

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Inglewood at the southeast corner of 10 Avenue SE and 12 Street SE. The subject parcel has a total area of 0.08 hectares (0.19 acres) and is approximately 20 metres wide by 38 metres deep. The parcel is currently developed with a one-storey single detached dwelling with a detached garage.

The surrounding development is characterized by a mix of commercial, mixed use and low-density residential development. To the east, the land use is predominantly Residential – Contextual One / Two Dwelling (R-C2) District. Directly across 12 Street SE, multiple parcels are designated Commercial – Corridor 2 (C-COR2f2.8h12) District which allows for commercial and retail development. To the south is a Mixed Use – General (MU-1f2.0h14) District that matches the proposed land use for this application, along with the same height and floor area ratio (FAR).

The site is 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 (150 metres or a two-minute walk) and the future Ramsay/Inglewood Green Line Light Rail Transit (LRT) Station (200 metres or a 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.

Community Peak Population Table

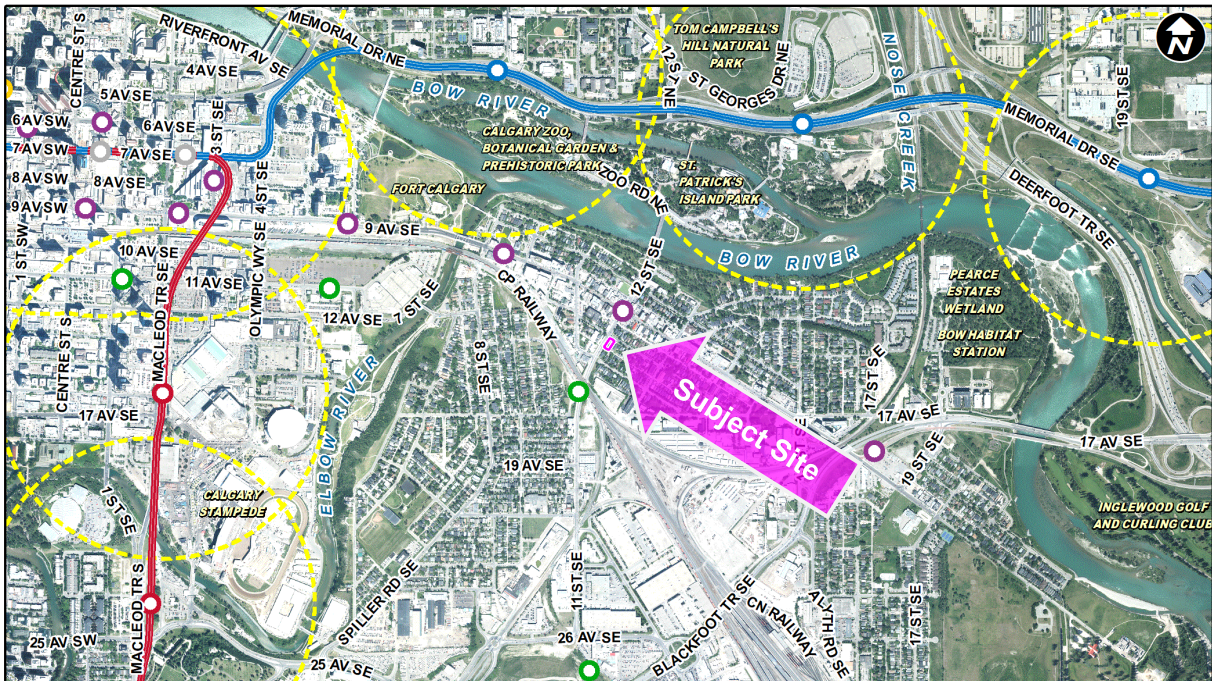
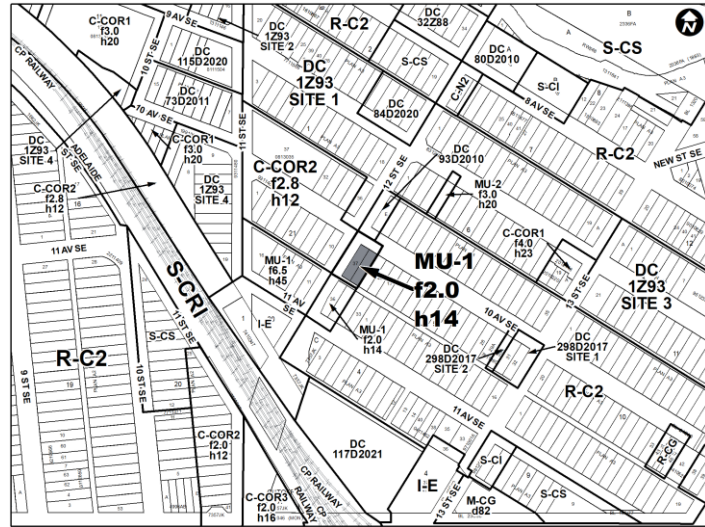
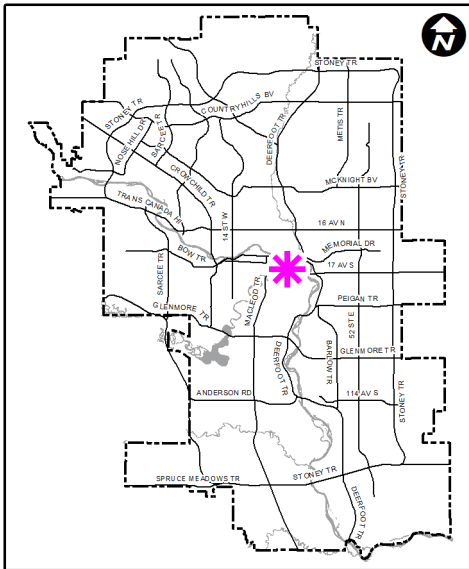
As identified below, the community of Inglewood reached its peak population in 2018.

