

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Inglewood with the site bounded by 11 Street SE, 11 Avenue SE, 12 Street SE and a laneway. The site, comprised of four parcels, is approximately 0.27 hectares (0.66 acres) in size and is approximately 70 metres wide by 38 metres deep. The lands, owned by The City of Calgary, are currently occupied by a temporary site activation known as 'Gopher Park' on the western portion and a surface parking lot on the eastern portion.

Surrounding development is characterized by a mix of commercial, limited industrial, and residential developments. The land uses to the north include Commercial – Corridor 2 (C-COR2 f2.8h12) District, to the east is the Residential – Contextual One / Two Dwelling (R-C2) District and Mixed Use – General (MU-1f2.0h14) District, to the south is the Industrial – Edge (I-E) District and further southeast is a Direct Control (DC) District (Bylaw [117D2021](#)) based on the MU-1 District with a maximum building height of 65 metres and a floor area ratio (FAR) of 6.5, and to the west is a Direct Control (DC) District (Bylaw [1Z93](#) - Site 4) based on the C-2 (20) General Commercial District of Bylaw 2P80, with a maximum building height of 20 metres.

The site is located in close proximity to local amenities such as park space, public transit and regional pathways. These amenities include areas such as the 9 Avenue SE Main Street, Jack Long Park, Calgary Zoo, St. Patrick's Island Park and the Bow River Pathway. Local high frequency transit services include the Max Purple Bus Rapid Transit (BRT) on 9 Avenue SE (200 metres or two-minute walk) and the future Ramsay-Inglewood Green Line Light Rail Transit (LRT) Station (300 metres or three-minute walk). The site is also adjacent to the 12 Street SE cycle track and is within a multitude of walkable amenities and downtown Calgary. The City's ongoing [Ramsay-Inglewood Station Area Improvements project](#) will focus on public realm improvement including the streets adjacent to this site.

The project site, known as Inglewood Station, has been an integral part of Calgary Fire Department's (CFD) long-term planning for growth and change. The original western portion of the site was purchased by The City of Calgary in 1986, supplemented by an additional land purchase in 2010 for the delivery of a new priority fire station. 'Gopher Park' is under a temporary License of Occupation between The City of Calgary and the Inglewood Business Improvement Area and is intended to be a temporary public space until construction of the Inglewood Station, which is planned to be constructed by early 2025.

The CFD received Council-approved funding and direction in the 2019-2022 budget cycle for the construction and operation of a new fire station on the project site. The proposed integrated mixed-use facility aligns with Council's direction to shift away from planning single-use facilities by providing emergency services, residential, and commercial uses within one location to better serve the community and utilize City-owned land more efficiently. The project is a collaboration between The City and RNDSQR, and core consultants include CivicWorks and S2 Architecture. RNDSQR and the project team were selected to collaborate with The City through a public Request for Proposals evaluation process.

