

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Inglewood midblock on 9 the Avenue SE Main Street between 13 Street SE and 14 Street SE. The site is comprised of two midblock parcels measuring approximately 0.09 hectares (0.22 acres) in size and is approximately 24 metres in width by 37 metres in depth. The site is relatively flat with access to a rear lane and is currently occupied by a commercial use and live music venue known as The Blues Can.

The site fronts on to 9 Avenue SE which is a Neighbourhood Main Street and surrounding land uses are designated primarily as commercial districts. Developments to the north, east and west include commercial and retail buildings designated Direct Control (DC) District ([Bylaw 1Z93, Site 3](#)) and allows commercial development up to 20 metres (approximately five storeys). Developments to the south are primarily low density residential dwellings designated Residential – Contextual One / Two Dwelling (R-C2) District.

The site is well served by Calgary Transit including the MAX Purple Bus Rapid Transit (BRT) which stops 350 metres (a five-minute walk) west of the site at 12 Street SE. Transit stops for Route 1 (Bowness/Forest Lawn) and Route 101 (Inglewood) are located on 9 Avenue SE 50 metres (a one-minute walk) east of the site. The site is located approximately 450 metres radially or 690 metres (a twelve-minute walk) northeast of the fully funded future Green Line Ramsay/Inglewood Light Rail Transit (LRT) Station. Area amenities within walking distance include the 9 Avenue SE Main Street, Mills Park, Jack Long Park, Calgary Zoo, St. Patrick's Island Park, the Bow River Pathway and the City Centre.