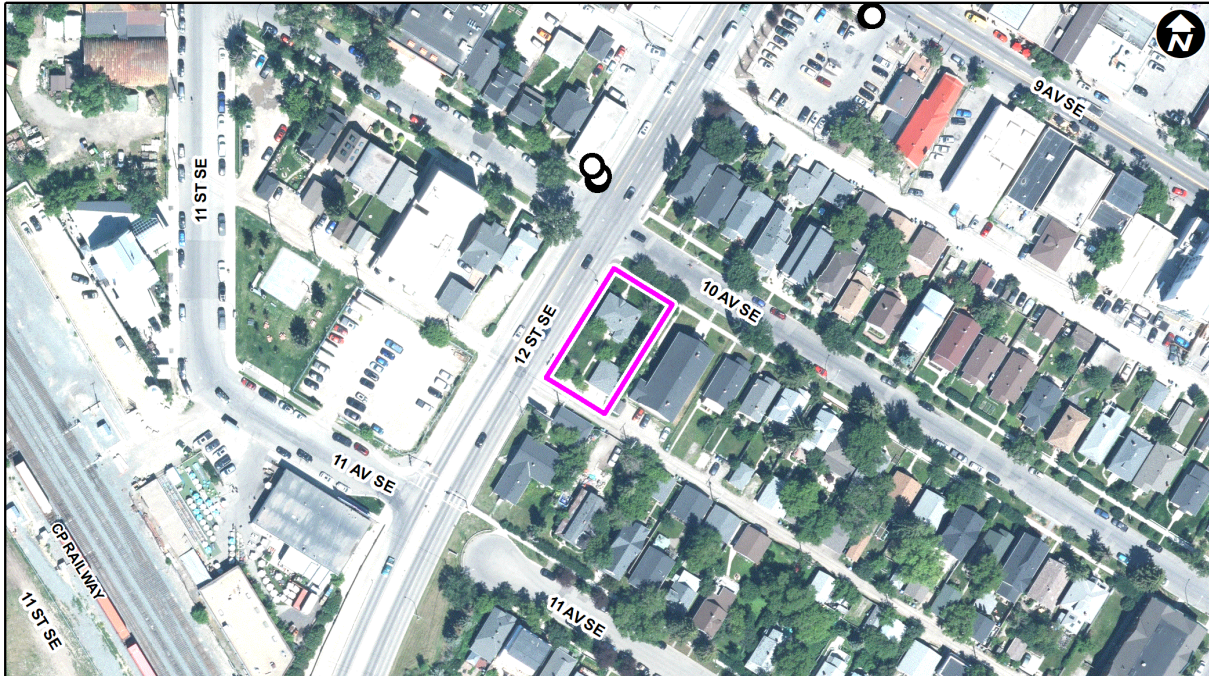
Inglewood	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	-48
Difference in Population (Percent)	-1.2%

