

# Background and Planning Evaluation

## Background and Site Context

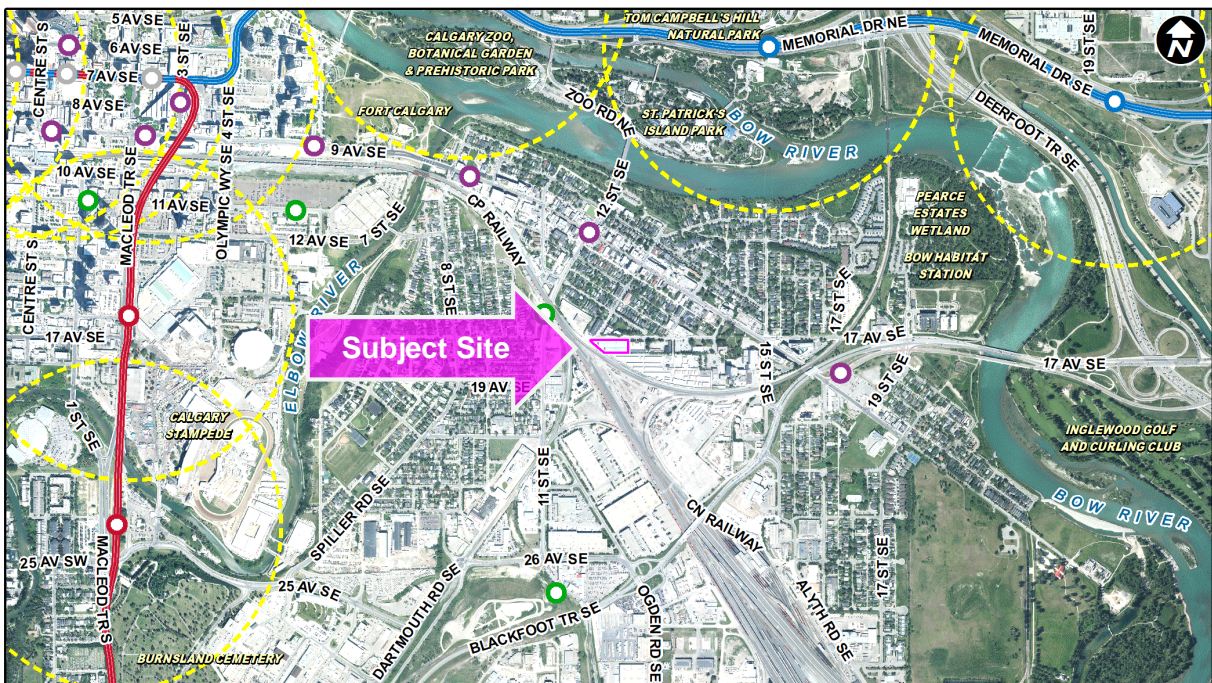
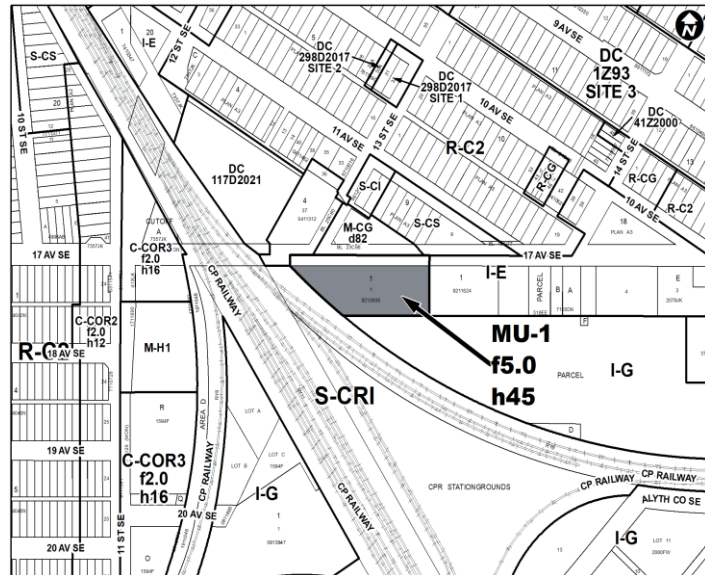
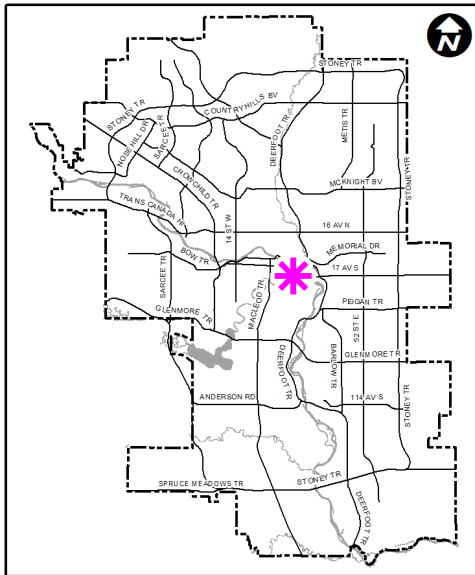
The subject site is located in the southeast community of Alyth/Bonnybrook south of the junction of 17 Avenue SE and 13 Street SE. The trapezoidal parcel is approximately 0.53 hectares (1.31 acres) in size and is currently developed with a two-storey industrial building which currently accommodates a storage and office use. The Canadian Pacific Kansas City (CPKC) Railway line borders the site to the southwest. Site access is available from 17 Avenue SE. The future Ramsay/Inglewood Green Line Light Rail Transit (LRT) station is proposed to be located 230 metres (a four-minute walk) northwest of the site at the 12 Street SE underpass. The 9 Avenue Neighbourhood Main Street is located 300 metres (a six-minute walk) north of the subject site and features a variety of commercial and mixed-use land uses. Colonel Walker School (Calgary Board of Education kindergarten to grade 6), the Inglewood Community Association (CA) site and various open spaces including the Bow River Pathway are located within close proximity of the site.

