

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Inglewood, midblock on the north side of 10 Avenue SE between 14 Street SE and 14A Street SE. The site is approximately 0.04 hectares (0.09 acres) in size, is approximately 10 metres wide by 37 metres deep, and is currently vacant. Vehicle access to the site is provided by a rear lane along the north side of the property.

Surrounding development is characterized by single detached dwellings to the east and west, designated Residential – Contextual One / Two Dwelling (R-C2) District. Various commercial and industrial uses are located to the north and south of the subject site, designated Direct Control (DC) District ([Bylaw 1Z93](#)) and Industrial – Edge (I-E) District, respectfully. The Inglewood Aquatics Centre, Mills Park and various outdoor parks and open spaces, and the 9th Avenue Neighbourhood Main Street are located within 350 metres (six-minute walk) of the subject site.

Community Peak Population Table

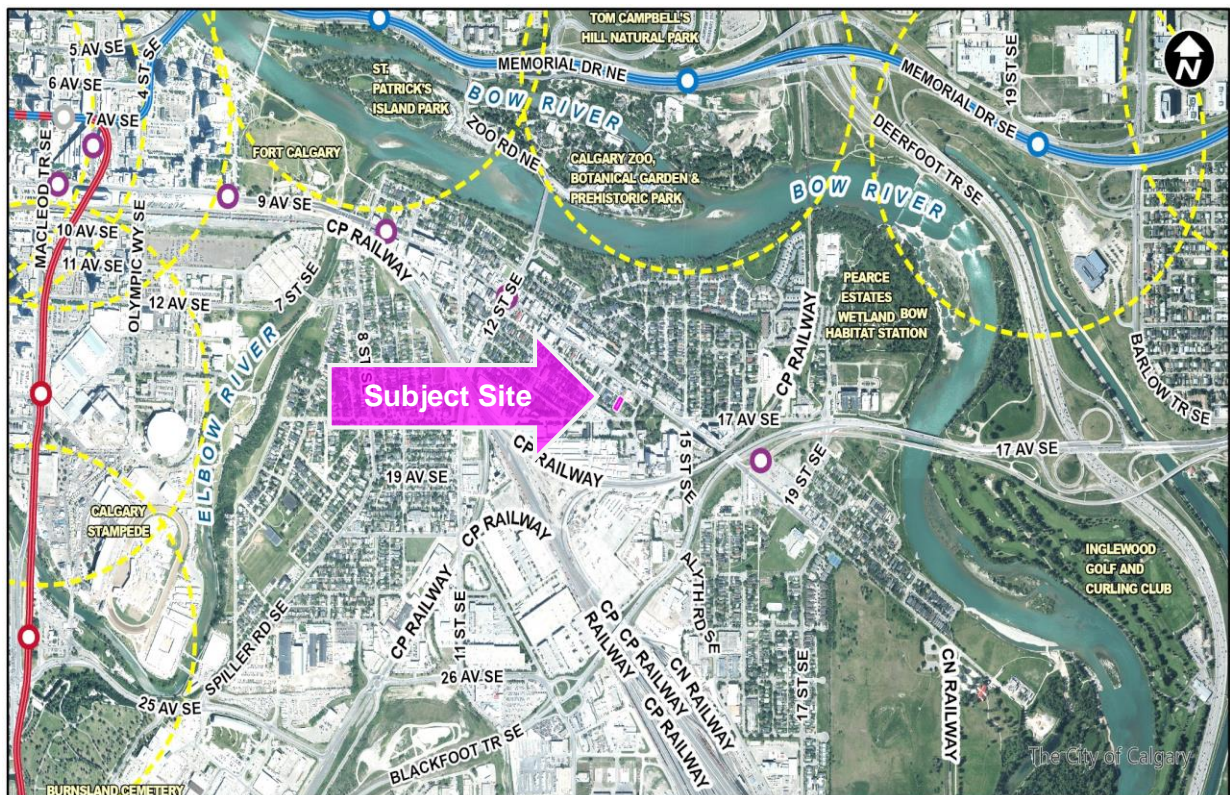
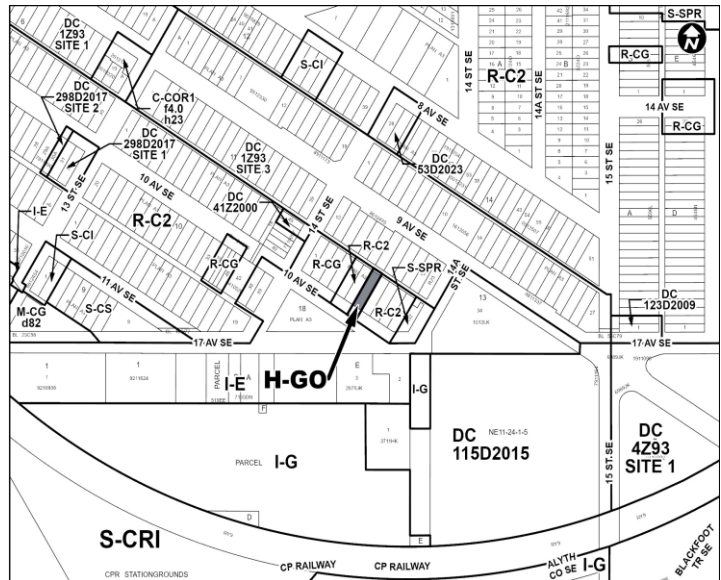
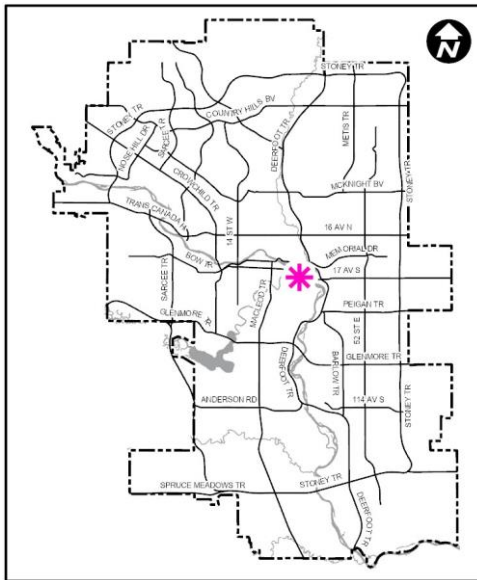
As identified below, the community of Inglewood reached its peak population in 2018.

