how the maximum building width and maximum use width were determined please refer to **City of Calgary Rail Baseline Risk Assessments Methodology and Results**, dated March 16, 2018.



Table 1: High Density Residential and Commercial Uses, Sensitive Uses and Noise Susceptible Uses

High Density Residential and Commercial Uses	Sensitive Uses	Noise Susceptible Uses
<div><ul style="list-style-type: none"><li>- Hotel</li><li>- Live Work Unit</li><li>- Multi-Residential Development</li><li>- Multi-Residential Development – Minor</li><li>- Dwelling Unit</li><li>- Townhouse</li><li>- Office</li><li>- Instruction Facility</li><li>- Post-secondary Learning Institution</li><li>- Health Services Laboratory – With Clients</li><li>- Medical Clinic</li><li>- Cannabis Counselling</li><li>- Dinner Theatre</li><li>- Drinking Establishment – Large</li><li>- Drinking Establishment – Medium</li><li>- Drinking Establishment – Small</li><li>- Night Club</li><li>- Restaurant: Food Services Only – Large</li><li>- Restaurant: Food Services Only – Medium</li><li>- Restaurant: Food Services Only – Small</li><li>- Restaurant: Licensed – Large</li><li>- Restaurant: Licensed – Medium</li><li>- Restaurant: Licensed – Small</li><li>- Restaurant: Neighbourhood</li><li>- Artist’s Studio</li></ul></div>	<div><ul style="list-style-type: none"><li>- Addiction Treatment</li><li>- Assisted Living</li><li>- Child Care Service</li><li>- Custodial Care</li><li>- Emergency Shelter</li><li>- Home Based Child Care – Class 2</li><li>- Hospital</li><li>- Jail</li><li>- Residential Care</li><li>- School Authority – School</li><li>- School – Private</li><li>- Temporary Shelter</li></ul></div>	<div><ul style="list-style-type: none"><li>- Addiction Treatment</li><li>- Assisted Living</li><li>- Backyard Suite</li><li>- Child Care Service</li><li>- Contextual Semi-detached Dwelling</li><li>- Contextual Single Detached Dwelling</li><li>- Cottage Housing Cluster</li><li>- Custodial Care</li><li>- Duplex Dwelling</li><li>- Dwelling Unit</li><li>- Emergency Shelter</li><li>- Home Based Child Care – Class 2</li><li>- Hospital</li><li>- Hotel</li><li>- Jail</li><li>- Live Work Unit</li><li>- Manufactured Home Park</li><li>- Multi-Residential Development</li><li>- Multi-Residential Development – Minor</li><li>- Residential Care</li><li>- Rowhouse Building</li><li>- School Authority – School</li><li>- School – Private</li><li>- Semi-detached Dwelling</li><li>- Single Detached Dwelling</li><li>- Townhouses</li></ul></div>