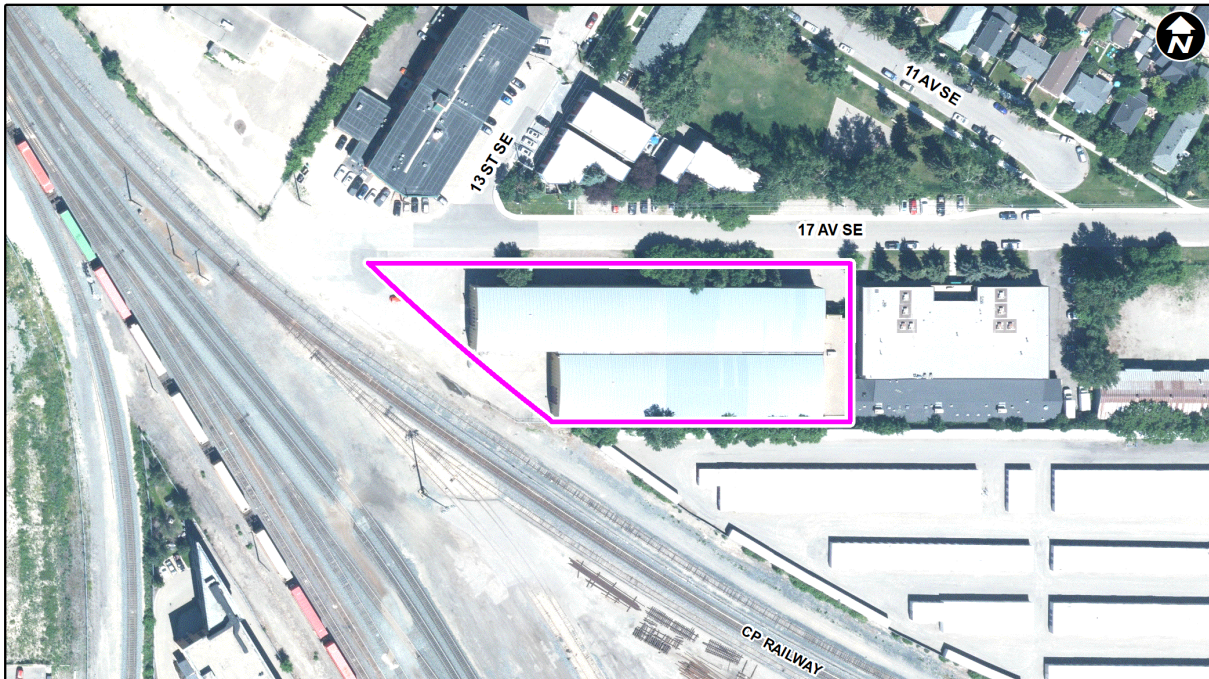
Surrounding development is characterized by various residential, mixed-use, and light industrial developments. Lands northwest of the subject site consist of a parcel designated Direct Control (DC) District ([Bylaw 117D2021](#)) which was crafted to accommodate a mixed-use development where both residential and commercial uses are supported at grade. Lands directly east of the subject site include a parcel designated Industrial – Edge (I-E) District, which currently contains office and storage uses. This parcel is subject to an active land use application (LOC2022-0198) that proposes split land use to a mixed-use development with a maximum building height of 45 metres. Lands further east and south of the subject site consist of a cluster of parcels currently designated Industrial – General (I-G) District, Industrial – Edge (I-E) District, and DC District ([Bylaw 115D2015](#)). These lands are currently subject to an active Outline Plan and Land Use application (LOC2022-0022) known as the Brewery Rail Lands. The CPKC Railway line is immediately to the west of the site. To the north, across 17 Avenue SE, is a residential parcel consisting of three two-storey residential buildings designated Multi-Residential – Contextual Grade-Oriented (M-CGd82) District and a small open space park designated Special Purpose – Community Service (S-CS) District.

