

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Inglewood directly to the east of 12 Street SE and adjacent to, and north of, the Canadian Pacific Railway and future Inglewood/Ramsay Green Line LRT Station. The approximately 0.83 hectare (2.05 acre) site currently has an industrial warehouse building located on it.

The future Inglewood/Ramsay Green Line LRT Station is to be constructed on the south side of the Canadian Pacific Railway at 12 Street SE. This Station is currently planned and funded as part of the ongoing Green Line work. The Inglewood Main Street, along 9 Avenue SE, is located approximately 250 metres to the north of the site. Other significant current or future developments include the brewery-rail lands to the east of the site, and a number of future redevelopment sites located along 9 Avenue SE with Council approved redesignations.

Although the site is adjacent to 12 Street SE, there is a considerable grade difference between the carriageway and the subject site given that the roadway underpasses the existing heavy rail line creating an obstacle to convenient and efficient movement between the site and the future Inglewood/Ramsay Green Line LRT Station. The subject site represents one of the largest opportunities for transit-oriented development within the community of Inglewood given the parcel size and proximity to the Inglewood/Ramsay Green Line LRT Station.

## Community Peak Population Table

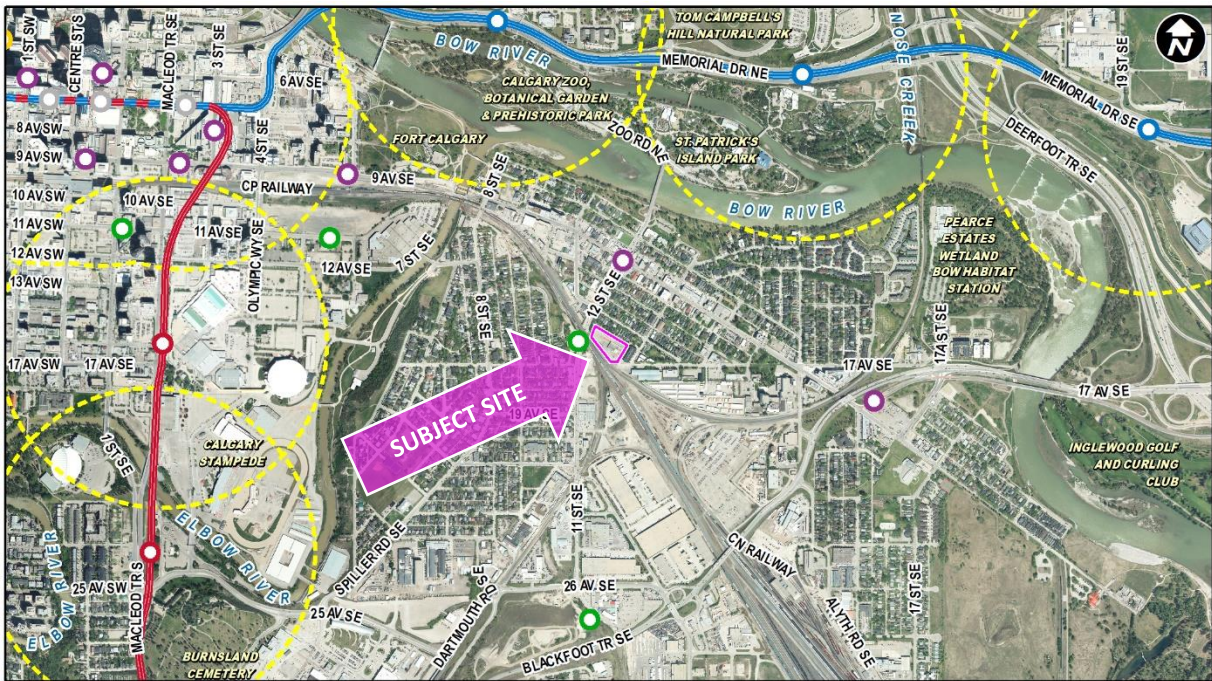
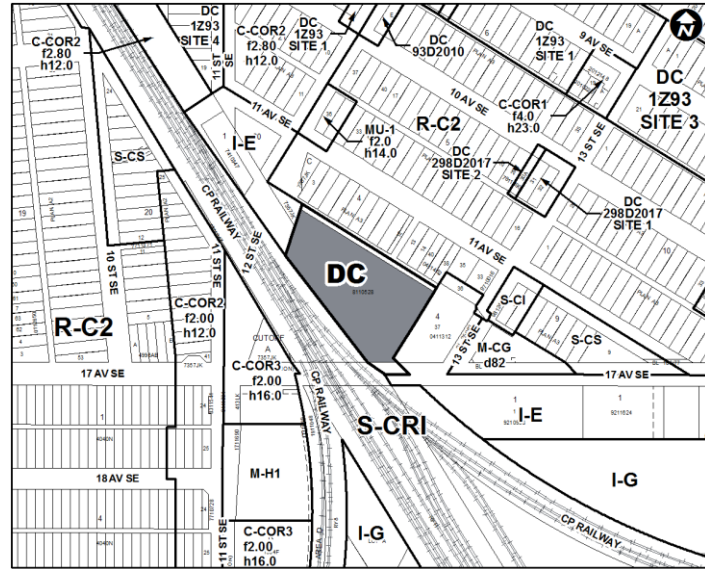
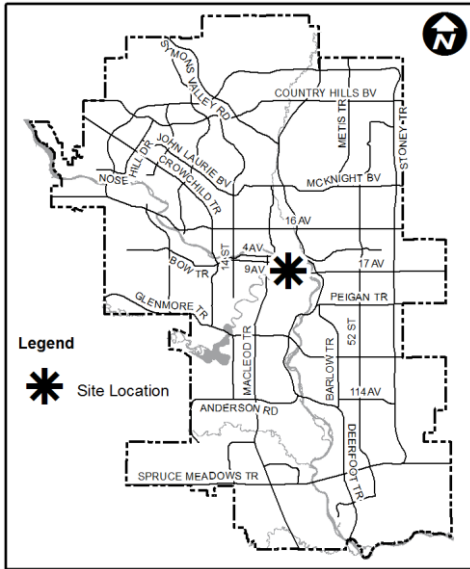
As identified below, the community of Inglewood reached its peak population in 2018.

