

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Inglewood at the junction of 8 Avenue SE and 14 Street SE. The site is approximately 0.09 hectares (0.23 acres) in size and is approximately 25 metres wide by 38 metres deep. Vehicular access is provided from the rear lane. The site is currently occupied by a two and a half storey rectangular building known as the Stewart Livery Stable (The White Barn) building.

The Stewart Livery Stable (The White Barn) building was built in 1909 and is one of the last remaining examples of a livery stable in Calgary, representing the importance of this kind of structure to daily life in the early city when horses and horse-drawn vehicles were an essential mode of travel. This rare structure is a community landmark, particularly notable because the exterior is so unaltered.

The site is surrounded with low-density residential (R-C2) development to the north, southeast and northwest. Directly south and east adjacent to the rear lane is Mills Park, a natural play space and orchard.

The site is 50 metres northeast of 9 Avenue SE, which is a Neighbourhood Main Street, part of the Primary Transit Network and developed with commercial uses under a DC Direct Control District DC1Z93.

Community Peak Population Table

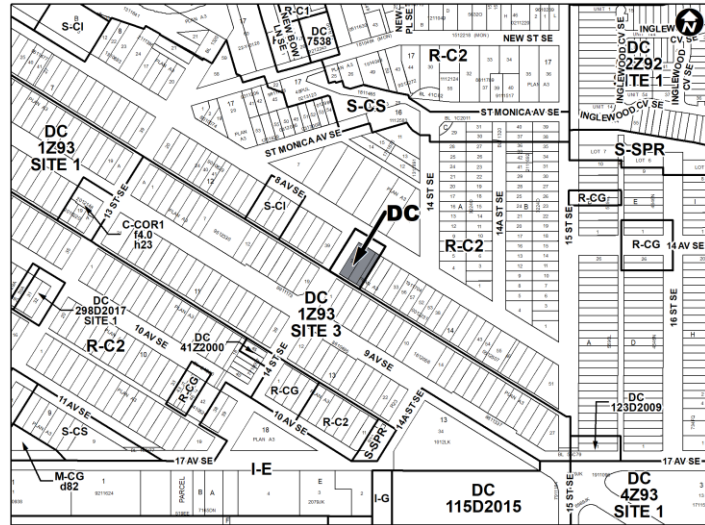
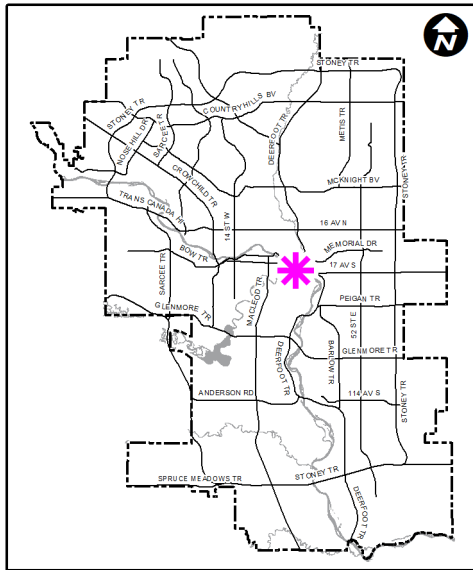
As identified below, the community of Inglewood reached its peak population in 2018.