## Community Peak Population Table

This information is not available because the subject site is located in an industrial area.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Industrial – Edge (I-E) District is intended to be characterized by locations on the perimeter of industrial areas where the industrial parcel shares a property line with a residential district, local street or lane abutting a residential district. The I-E District allows for development of a limited range of sizes and uses and has limitations on outside activities, vehicular access, and parking and loading, aimed at mitigating the impact of uses on nearby non-industrial parcels.

The proposed Mixed Use – General (MU-1f5.0h45) District is intended to allow for a variety of built forms where residential uses and commercial uses are supported at grade facing the commercial street. The proposed land use will allow for a maximum building floor area of approximately 26,500 square metres and a maximum building height of approximately 12 storeys.

### 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 could be reviewed by the Urban Design Review Panel (UDRP) at the development permit stage to ensure the development will achieve a high-quality pedestrian environment that provides an engaging and welcoming space for pedestrians and cyclists.

As this application does not propose subdivision, municipal reserve (MR) dedication, public utilities or a public roadway, and is under 0.8 hectares (2 acres) in size, an Outline Plan is not required to facilitate the proposal.

To enable a seamless pedestrian connection to the future Ramsay/Inglewood Green Line (LRT) Station, a 12 metre wide public access easement will be required adjacent to the CPKC rail line along the southern boundary of the site. This future public access easement is anticipated to connect to a future rail trail that will connect the LRT Station to the Brewery Rail Lands east of the subject site. Development and general site design of the 12 metre public access easement will be the sole responsibility of the Developer to the satisfaction of the Administration. Site design will need to ensure a seamless connection and integration with the proposed Brewery Rail Lands rail trail to the east and the public access easement established in [Bylaw 117D2021](#) to the west.

If approved by Council, the rules of the proposed MU-1 District would provide guidance for the future redevelopment of the site, including the overall distribution of buildings, building design, location and size of uses, site layout details such as parking, landscaping and site access, and development of the 12 metre wide public access easement 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 17 Avenue SE and the proposed rail trail extension along the southern edge of the site;
- 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
- ensuring development of the required 12-metre public access easement is seamless with adjacent lands to the east and west.