<b>Inglewood</b>	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	-48
Difference in Population (Percent)	-1.18%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is currently designated I-E District. This land use district is intended to be in locations on the boundary of industrial areas where the parcel shares a property line with a residential district. The I-E District has a maximum building height of 12 metres and a maximum floor area ratio (FAR) of 1.0. The existing land use district on the subject site is incompatible with a redevelopment to facilitate transit-oriented development.

The proposed DC District is based on the Mixed Use - General (MU-1) District of Land Use Bylaw 1P2007. The proposed DC District establishes a maximum building height of 65.0 metres and limits the floor plate area above 23 metres of building height to a maximum of 900 square metres.

The proposed DC District has a base floor area ratio (FAR) of 3.0 with special bonus provisions to incentivize public realm improvements in exchange for an additional 3.5 FAR. The maximum FAR can be increased by 2.0, for a maximum of 5.0, when a proposed development provides the following:

- publicly accessible station connection enhancements which must include a staircase and bicycle stair ramp, as well as a pedestrian ramp connecting the parcel or adjacent public plaza to 12 Street SE; and
- a public plaza space which must have a minimum overall contiguous area of no less

than 150 square metres, including an area with minimum dimensions of 6.0 metres by 6.0 metres. The public plaza must include street furniture elements including, but not limited to seating and pedestrian scale lighting.

Given that these improvements are required in order to connect the site to the nearby future Inglewood/Ramsay Green Line LRT Station, both of these improvements must be provided in order to access any density incentive.