Illustration 1: Rail Proximity Envelope for safety

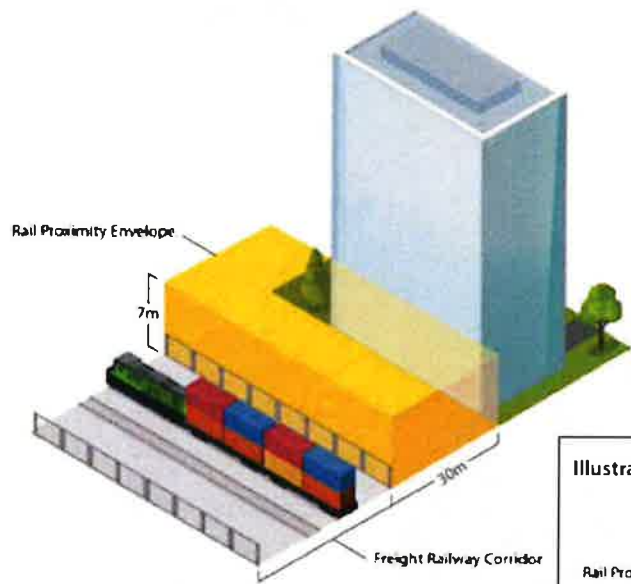
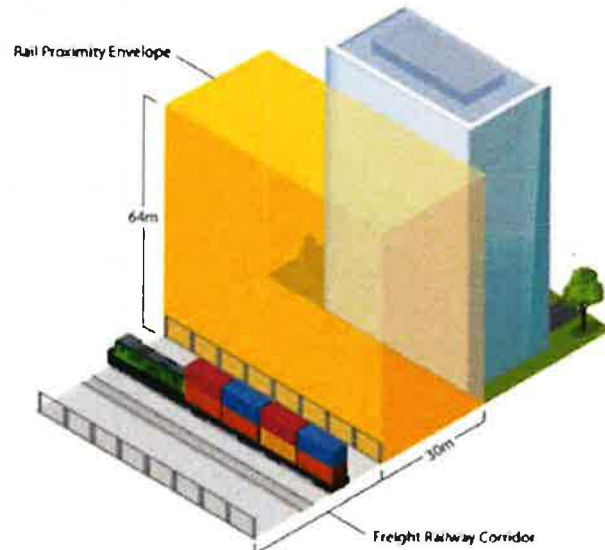
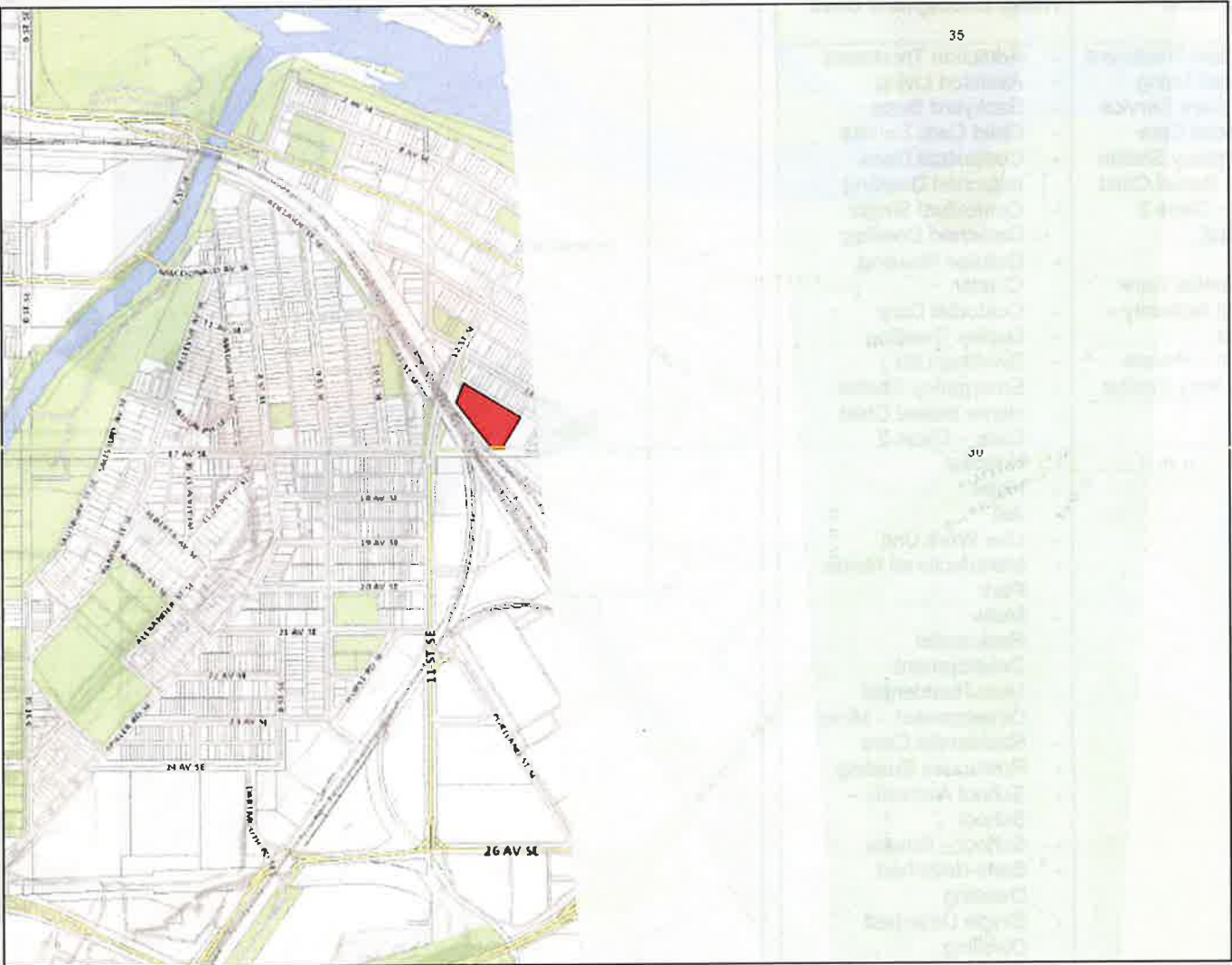


Illustration 2: Rail Proximity Envelope for noise







- LEGEND**
- Residential Low Density
  - Residential Medium Density
  - Residential High Density
  - Commercial
  - Heavy Industrial
  - Light Industrial
  - Parks and Openspace
  - Public Service
  - Service Station
  - Vacant
  - Transportation, Communication, and Utility
  - Rivers, Lakes
  - Land Use Site Boundary