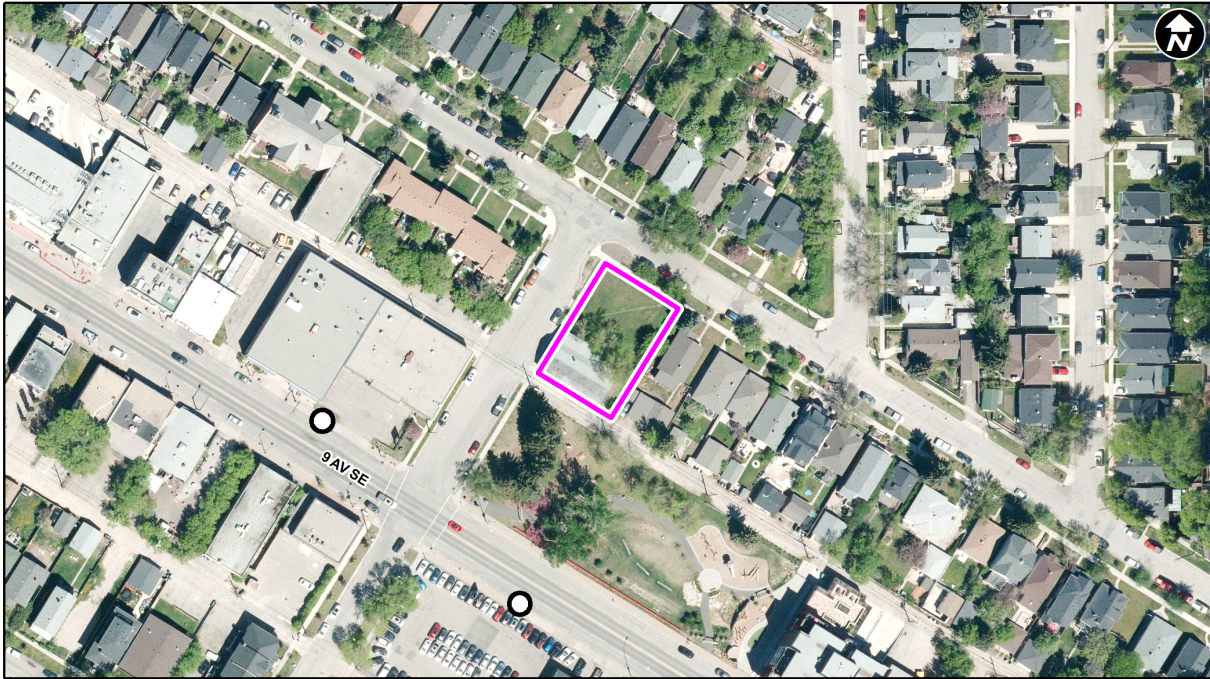
Inglewood	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	-48
Difference in Population (Percent)	-1.18%

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 parcel is currently designated R-C2 District which is intended to allow for primarily single detached, semi-detached, duplex dwellings, and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed DC District is designed to allow for the following components:

- 1) The designation and legal protection of the Stewart Livery Stable (The White Barn) building as a Municipal Historic Resource, by a separate bylaw. The Stewart Livery Stable (The White Barn) building is currently identified as a Historic Resource on Heritage Calgary's Inventory of Evaluated Historic Resources;
- 2) A site specific policy amendment to the Inglewood Area Redevelopment Plan (ARP) in support of the land use redesignation; and
- 3) Redesignation of the site from Residential – Contextual One/Two Dwelling (R-C2) District to a DC Direct Control District based on the Residential – Grade-Oriented Infill (R-CG) District to allow for:
 - a) rehabilitation of the Stewart Livery Stable (The White Barn) building,
 - b) low density residential development on the remainder of the vacant parcel, along with the additional discretionary use of live-work unit, and

c) an addition to the Stewart Livery Stable (The White Barn) building in a manner that is compatible with heritage conservation.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a DC District was deemed necessary in order to clearly articulate the intent to conserve the Stewart Livery Stable (The White Barn) building and to provide for the applicant's proposed innovative building form that cannot reasonably be accommodated within any of the existing low-density residential districts of the Land Use Bylaw 1P2007. Other land use districts including M-CG and H-GO were reviewed, however, the applicant considered that the R-CG District most closely met their intended development form with the fewest modifications to the base rules of this district.

According to the rules of the proposed Direct Control District a maximum density of 85 dwelling units per hectare is allowed, which based on the subject site parcel area would allow up to seven dwelling units. Secondary suites are also allowed in the R-CG District, and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite in accordance with the rules in the R-CG District.

To ensure the success of the development and accommodate the proposed building configuration on the parcel, the requirements for parcel coverage and the minimum building setback rules for the retained Stewart Livery Stable (The White Barn) building and all new development have been modified in this DC District from the base R-CG district.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District 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 District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. In addition, the proposed DC District has included the opportunity for relaxations to Sections 9 through 13 of the DC District. The intent of including these additional DC sections in the relaxation clause is to allow for flexibility should minor bylaw relaxations be identified during the development permit review. Any relaxations granted would still have to meet the test for relaxation included in Bylaw 1P2007.

