

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Inglewood and fronts onto both 10 Avenue SE and 11 Street SE. The site, comprised of five parcels, is approximately 0.39 hectares (0.96 acres) in size and is approximately 77 metres wide by 58 metres deep, although irregularly shaped. The site is relatively flat and is currently occupied by a commercial use known as ‘Crown Surplus’. The site abuts the Canadian Pacific Kansas City Limited (CPKC) Railway to the southwest and is one block south of the 9 Avenue SE Main Street.

Surrounding land use is characterized by primarily commercial developments. Developments to the north include historic buildings known as National Hotel and East End Livery Barn which are designated Direct Control (DC) District ([Bylaw 73D2011](#)) and allows commercial development up to 34 metres (approximately 11 storeys). Developments to the east include a commercial building and a vacant lot designated Commercial – Corridor 2 (C-COR2 f2.8h12) District which allows building height up to 12 metres (approximately four storeys), and further southeast is the Inglewood Mixed Use Fire Station site designated Mixed Use – General (MU-1f6.5h45) District which allows a maximum building height up to 45 metres (approximately 15 storeys). Developments to the south and west include the Smithbilt Hat manufacturing building and the Livery Shop building both designated DC District ([Bylaw 1Z93](#)) which allows commercial development up to 20 metres (approximately six storeys).

The site is close to several high frequency transit services with a BRT stop on 11 Street SE (80 metres or a one-minute walk), Max Purple BRT stop on 9 Avenue SE (160 metres or a two-minute walk) and the future Green Line Ramsay-Inglewood LRT Station (150 metres or a two-minute walk) one block south of the site. The site is also one block away from the 12 Street SE cycle track and is within a multitude of walkable amenities including the 9 Avenue SE Main Street, Jack Long Park, Calgary Zoo, St. Patrick’s Island Park, the Bow River Pathway, and downtown Calgary. The City’s [Ramsay-Inglewood Public Realm Improvements](#) project would also provide public realm improvements near the future LRT station area including 11 Street SE.

Community Peak Population Table

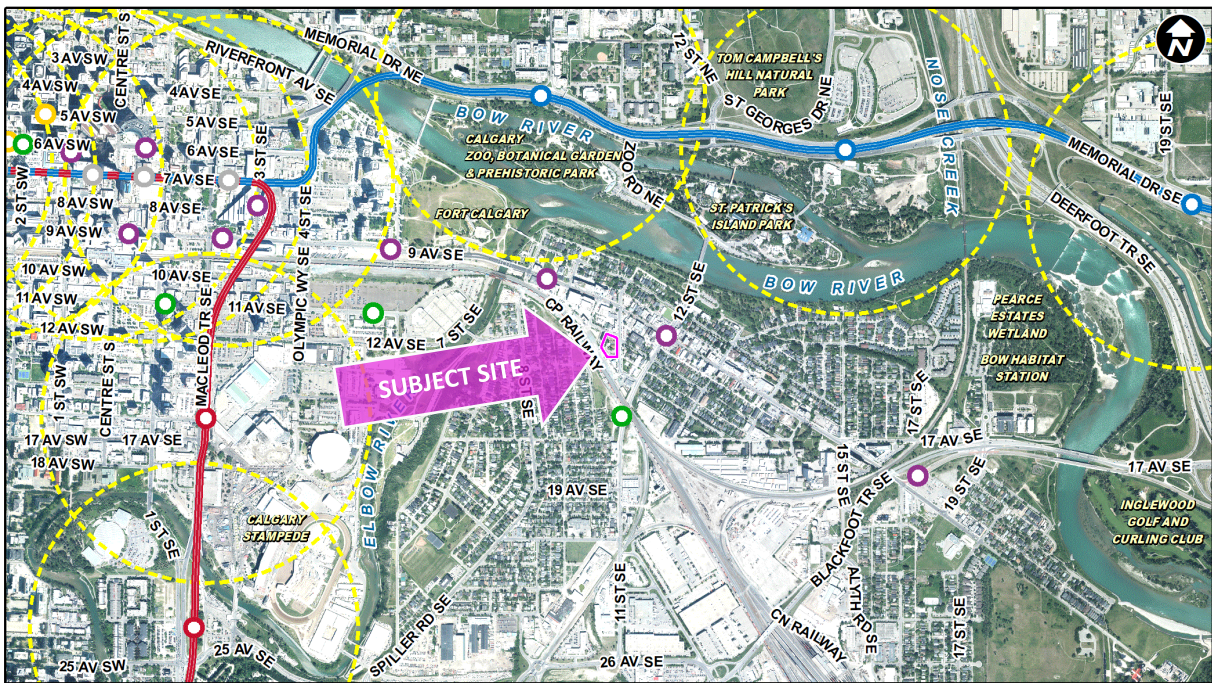
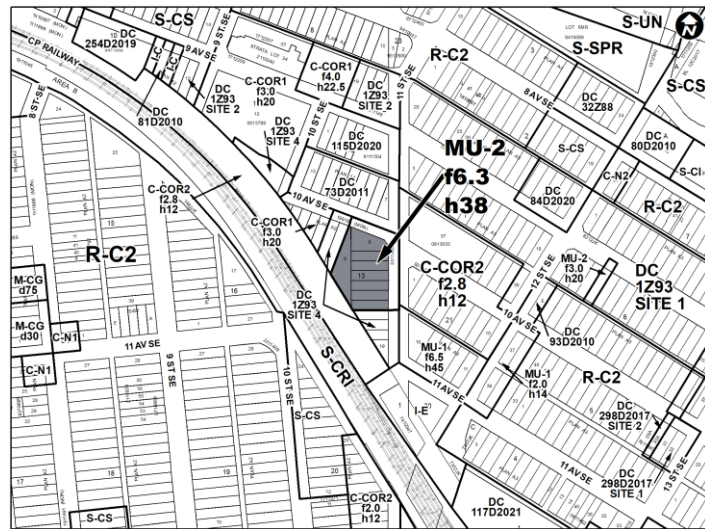
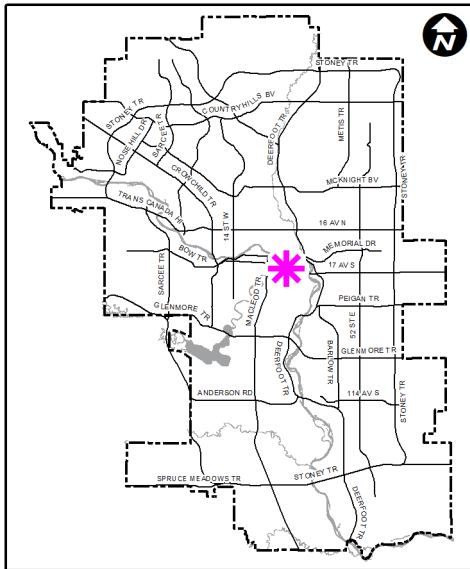
As identified below, the community of Inglewood reached its peak population in 2018.