## Community Peak Population Table

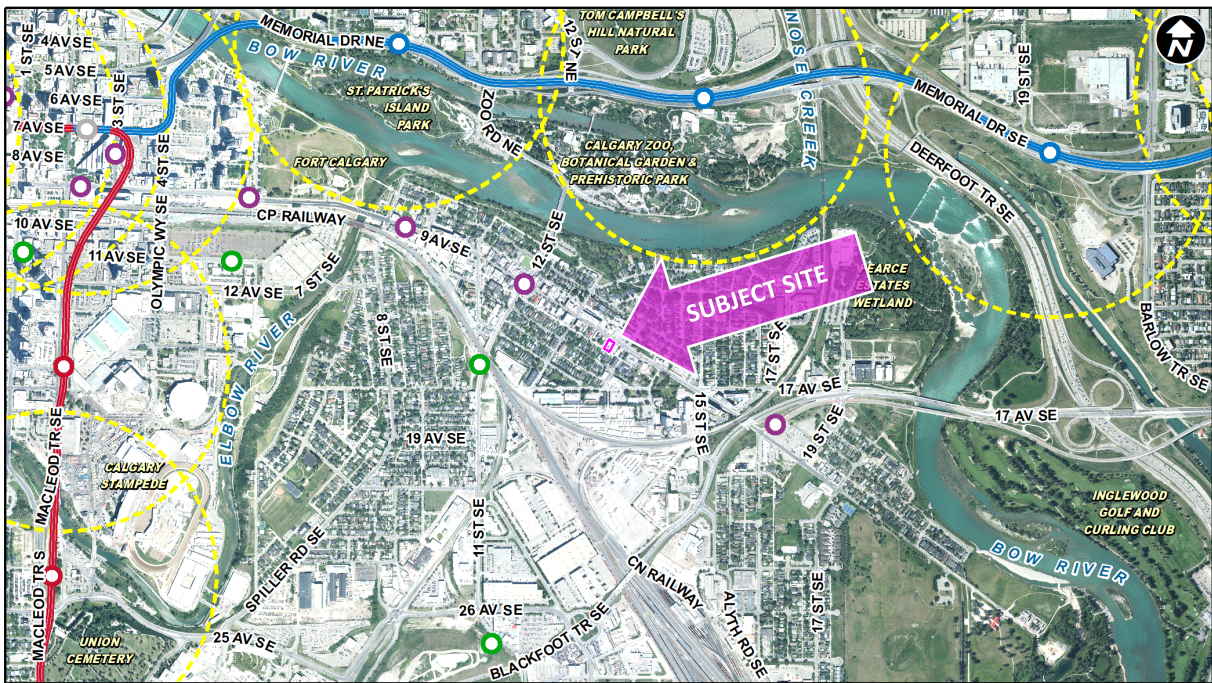
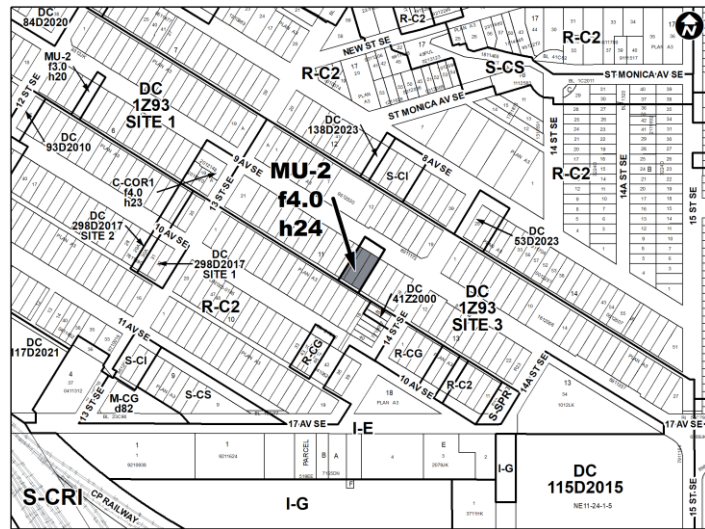
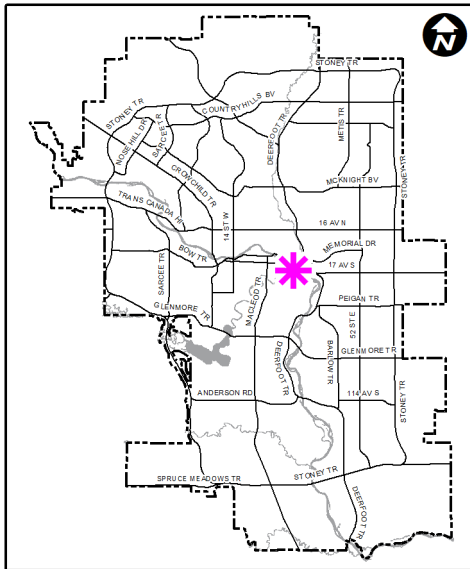
As identified below, the community of Inglewood reached its peak population in 2018.

<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%

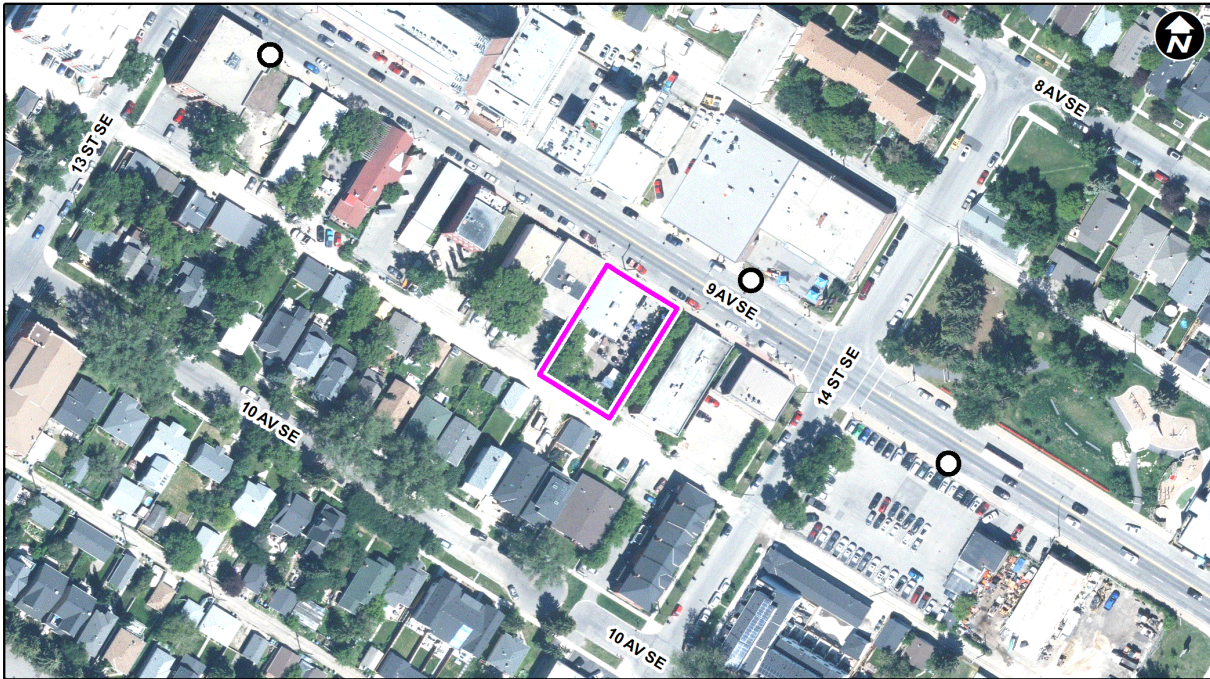
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Inglewood Community Profile](#).

# Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 1Z93](#), Site 3) is based on the C-2 (20) General Commercial District of Land Use Bylaw 2P80 and is intended to provide a wide variety of commercial uses and to limit auto-oriented uses. The district allows for a maximum building height of 20 metres (approximately five storeys) and a maximum gross floor area of two times the site area.

The proposed Mixed Use – Active Frontage (MU-2f4.0h24) District allows a mix of residential and commercial uses. The proposed district requires commercial uses on the ground floor when facing a commercial street to promote pedestrian activity at the street level. The proposed district allows for a maximum floor area ratio (FAR) of 4.0 (approximately 3,620 square metres) and a maximum building height of 24 metres (approximately six storeys). The proposed density and height are similar the surrounding land use on 9 Avenue SE Main Street and would enable higher density mixed-use development.

The MU-2 District allows a wider range of commercial uses to serve the residents and visitors and to contribute to growth along the Neighbourhood Main Street. The district is intended to provide transition to lower scale residential buildings on adjacent parcels through 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.

## **Development and Site Design**

If approved by Council, the rules for the proposed MU-2f4.0h24 District and the policies in the *Inglewood Area Redevelopment Plan (ARP)* would provide guidance for future site development including the overall distribution of buildings, building design, mix, location and size of uses and site layout details such as parking, landscaping and site access.

A concurrent development permit has been received by administration and is ready for approval pending Council's decision on this land use redesignation application. The proposed development is for a four storey mixed-use building with retail at grade and 30 residential units consisting of a mix of one bedroom and two bedroom units. The development provides 17 underground motor vehicle parking stalls and a total of 34 bicycle parking stalls with 30 stalls located underground and four located at grade in front of the building.

Key factors that have been considered during the review of the development permit application include the following:

- creating an engaging pedestrian-oriented interface with 9 Avenue SE through building articulation and site design;
- transitioning building scale to mitigate massing, shadowing and overlooking on adjacent residential parcels; and
- incorporating commemorative features which explain the history of the site.

The proposed development permit was presented to Urban Design Review Panel (UDRP) for review on 2024 February 21. The proposed development was supported by UDRP. UDRP recognized the applicant's response to the existing building via the arch on the west façade. The panel also supported keeping the retail units at grade and providing a generous building setback from the property line to create a more accessible public realm environment and inviting entryway.

The applicant also collaborated with the City's Main Street team to ensure the development would align with the vision of 9 Avenue SE Main Street. While the existing building is not identified on the Inventory of Evaluated Historic Resources, the applicant collaborated with Heritage Calgary, the Music Mile Society, and City Administration to this end. The proposed development would incorporate a commemorative plaque to explain the significance of the Blues Can. The proposed development would also integrate public art through a high-profile mural which celebrates the significance of music culture in Calgary.