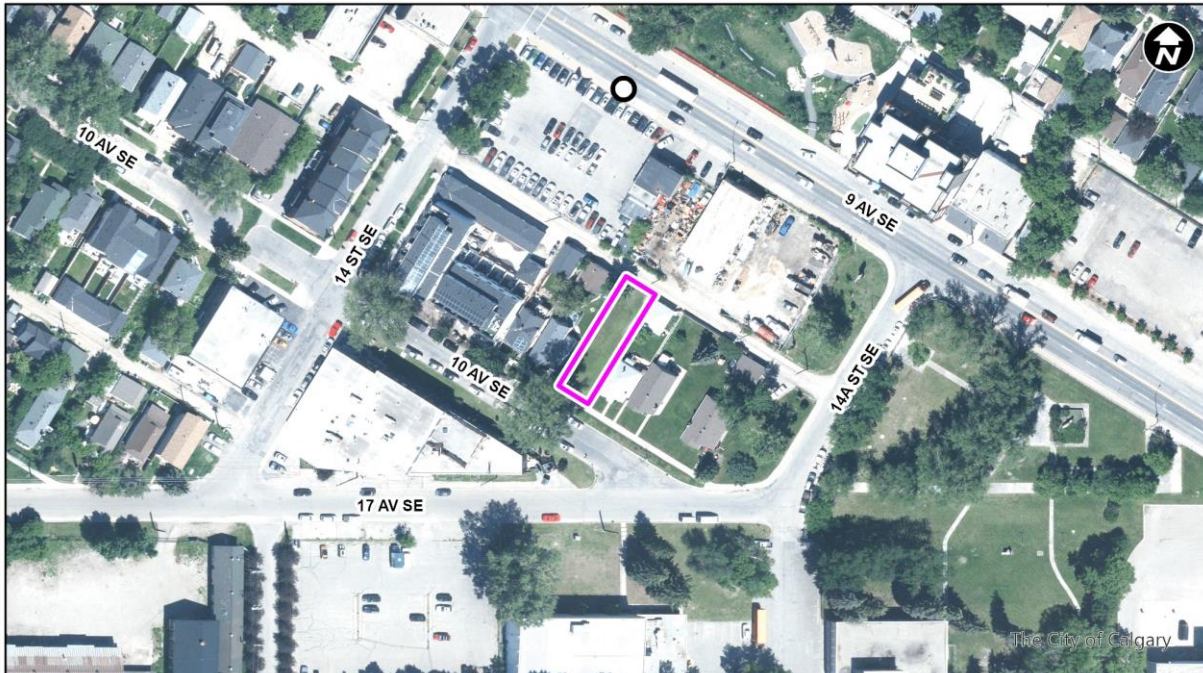
Inglewood	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	- 48
Difference in Population (Percent)	- 1.18%