## Community Peak Population Table

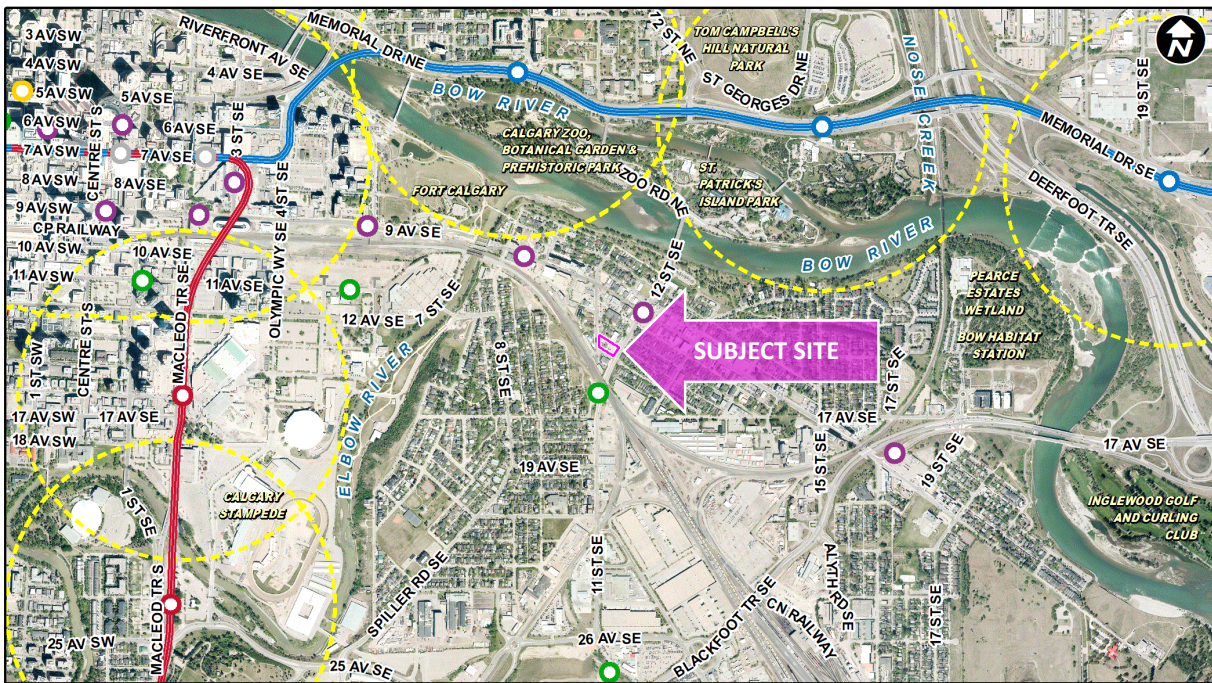
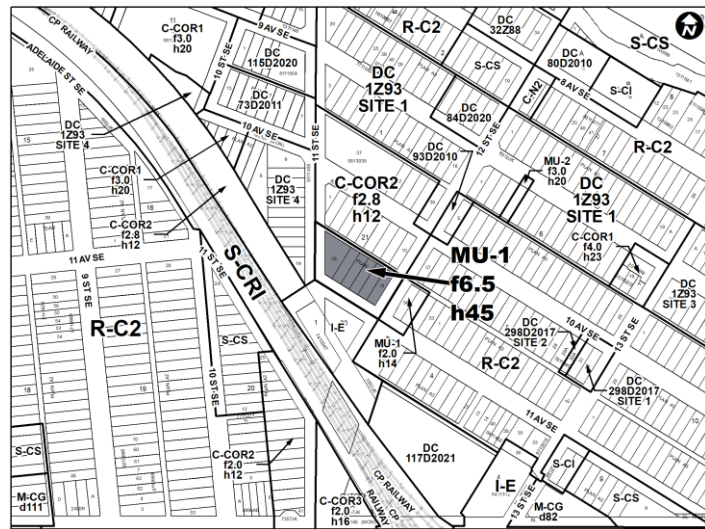
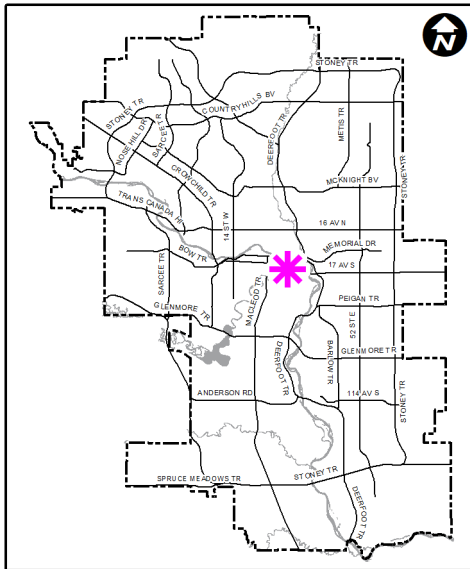
As identified below, the community of Inglewood reached its peak population in 2018.