### **Transportation**

Pedestrian and vehicular access to the site is available via 17 Avenue SE. The area is served by Calgary Transit Routes 1 (Forest Lawn-Bowness) and 101 (Inglewood-City Centre) with a bus stop 400 metres away along 9 Avenue SE. Routes 1 and 101 provide transit service every 15 minutes and 50 minutes, respectively, during peak times. The area is also serviced by the MAX Purple, located within 650 metres (an 11-minute walk) along 9 Avenue SE. The site is within a 600 metre (a 10-minute walk) of the future Inglewood-Ramsay Green Line LRT Station and is, therefore, within the Transit Oriented Development area. The site is located 600 metres from the existing Bow River pathway system which provides access to the greater Always Available for All Ages and Abilities (5A) Network, as well as within 600 metres (a 10-minute walk) of the existing 5A on-street bikeway located along 12 Street SE and 8 Avenue SE, and the future 5A on-street bikeway is planned along 11 Avenue SE.

A Transportation Impact Analysis (TIA) was required to support the land use redesignation application and it has been reviewed and accepted by Administration. Surface improvements adjacent to the parcel will be required to support the proposed development at the development permit stage.

### **Environmental Site Considerations**

An Environmental Site Assessment (ESA) Phase 2 was submitted and accepted, to the satisfaction of Administration. As part of the development permit process, the applicant will be required to submit a Soil Management Plan for further review and acceptance. At this time, there are no known outstanding environmental concerns that would prevent support for the intended land use.

The site is not located within a current flood regulated zone, as per current Council approved flood maps. The Flood Fringe flood zone terminates just north / east of the subject site. The Inglewood flood barrier decreases the flooding risk of the area, but it is recommended that future development be built to increase flood resiliency. There may be groundwater issues at this location in the event of the flood. At the time of development, the applicant should take this into account, and design considerations be made as to address groundwater/basement seepage. At the time of development, mechanical and electrical equipment should not be placed in a basement in case of a flood event.

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site, within the public right-of-way (17 Avenue SE). Servicing requirements will be further 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 policy and 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 site is located in the 'Standard Industrial' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Standard Industrial areas contain a mix of industrial uses at varying intensities. These areas are intended to allow for a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. Notwithstanding the general characteristics of the Standard Industrial Area, portions of the Standard Industrial Area may be appropriate for redevelopment as non-industrial or mixed-residential business areas if they are within close proximity to an existing community and the Primary Transit Network. Any proposal for such a change will require necessary amendments to the Local Area Plan such as the amendments proposed to the *Inglewood Area Redevelopment Plan* (ARP) as outlined further below.

The proposal generally aligns with a primary MDP goal of encouraging a transit-supportive land use framework by locating population growth within walking distance of the primary transit network. The site is within close proximity to the 9 Avenue SE Neighbourhood Main Street and would align with policies supporting higher density and mixed-use development in these locations. The proposal also 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.

### **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.

### **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 as subsequent development approval stages.

### **Inglewood Area Redevelopment Plan (Statutory – 1993)**

The subject site is located in the 'Industrial' area typology on Map 6: Generalized Land Use Future of the [Inglewood Area Redevelopment Plan](#) (ARP). The industrial policies of the Inglewood ARP do not support the proposed MU-1f5.0h45 District mixed-use development proposal, and as such, an amendment to the ARP is required. Due to the age of the ARP and the unique method for amending the ARP in the past, a minor mapping amendment is required to Map 8: Sites Requiring Redesignations – Commercial/Industrial and a supporting policy text amendment is required to Table 3 – Proposed Commercial/Industrial Redesignations. Both proposed amendments will recognize the subject site as suitable for MU-1f5.0h45 District development and will ensure the proposed 12 metre public access easement is secured at development permit stage.

### **The Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)**

The [Development Next to Freight 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 risks and nuisances 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.