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 existing Residential – Contextual One / Two Dwelling (R-C2) District is primarily for single detached, semi-detached, and duplex dwellings. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted within the R-C2 District.

The proposed Housing – Grade Oriented (H-GO) District allows for grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings, in a form and scale that is consistent with low-density residential development. The H-GO District also provides rules to:

- provide a minimum building separation of 6.5 metres between a residential building at the front and a residential building to the rear of the parcel to provide a usable courtyard;
- a maximum floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per dwelling unit or suite.

This site is appropriate for the proposed H-GO District as it meets the location criteria established in Land Use Bylaw 1P2007 under Section 1386 (d) (ii). The subject site is located in the Inner-City under the Neighbourhood Main Street area on Map 1: Urban Structure of the *Municipal Development Plan* (MDP) and is located within 200 metres of a Main Street, 600

metres of a capital-funded LRT platform (Green Line), and 200 metres of the primary transit network.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District 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 site, additional items that may be considered at the development permit stage include, but are not limited to:

- the layout and configuration of dwelling units and secondary suites;
- ensuring an engaging built interface along public frontages;
- mitigating shadowing, overlooking and privacy concerns with neighbouring parcels;
- ensuring appropriate provision and design of a range of mobility options including vehicle parking, bicycle parking and mobility storage lockers;
- accommodating appropriate waste management pick-up and storage; and
- ensuring appropriate amenity space for residents.

Transportation

Vehicular accesses to the subject parcel will only be permitted to and from the adjacent residential lane. A Transportation Impact Assessment (TIA) and a Parking Study were not required for this land use application. Existing Calgary Transit bus stops are located 250 metres to the northeast along 9 Avenue SE for Route 1 (Bowness/Forest Lawn) and Route 101 (Inglewood). MAX Purple Bus Rapid Transit (BRT) stops are located along 9 Avenue SE. The future Ramsay/Inglewood Green Line Light Rail Transit (LRT) station is located within 600 metres of the site. The existing Always Available for All Ages and Abilities (5A) pathway along Bow River is located 600 metres north of the site. The existing 5A on-street bikeway is located along 12 Street SE and 8 Avenue SE, and the future 5A on-street bikeway is planned along 11 Avenue SE. Street parking is available to service this lot along 10th Avenue SE. The subject parcel is within the 'LL' Residential Parking Zone.

Environmental Site Considerations

There are no known environmental concerns with the proposed land use amendment application at this time.

Utilities and Servicing

There are existing sanitary, storm and water services available from 10 Avenue SE for the proposed 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.

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 establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed H-GO District is an allowable use within the 25-30 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 in the 'Neighbourhood Main Street' area within the Inner-City on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). 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 proposed H-GO District complies with the relevant MDP policies.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) (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, 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 [Inglewood Area Redevelopment Plan](#) (ARP) identifies the subject site as being located in the 'Residential' area on Map 6: Generalized Land Use – Future. The policies in the ARP encourage supporting new residential development to increase the community's population, improve the neighbourhood by renovations and rehabilitation without substantial changes to the physical scale, historic character, or way of life for residents. The proposed land use amendment to the H-GO District is in alignment with the applicable policies in the ARP.