

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Inglewood, on the west side of 16 Street SE, just to the north of the junction with 14 Avenue SE. The site is 0.06 hectare ± (0.15 acre ±) in size, with dimensions of approximately 15 metres wide by 40 metres deep. The parcel is currently developed with a single-detached dwelling and a detached garage with front access to 16 Street SE.

Surrounding development is characterized primarily by single detached dwellings on parcels designated as the Residential – Contextual One / Two Dwelling (R-C2) District. There are three parcels in the immediate locality that have been redesignated to Residential – Grade-Oriented Infill (R-CG) District.

The site is well served by public transit, and is within close proximity to Inglewood's main street – 9 Avenue SE, which offers a range of retail and commercial amenities.

## Community Peak Population Table

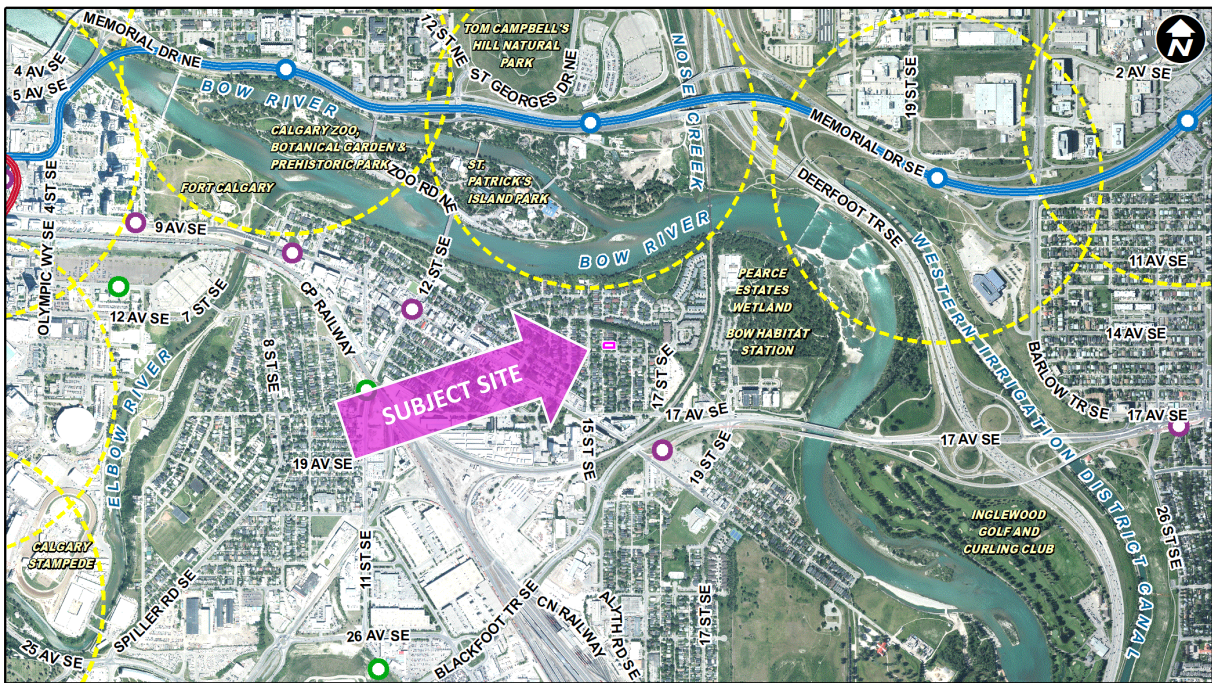
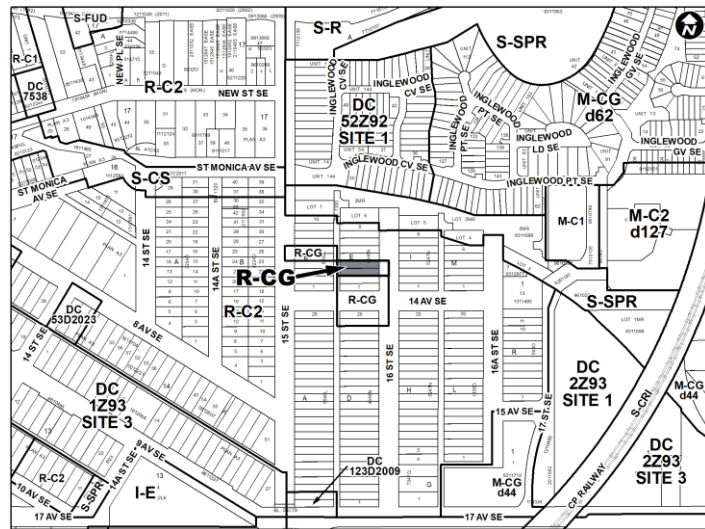
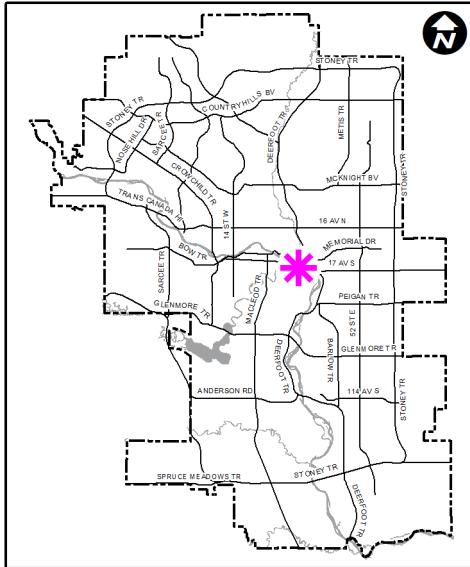
As identified below, the community of Inglewood reached its peak population in 2018.