If the publicly accessible station connection enhancements and public plaza are provided, a further additional 1.5 FAR is available for each additional listed item listed below:

- public art;
- a publicly accessible pedestrian connection through the site along the rail line; and
- enhanced lighting along the 12 Street SE pedestrian realm.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7, 9 and 10 of the DC. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district. Section 9 pertains to the building height rules which can also be relaxed at the discretion of the Development Authority in order to allow for small variations in the building height from the land use district. Section 10 pertains to the maximum floor plate area rule which can also be relaxed in order to accommodate small design variations if needed.

#### ***Proposed Land Use – Bonus Density Rationale***

Provision of public art: Cities gain value through public art – cultural, social, and economic value. Public art is a distinguishing part of public history and evolving culture. It reflects and reveals society, adds meaning to cities and uniqueness to communities. Public art humanizes the built environment and invigorates public spaces. It also contributes to the vibrancy and cultural preservation of the area. It provides an intersection between past, present and future, between disciplines, and between ideas. Given this site's location in relation to the future Inglewood/Ramsay Green Line LRT Station, public art will be integral to place making within the station area.

Provision of a publicly accessible pedestrian connection through the site along the rail line: Opportunities often exist to utilize private lands for public purposes that can benefit both the private development and the public by adding to the active mobility network across the city. Such arrangements can help mitigate congestion on both the individual site or the cumulative impact of density in the broader area and improving connectivity to the future Inglewood/Ramsay Green Line LRT Station.

Provision of enhanced lighting along the 12 Street SE pedestrian realm: enhanced lighting can provide a more pleasant pedestrian experience while increasing safety and security. As densities increase, providing engaging and well-lit spaces will not only further the creation of a sense of place but also increase safety and security in the pedestrian realm adjacent to the site and connecting to the future Inglewood/Ramsay Green Line LRT Station.

## **Development and Site Design**

If this application is approved by Council, the rules of the proposed DC District will provide guidance for future site development to establish the vision for transit-oriented development, including appropriate uses, building height, and mobility improvements. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to, shadow impacts, pedestrian connectivity through the site as well as from the site to the future Inglewood/Ramsay Green Line LRT Station.

The application was reviewed by City Wide Urban Design (CWUD). Comments provided by CWUD focused on 3 key themes:

### **Contextual Fit**

- High quality public realm and animated edges with grade-oriented uses facing the street.
- Pedestrian connectivity linking the future Green Line station, the future brewery district and existing residential neighbourhood.

### **Site Design**

- Careful consideration of tower height, orientation, and form to minimize neighbourhood impacts.

### **Building Design**

- Reducing building mass through podium articulation, setbacks and slender tower forms to follow the recommended in policy and best practice employed in other areas in Calgary where sunlight penetration and minimizing neighbourhood impact is desired.
- High quality façade and well-articulated corner design.

The above comments will be expected to be addressed through any future development permit application. At the development permit stage, further review by CWUD as well as review by Urban Design Review Panel will be undertaken.

## **Transportation**

Pedestrian access to the site is available from 17 Avenue SE, with future connections to both 11 Avenue SE and 12 Street SE being proposed with future development. Vehicular access is provided via 17 Avenue SE as well as an existing lane along the north side of the site, connecting to 11 Avenue SE. An additional emergency access to 11 Avenue may be pursued at the development permit stage pending the ultimate density proposed.

The subject site holds one of the greatest potentials for transit-oriented development within the community of Inglewood. The future Inglewood/Ramsay Green Line LRT Station will be constructed within 50 metres (1-minute walk) to the southwest of the site along 12 Street SE. In addition, the MAX Purple BRT is located approximately 250 metres (4-minute walk) to the north of the subject site on 9 Avenue SE which is also part of the Primary Transit Network.

A Transportation Impact Assessment was submitted in support of this application. The report identified potential impacts to intersections along 9 Avenue SE resulting from traffic generated by this development. Traffic impacts would be mitigated through signalization of these intersections which will be pursued further at the development permit stage.