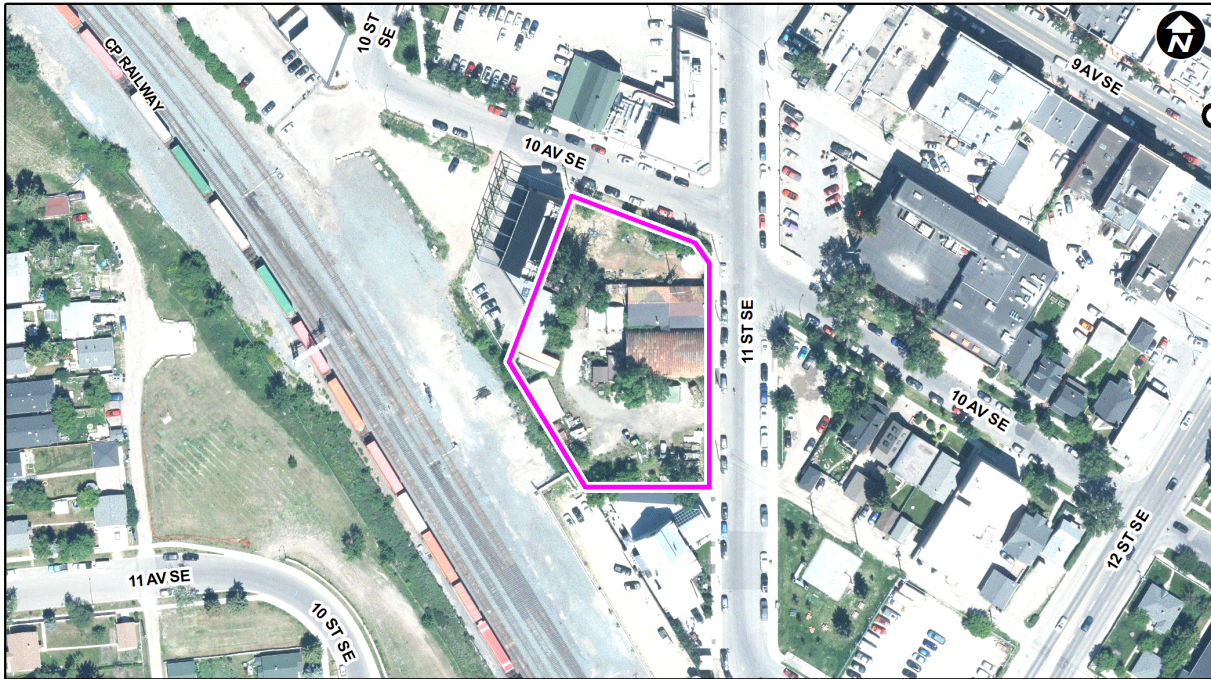
Inglewood	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	- 48
Difference in Population (Percent)	-1.18%

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 DC District ([Bylaw 1Z93](#), Site 4) is based on the C-2 (20) General Commercial District of Land Use Bylaw 2P80 which is intended to provide a wide variety of commercial uses and limits auto-oriented uses. The District allows for a maximum building height of 20 metres (approximately six storeys) and a maximum gross floor area of two times the site area.