Development and Site Design

If approved by Council, the rules of the proposed DC District will provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

Additional items that will be considered through the review of a future development permit include, but are not limited to:

- location and specifics of waste, recycling and organics storage areas;
- location and specifics of mobility storage areas, and
- location, size and configuration of amenity spaces.

Transportation

A Transportation Impact Assessment (TIA) and parking study was not required as part of this land use amendment.

Pedestrian access to the site is available from 14 Street SE and 8 Avenue SE and vehicular access is available from the rear lane. The site is well served by Calgary Transit with bus stops located within 120m away (1-minute walk) for Route 1 (Bowness/Forest Lawn) and Route 101 (Inglewood). Max Purple bus stops are located within 450 metres (3-minute walk) on 9 Avenue SE. Street parking is restricted to a 2 hour limited on the adjacent streets during peak hours.

Environmental Site Considerations

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

Utilities and Servicing

Public water, sanitary and storm utilities exist within 8 Avenue SE, while only sanitary and storm utilities exist within 14 Street SE. Servicing requirements will be determined at the time of 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 amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25–30 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed DC, based on the R-CG District is an allowable use within the 25-30 NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Residential -Developed – Inner City area as identified on Map 1 of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage infill redevelopment and modest intensification of inner-city communities to optimize use of existing infrastructure, public amenities and transit, while delivering small and incremental benefits to climate resilience.

Intensification policies in the MDP support grade-oriented housing in developed residential areas, but also encourage a range of densities and building forms that provide varied housing options for a diverse population.

The MDP supports “Recognizing and building upon existing neighbourhood character, heritage and cultural identity” and has a design led approach to built form(s) with an objective to conserve, protect and integrate existing heritage resources (Policy 2.4.2).

MDP Heritage policies recognize that historic preservation is part of good city building and fostering community identity and pride. As such, these policies encourage the identification, protection and management of Calgary’s historic resources by encouraging owners to conserve and/or enhance Calgary’s historic resources and The City to be a leader in preserving and enlivening these resources using all tools and mechanisms that are available to a municipality (Policy 2.3.3).

This land use application proposal is in keeping with the above MDP policies.

Calgary Climate Strategy (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 at subsequent development approval stages.

Municipal Historic Resource Designation

The Stewart Livery Stable (The White Barn) building is identified for its heritage significance on Heritage Calgary’s Inventory of Evaluated Historic Resources. As such, it merits designation as a Municipal Historic Resource. The owner of the property has agreed to allow this designation and a legal agreement has been prepared that will be required to be in place, prior to Council’s third reading of the ARP amendment and land use redesignation bylaws.

Inglewood Area Redevelopment Plan (Statutory – 1993)

The Stewart Livery Stable (The White Barn) is listed in Table 1 and identified on the Heritage Sites / Special Character Area Map (Map 4) as a historic site in the [Inglewood Area Redevelopment Plan \(ARP\)](#). Section 1.3 of the ARP outlines the importance of heritage to the Inglewood community and encourages conservation of the area’s historic resources.

In order to meet MDP policies and objectives for Municipal Historic Resource designation by allowing for adaptive reuse of the Stewart Livery Stable (The White Barn) building, an amendment to the Inglewood ARP is required. The proposed amendment (Attachment 2) includes the site as an allowable exception to the low density residential retention policy set out within Residential Land Use (subsection 2.3.1).

The prime objective of Policy 2.2, Residential Land Use is to “encourage the construction of more housing to increase the population”. In doing so “new residential development should respect the surrounding housing and contribute to an attractive streetscape” (Policy 2.3.2). Policy 2.3.6 encourages townhousing development within a density range 12-30 upa (30-75 upha) with a maximum height of 3 storeys. However, “to encourage a variety of housing type, medium density (up to 40 upa (99 upha)) low to medium profile residential projects may be considered on a limited basis, where unique site and edge conditions merit an alternate approach to the typical block-lot configuration”. As the subject parcel has both unique site and edge conditions (adjacent to Mills Park, half a block from the commercial corridor of 9 Avenue SE, and contains the Stewart Livery Stable) low to medium profile residential development up to 40 upa (99 upha) is considered appropriate for this site.