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 existing R-C2 District is primarily for 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 Mixed Use – General (MU-1f2.0h14) District is intended for street-oriented development that accommodates both residential and commercial uses at grade. A mix of residential and commercial uses may occur within the same building or multiple buildings throughout an area. Development should respond to the immediate context by establishing maximum building height and Floor Area Ratio (FAR). The MU-1f2.0h14 District would allow for a maximum FAR of 2.0 (approximately 1,509 square metres) and a maximum building height of 14 metres (approximately four storeys).

Development and Site Design

The rules of the proposed MU-1f2.0h14 District would provide guidance for the future redevelopment of the site including appropriate uses, building height, massing, landscaping and parking. Given the specific context of this corner site, additional items that are being considered through the development permit process include, but are not limited to:

- the layout and configuration of dwelling units and commercial uses;
- ensuring an engaging built interface along both 10 Avenue SE and 12 Street SE frontages; and
- mitigation of shadowing and privacy impacts on nearby low-density parcels.

Transportation

Pedestrian and vehicular access to the site is available via 10 Avenue SE and 12 Street SE. 10 Avenue SE is classified as a Residential Road and 12 Street SE is a Collector Road as per the Calgary Transportation Plan. The area is served by Calgary Transit Route 1 (Forest Lawn-Bowness) and 101 (Inglewood-City Centre) with a bus stop on 9 Avenue SE, less than 150 metres (a two-minute walk) from the site. The area is also serviced by the Max Purple City Centre-East Hills BRT on 9 Avenue SE. The site is within a 600 metre radius of the future Ramsay/Inglewood Greenline LRT Station and portions of the site are within the Transit Oriented Development area. The site is adjacent to an existing on-street bikeway on the west side of 12 Street SE that provides cycling connections to the Bow River pathway system to the north and the Elbow River pathway system to the west. Restricted on-street parking is available on 10 Avenue SE, except on Thursdays from 6 p.m. to 10 p.m. and Sundays from 9 a.m. to 1 p.m. and 6 p.m. to 10 p.m. where parking on 10 Avenue SE is unrestricted.

Environmental Site Considerations

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

Utilities and Servicing

Public water, sanitary and storm services exist adjacent to the site. Details of site servicing, as well as appropriate stormwater management will be reviewed with the future development permit application.

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)

Administration's 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) 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.

Municipal Development Plan (Statutory – 2009)

The site is located within the edge of the boundary of the Neighborhood Main Street as identified on Map 1: Urban in the [Municipal Development Plan](#) (MDP), one block south of 9 Avenue SE. As per Section 3.4.3, Neighborhood Main Streets provide for a high level of

residential and employment intensification and emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses.

Policies for this area encourage redevelopment to maintain and expand local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations. The subject site is located within a 200 metre radius of the future Ramsay/Inglewood LRT Station along the Green Line alignment. The proposed land use amendment application will allow the site to develop with higher intensity mixed-use development that is transit-oriented and is in keeping with MDP policies.

The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

The proposal is in keeping with the relevant MDP policies, as the MU-1f2.0h14 District provides for an increased intensity of development with opportunities for both residential and commercial uses.

Transit Oriented Development Policy Guidelines (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 meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

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.

Inglewood Area Redevelopment Plan (Statutory – 1993)

The existing [Inglewood Area Redevelopment Plan](#) (ARP) identifies the site as being within the Residential Area on the Generalized Land Use – Future Map (Map 6). The boundary lines between policy areas on the map are vague as the site sits between the commercial and residential areas. The overall objective of the residential policies is to support population increases so that local services can be maintained. While a redesignation to a mixed-use district is not explicitly endorsed by the ARP, there is no policy that prohibits this land use amendment and Administration believes that this fits the spirit and intent of the ARP. Furthermore, with the future Ramsay/Inglewood LRT station approximately 200 metres to the south of the site, this land use amendment is considered to align with transit-oriented development objectives.