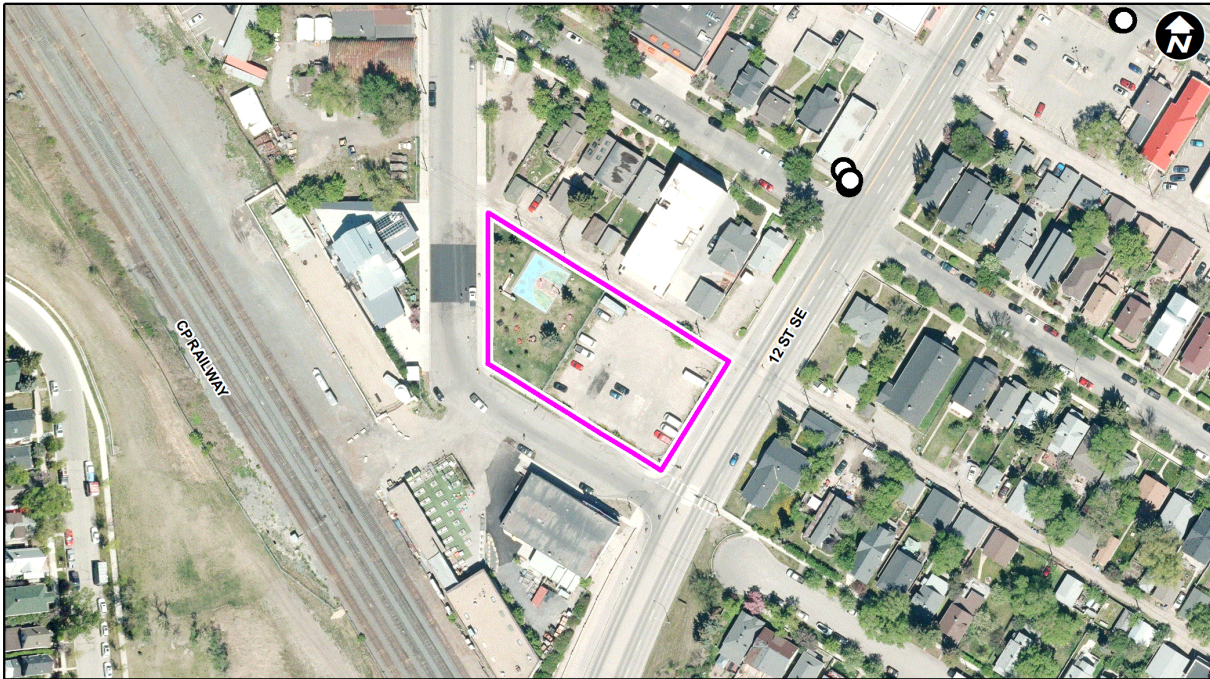
<b>Inglewood</b>	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	-48
Difference in Population (Percent)	-1.18%

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

In 2015, Council directed Administration to coordinate The City's approach to facility planning to achieve economies of scale, build multi-use facilities when appropriate, consider opportunities to partner with the private sector, and improve service delivery to citizens. In response to Council's direction, Administration formed the Integrated Civic Facility Planning program with the mandate to develop and facilitate a coordinated, corporate-wide approach to planning and delivering facilities ([LAS2016-75](#)).

## Planning Evaluation

### Land Use

The existing C-COR2 f2.8h12 District accommodates commercial developments with opportunities for residential and office uses and allows for a maximum floor area ratio (FAR) of 2.8 and a maximum building height of 12 metres (approximately 3-4 storeys). The existing land use district maximum floor area ratio and building height do not support the redevelopment vision for a 12-storey integrated mixed-use development.

The proposed MU-1f6.5h45 District allows for a street-oriented development with a mix of residential and commercial uses and includes the use of Protective and Emergency Service. The proposed MU-1 District allows for commercial or residential uses at-grade to promote activity and building permeability at the street level. The proposed district allows for a maximum floor area ratio of 6.5 and a maximum building height of 45 metres (approximately 12 storeys).

The MU-1 District has rules on street wall stepbacks, building orientation, and building separation to respond to immediate urban context as well as requirements on at-grade frontages, landscaping, amenity space to ensure street-oriented development. The proposed

density and height are considered appropriate as it recognizes the transit-oriented context and intensifies land use near the future LRT station, facilitating a more efficient use of existing and planned infrastructure in the immediate area such as the Max Purple BRT and the Green Line LRT.

Given the unique proposal for integrated mixed-use development and to ensure the future development will respond to the surrounding site context, site-specific development guidelines are proposed as amendments to the existing Inglewood Area Redevelopment Plan (ARP) to achieve an appropriate built form, building massing, and a well integrated civic facility with a high quality at-grade public realm experience (Attachment 2).

### **Development and Site Design**

A development permit has not been submitted at this time; however, a preliminary development concept has been provided by the applicant to be reviewed alongside this proposal to ensure that the proposed MU-1 District can accommodate the building height, floor area ratio, and key design elements for the future fire station and the mixed-use development. The development concepts are available in the Application Brief in Attachment 4.

Administration presented the land use and development concept proposal through the pre-application review process to the Urban Design Review Panel (UDRP) on 2022 February 9 and the Calgary Planning Commission 2022 March 24 for initial feedback. Overall, the proposed land use and scale was generally considered appropriate. The proposed development will be further reviewed by the UDRP at the development permit stage to ensure the development will achieve a high-quality pedestrian environment that will integrate well with the fire station and provide an engaging, comfortable, and safe at-grade environment for pedestrians and cyclists.

The development permit is anticipated to be submitted in early 2023 and will be reviewed in collaboration with the Ramsay-Inglewood Station Area Improvement Project to ensure that the urban design elements, including appropriate building scale and compatible development interface with an inviting public realm are achieved. High quality public realm improvement along site will be provided by this project, and future street interface and design details will be collaborated with the station area improvement project. The development permit application would be recommended to CPC for decision.