### **Environmental Site Considerations**

A Phase II Environmental Site Assessment report was received and accepted as part of the review of this application. Prior to decision of any future development permit, a Soil Management Plan will be required.

### **Utilities and Servicing**

Water, sanitary sewer, and storm sewer mains are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of future development permit.

## **Legislation and Policy**

### **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](#) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

### **Interim Growth Plan (2018)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use and policy amendment build on the principles of the IGP by promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### **Calgary International Airport Vicinity Protection Area (2020)**

The subject site is located within the [Airport Vicinity Protection Area](#) (AVPA), but not part of the Noise Exposure Forecast (NEF) contours. This application was circulated to Transport Canada, NAV, and Calgary Airport Authority and received no objections.

### **Municipal Development Plan (Statutory – 2020)**

The subject site is located within the Developed – Inner City as identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP). The proposed land use and policy amendment is in keeping with the MDP policies for Developed – Inner City areas by providing for intensification at a prominent location.

The proposal meets the MDP policies by:

- contributing to a prosperous economy through increasing the population density in close proximity of many local businesses along the 9 Avenue SE main street;
- shaping a compact urban form by replacing a large under-utilized industrial building with a mixed-use development;
- increasing transit ridership by facilitating transit-oriented development in close proximity to the future Inglewood/Ramsay Green Line LRT Station; and
- creating a great community by enhancing the public realm and providing a community gathering space.

Section 2.2 (Shaping a More Compact Urban Form) in the MDP provides policies to foster distinctive complete communities with a strong sense of place. Complete communities are vibrant, green and safe places, where people of all ages, incomes, interests and lifestyles feel comfortable and can choose between a variety of housing types and locations in which to live.

The proposed land use is in alignment with the MDP and has considered and accommodated the policies for complete communities.

### **Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)**

The subject site is situated within a 50 metre radius (1 minute walk) of the future Inglewood/Ramsay Green Line LRT Station and within 250 metres (4 minute walk) of the MAX Purple BRT Station located on 9 Avenue SE. There is a steep slope between the site and the 12 Street SE right-of-way and those spaces need to be connected to make them transit-oriented. Providing that connection along with an adjoining public gathering space is required in order to unlock floor area ratio in excess of the base density.

The [Transit Oriented Policy Guidelines](#) seeks to implement a sustainable approach to urban planning and land use with social, environmental and economic objectives. The proposed DC District supports transit-oriented development adjacent to the City's primary transit network.

### **Development Next to Freight Rail Corridors Policy (2018)**

The site is located within the Rail Proximity Envelope identified in the [Development Next to Freight Rail Corridors Policy](#) and its implementation guide. The City developed the policy to ensure that redevelopment near freight railways is within an acceptable risk tolerance. The policy applies to parcels that are partially or entirely within 30 metres of the Canadian National (CN) and Canadian Pacific (CP) freight rail corridor property lines. The Rail Proximity Envelope does not prohibit development but requires additional consideration such as mitigating noise impacts and the risk of derailment at the development permit stage.

### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address the objective of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at the subsequent development approval stages.

### **Inglewood Area Redevelopment Plan (Statutory – 1993)**

The subject site is identified as Industrial on Map 6: Generalized Land Use – Future in the [Inglewood Area Redevelopment Plan](#) (ARP). The policies contained within the ARP stipulate that new industrial developments should not be developed north of 17 Avenue SE. This proposal aligns with the intent of that policy. The proposal requires an amendment to Table 3 and Map 8 of the ARP to support the increased height and allow for mixed-use development.

### **Historic East Calgary Communities Local Area Plan (Draft)**

The [Historic East Calgary Communities Local Area Plan](#), which includes the community of Inglewood, is currently on hold. When the plan is relaunched it will include the communities of Alyth-Bonnybrook, Burns Industrial, Highfield, Inglewood, Manchester Industrial (northern portion) and Ramsay. At that time, it will be considered as part of the larger local area plan program schedule which will be updated in Q1 2022. Planning applications are being accepted for processing during the local growth plan process.