The proposed Mixed Use – Active Frontage (MU-2f6.3h38) District allows a mix of residential and commercial uses and requires commercial uses at grade when facing a commercial street to promote activity and building permeability at the street level. The proposed district allows for a maximum floor area ratio (FAR) of 6.3 (building floor area of approximately 25,000 square metres) and a maximum building height of 38 metres (approximately 10 to 12 storeys).

Through the application review process, there were considerations on the appropriateness of the MU-2 District. Given the anticipated arrival of the LRT station and the associated public realm improvements, this area is expected to have higher levels of pedestrian and street activity and the corner site is well situated to serve as a link between the LRT station and other destinations within the community. The MU-2 District requires commercial storefronts facing the street and would align with the intent of the proposal. The applicant further confirmed the proposed MU-2 District is appropriate and would allow a wider range of commercial uses to serve the residents and visitors.

The proposed MU-2 District has rules on street wall stepbacks, building orientation, and building separation as well as requirements on at-grade frontages, landscaping and amenity space to ensure street-oriented development is active and engaging. 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.

Development and Site Design

A development permit has not been submitted at this time; however, the applicant provided a preliminary development concept and shadow studies to demonstrate the impact of redevelopment scenarios on the surrounding sites. The future proposed development would be reviewed by the Urban Design Review Panel at the development permit stage to ensure the development will achieve a high-quality pedestrian environment that provide an engaging and welcoming space for pedestrians and cyclists.

This application was circulated to the Ramsay-Inglewood Public Realm Improvements team for initial feedback and the proposed MU-2 District is supported. Additional coordination at future improvement project phases is required at the development permit stage to ensure a high-quality street interface will be achieved.

If approved by Council, the rules of the proposed MU-2 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:

- creating an engaging streetscape interface with both 10 Avenue SE and 11 Street SE;
- articulations to building façade and integrating site design to create welcoming environment for pedestrians;
- transition of building scale to mitigate building massing and shadowing to adjacent parcels;
- building interface and compatible uses to ensure safety and compliance with the railway corridor; and
- explore commemorative features explaining the historical significant of the site.

Transportation

Pedestrian and vehicular access are available from 10 Avenue SE and 11 Street SE. There are no existing cycling facilities adjacent to the site, however the Always Available for All Ages and Abilities (5A) Network recommended an off-street bikeway immediately to the southeast following the existing CPKC Railway, which would eventually connect to the existing cycling network on 12 Street SE.

The area is well served by transit and the development is considered Transit Oriented Development (TOD) given its proximity to the several transit stations. The BRT Route 302 (Southeast/City Centre) stop is 80 metres (a one-minute walk) north of the site and provides transit services every 15 minutes at peak periods. Bus stops for Route 1 (Bowness/Forest Lawn) and Route 101 (Inglewood) are approximately 170 metres (a two-minute walk) north of the site. These routes provide service approximately every 20 and 50 minutes respectively at peak. In addition, MAX Purple (City Centre/East Hills) runs every 20 minutes at peak period and has a stop located 280 metres (a four-minute walk) north of the site. Additionally, the future

Green Line Ramsay-Inglewood LRT Station is approximately 150 metres (a two-minute walk) south of the subject site.

A Transportation Impact Assessment was required in support of the application and at the development permit stage improvements may be required to the public realm and road network to support the increase in density.

Environmental Site Considerations

There were no significant environmental concerns identified at the time of review of this application.

At the development permit stage, the applicant will be required to submit a Soil Management Plan (SMP) prepared by a qualified professional to be reviewed to the satisfaction of The City of Calgary and to address the environmental issues identified in the Phase II Environmental Site Assessment.

Utilities and Servicing

Public water, sanitary and storm utilities 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 Neighbourhood Main Street as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Neighbourhood Main Streets are located along the 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 creating a more compact urban form that provides additional local services and 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 aligns with applicable city-wide policies that promote a more compact city by accommodating a broader mix of housing with local services and by facilitating a more efficient use of existing infrastructure.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The proposal would align with the objective of 'Zero Carbon Neighbourhoods' by supporting higher density mixed-use development nearby primary transit networks, and providing alternative travel options such as public transit, walking and cycling which would reduce greenhouse gas emissions. 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 (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 and increasing density around the existing Max Purple BRT station and the future Green Line Ramsay-Inglewood LRT station.

Inglewood Area Redevelopment Plan (Statutory – 1993)

The site is located within the Commercial Area as identified on Map 6: Generalized Land Use – Future Map in the [Inglewood Area Redevelopment Plan](#) (ARP). The *Inglewood ARP* generally supports redevelopment that would create a pedestrian oriented environment and contribute to a more vibrant retail area on 9 Avenue SE. The proposal aligns with the Inglewood ARP goals to provide additional housing and employment opportunities that would contribute to the vibrancy and support the local businesses within Inglewood.

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, which includes this site. It does not prohibit development in that space but requires additional consideration for mitigating the possible risk if required. At the development permit stage a noise study would be required for the building interface facing the railway to mitigate impact associated with rail noise for the noise susceptible uses. Future development permits would be reviewed against the applicable policy to ensure safety and compliance.