If approved by Council, the rules of the proposed MU-1 District would provide guidance for the future redevelopment of the site. The overall distribution of buildings, building design, mix, location and size of uses and site layout details such as parking, landscaping and site access will be further reviewed at the development permit stage. Additional items that will be considered through the development permit process include, but are not limited to:

- specific consideration given to the interface of the site with adjacent public right of ways including the 12 Street cycle track;
- traffic and pedestrian safety while still meeting the fire station's functional and operational requirements;
- an engaging multi-purpose flex space for broader community and/or public use, programming and activation to create a welcoming pedestrian environment; and
- the transition of building scale to mitigate building massing and shadowing.

## Transportation

Pedestrian and vehicular access to the site is available via 12 Street SE, 11 Street SE, 11 Avenue SE, and the adjacent lane. The Calgary Transportation Plan identifies 12 Street SE as a collector road. The area is served by Calgary Transit Route 1 (Forest Lawn-Bowness), 101 (Inglewood-City Centre), and the Max Purple BRT with a bus stop on 9 Avenue SE. Route 1 provides transit service every 20 minutes, Route 101 every 40 minutes, and the Max Purple Line every 20 minutes, during the peak hours. Additionally, the site is service by a bus stop on 11 Street SE by Calgary Transit Route 302 (Southeast Campus-Downtown) providing service every 15 minutes during peak hours.

The site is located within a 300 meters radius (three-minute walk) of the future Ramsay-Inglewood Green Line LRT Station and is, therefore, in the Transit Oriented Development area. A Transportation Impact Analysis was required in support of the land use re-designation application, and, at the development permit stage, improvements may be required to the public realm and road network to support the increase in density, such as lane paving, addition of curb extensions and cycle tracks, sidewalk widening, and a new traffic signal at 11 Street SE and 12 Street SE.

## Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

## Utilities and Servicing

Water, sanitary, and storm deep utilities exist adjacent to the subject site. A Fire Flow letter was submitted and the fire flow anticipated to be required to service the intended development was 20,000 litres per minute (LPM) and the available fire flow in the existing public network is currently 15,000 LPM. As such, a public water main is required to be constructed to adequately service the intended development. Further details of site servicing requirements will be determined at the time of future development.

## 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.

### Growth Plan (2022)

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

### Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential - Developed – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The subject parcel is located two blocks from 9 Avenue SE, which is identified as a Neighbourhood Main Street in the MDP. Neighbourhood Main Streets are located along Primary Transit Network and typically support a mix of uses within a pedestrian friendly environment. The Neighbourhood Main

Streets also provide for broad mix of residential, employment and retail use with moderate intensification of both jobs and population. The MDP also supports greening the city and creating a more compact urban form that provides more local, sustainable travel choices.

The proposal aligns with the MDP goal of encouraging a transit-supportive land use framework by locating population growth within walking distance of the Primary Transit Network. The proposal exceeds the minimum density target in the MDP, creates a pedestrian-friendly environment and contributes to a complete community. The proposal aligns with applicable city-wide policies and achieves a more compact city by accommodating a broader mix of housing and residents and by facilitating a more efficient use of existing infrastructure.

### **Calgary Climate Strategy – Pathways to 2050 (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged through the review of development permit.

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

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike. The proposed land use would meet the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around the existing Max Purple BRT station and the future Ramsay-Inglewood Green Line station.

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

The [Inglewood Area Redevelopment Plan](#) (ARP) identifies the site as a commercial area. To realize the goals of this unique future integrated mixed-use facility, Administration provided site-specific amendments to the ARP as development guidelines to ensure a high-quality development that responds to the surrounding development context (Attachment 2).

The [Historic East Calgary Communities Local Area Plan](#) (LAP) 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. Planning applications are being accepted for review prior to the local area plan process restarting.

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) Regulation was created to ensure compatible development around and near the airport flight paths to mitigate the impacts of aircraft noise through the prohibition of land uses as identified within Noise Exposure Forecast (NEF) areas. The proposed land use district is compatible as the subject site is located within the AVPA boundary but is outside of any NEF contour. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

### **The Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)**

The [Development Next to Rail Corridor Policy](#) provides guidance for development in proximity to the freight rail corridors to mitigate risk, ensure quality of life, and facilitate responsible

development. This policy applies to parcels that are partially or entirely within 30 metres to freight rail corridors. It does not prohibit development in that space but requires additional consideration for mitigating the possible risk if required. The southwest corner of the site is partially within the 30 metres envelope of the freight rail corridor. Future development permits would be reviewed against the applicable policy to ensure safety and compliance.