Administration and the applicant considered opportunities to accommodate higher density and height for the proposed development. The applicant has indicated that the development is intended to provide market affordable housing units and increasing the height and density would create additional cost implications and development challenges for this project. The applicant further indicated that the proposed design and scale of the development is supported by the Inglewood Community Association and Inglewood Business Improvement Area.

## **Transportation**

The site fronts onto 9 Avenue SE, a neighbourhood boulevard. It is a designated Main Street, with no final streetscape masterplan at this time. Public realm improvements are underway further west on 12 Street SE, in anticipation of the Green Line LRT station. Existing on-street bikeways exist on 8 Avenue and 11 Avenue SE to serve this development. 13 Street and 14 Streets SE are designated as local residential roads. The parcel is accessed via a rear lane.

The location is well-served by Calgary Transit. Transit Routes 1 (Bowness/Forest Lawn), 101 (Inglewood), and MAX Purple BRT run along 9 Avenue SE, and Route 302 (SE BRT) runs along 12 Street SE. The site is located within a 450 metre radius from the future Ramsay/Inglewood Green Line LRT Station.

A Transportation Impact Assessment (TIA) was not required as part of this application.

### **Environmental Site Considerations**

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

The subject site is located within the Flood Fringe flood zone and the official 1:100 year flood elevation is 1039.80 metres above sea level. The proposal was supported by River Engineering, due to the site's proximity of the Inglewood Flood Barrier and the anticipated completion of the Springbank Reservoir (SR1) project in 2025. The proposed main floor elevation will be above the 1:20 flood risk elevation and the building will be protected by the Inglewood Flood Barrier and the Springbank Reservoir which will lower flood levels in this area. As part of the associated development permit application review, the primary mechanical and electrical equipment and systems will be located above the required 1:100 year flood elevation, and the building will be designed to prevent structural damage by flood waters and will include the installation of a sewer back up valve as part of the future development servicing.

### **Utilities and Servicing**

Public water, sanitary and storm mains exist within the adjacent public road rights-of-way. A Fire Flow Letter and Sanitary Servicing Study (SSS) were submitted for review and approved for the associated development permit. Additional servicing requirements will be further determined at time the of development and Development Site Servicing Plan (DSSP) circulation.

## **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) Regulation was created to ensure compatible development around and near Calgary International Airport flight paths. The regulation mitigates the impacts of aircraft noise through the prohibition of specific land uses within Noise Exposure Forecast (NEF) areas. Current AVPA regulations prohibit certain residential developments within the NEF 30+ areas. The subject site is located within the 0-25 NEF area and residential uses are not prohibited in this area.

### **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 primary transit networks and typically support a mix of uses within a pedestrian friendly environment. Neighbourhood Main Streets provide for a 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 which 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 the main street policies as the proposed district requires active commercial uses at grade along the 9 Avenue SE Main Street. The proposal aligns with applicable city-wide policies which promote a more compact and mixed urban form that makes efficient use of existing infrastructure.

### **Calgary Climate Strategy – Pathways to 2050 (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The land use amendment aligns with the objective of 'Zero Carbon Neighbourhoods' by supporting higher density mixed-use development near the primary transit network, thereby reducing greenhouse gas emissions. The applicant has proposed the following climate measures on the concurrent development permit application that supports Program F: Zero emissions vehicles – Accelerate the transition to zero emissions vehicles.

- a surplus of 15 indoor secure bike storage stalls; and
- the installation of an electric-vehicle-ready wiring/conduit lines to three motor vehicle parking stalls within the parkade.

### **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 creates a pedestrian oriented environment and contributes to a more vibrant retail area on 9 Avenue SE. The proposal aligns with the Inglewood ARP's goals to provide additional housing and employment opportunities which contribute to the community's vibrancy and support the local businesses within Inglewood.