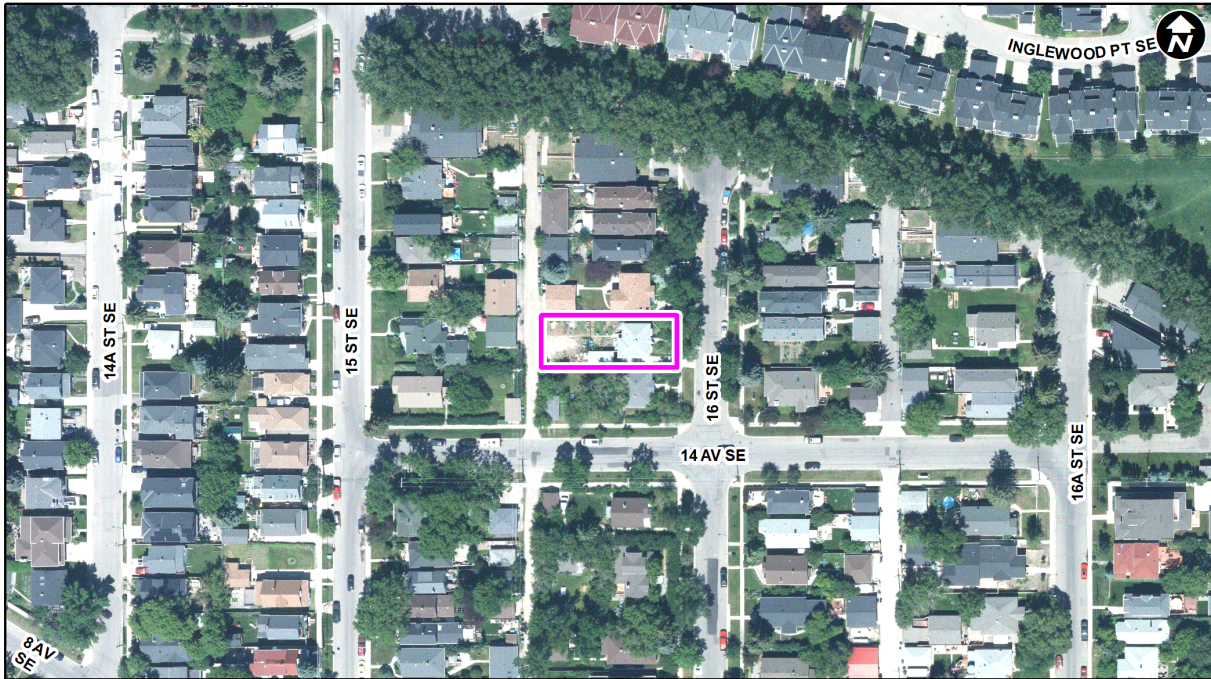
<b>Inglewood</b>	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	- 48
Difference in Population (Percent)	- 1.18%

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

The existing Residential – Contextual One / Two Dwelling (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 Residential – Grade-Oriented Infill (R-CG) District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to four dwelling units.

Secondary suites (one backyard suite or one secondary suite per dwelling unit) 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.

### Development and Site Design

The rules of the proposed R-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this mid-block site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along 16 Street SE;

- mitigating shadowing, overlooking and privacy concerns;
- ensuring appropriate density is proposed; and
- ensuring the adequate provision of parking stalls is located on-site.

### **Transportation**

Vehicular access to the subject parcel is suggested to be from rear lane. A bus stop served by Route 1 (Bowness/Forest Lawn) and 101 (Inglewood) is 350 metres (4-minute walk) away along 9 Avenue SE. The future Inglewood Ramsay Greenline LRT Station is approximately 1.2 km (17-minute walk) southwest of the site. Street parking is available to service this lot on 16th Street SE. The existing 5A (Always Available for All Ages and Abilities) pathway along Bow River is located 280 metres (3-minute walk) north of the site, and the existing on-street bikeway is located along 8 Avenue SE. A Transportation Impact Assessment (TIA) and a Parking Study were not required.

### **Environmental Site Considerations**

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

The site is located within the Flood Fringe flood regulated zone, as per current Council approved flood maps. As such, development is to be compliant with current Land Use Bylaw Flood Fringe design requirements.

### **Utilities and Servicing**

Public water and sanitary utilities exist adjacent to the site. Public storm utilities do not exist adjacent to the site.

Servicing requirements will be determined at the time of development.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns 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.

### **Municipal Development Plan (Statutory - 2009)**

The subject parcel is located within the Developed Residential - Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit, and thereby representing an incremental benefit to climate resilience. The proposal is in keeping with the policies of the MDP.

### **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). 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 R-CG is allowable within the noise exposure of 25-30 NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

**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 subject site is located within the Residential Area as identified on Map 6: Generalized Land Use – Future in the [Inglewood Area Redevelopment Plan](#) (ARP). The proposal provides more housing options for different ages, family sizes, and income which is in keeping with the policies of the ARP.