

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Inglewood. The site is an undeveloped road right-of-way adjacent to the intersection of 14 Street SE and St. Monica Avenue SE, just south of 43 New Street SE. The proposed road closure portion is 0.006 hectares (0.015 acres) in size. The road closure portion forms a unique shape as a result of the 39 New Street SE property's existing parcel shape.

Surrounding context consists of parcels designated as Residential – Grade-Oriented Infill (R-CG) District directly north, west and east of the site, as well as a Special Purpose – Community Service (S-CS) District that runs along the south edge of the closure area. The S-CS District area is part of a broader public park and multi-use pathway system running east and west.

The area is well serviced by parks and commercial uses. In addition to the public park and pathways noted above, which includes Nellie Breen Park to the south of the site and park space along the Bow River to the northwest, the site is located within 400 metres (a seven-minute walk) to 9 Avenue SE which has a wide range of commercial uses. As per the City's *Municipal Development Plan* (MDP), 9 Avenue SE is a designated Neighbourhood Main Street and an Urban Boulevard.

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](#).



Previous Council Direction

None.

Planning Evaluation

Road Closure

This application proposes the closure of approximately 0.006 hectares (0.015 acres) of right-of-way adjacent to the intersection of 14 Street SE and St. Monica SE. The proposed closure area is current undeveloped and vacant. The closed portion of the road would be consolidated with the adjacent site to the north at 43 New Street SE which is currently designated as the R-CG District, subject to the proposed Road Closure Conditions of Approval.

The proposed closure area would not affect the existing pathway networks and vehicular lane access running along the south edge of the site.

Land Use

The proposed 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 consolidated area of the subject site and the adjacent parcel, this would allow for up to five dwelling units.

Secondary suites (one per dwelling unit) are also allowed in the R-CG District where townhouses and rowhouses are proposed and does not count towards allowable density. The

parcel would require 0.5 parking stalls per dwelling unit and per secondary suite. Where a development application does not propose a rowhouse or a townhouse, a backyard suite may also be accommodated on the site separately or in addition to a secondary suite and is subject to the rules of Land Use Bylaw 1P2007.

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.

Transportation

Pedestrian access to the adjacent site, 43 New Street SE, is available from the existing sidewalk along New Street SE and can also be accessed via a public sidewalk from south of the site which forms part of the Available for All Ages and Abilities (5A) Network. There are no parking restrictions currently along this portion of New Street SE.

The nearest available transit stops are Route 1 (Bowness/Forest Lawn) and Route 101 (Inglewood) along 9 Avenue SE which are approximately 400 metres (a seven-minute walk) away. Stops for the Route 307 (MAX Purple City Centre/East Hills) and Route 302 (BRT Southeast/City Centre) are approximately 600 metres (a 10-minute walk) from the site, which offers more, higher-frequency bus services.

Vehicle access is available via the lane.

A Transportation Impact Assessment (TIA) or parking study was not required for the proposed land use amendment.

Environmental Site Considerations

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

Utilities and Servicing

Water and sewer services exist to the site. Public water, sanitary and storm utilities exist adjacent to the site along New Street SE. Servicing requirements will be determined at the time of future 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 road closure 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.

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) contour of the AVPA. 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) contour areas. The uses within the R-CG District are generally allowable within this NEF 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 parcel is located within the 'Developed Residential – Inner City' area as identified 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 proposal is in keeping with relevant MDP policies, as the application complies with land use policies that recognize the predominantly low-density residential nature within these communities and supports retention of housing stock or moderate intensification in a form that respects the scale and character of the neighbourhood. This application proposes the closure of a road right-of-way to facilitate a low-density housing type which aligns with the intent of the MDP.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) program and actions. 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 identified within the 'Residential' area as identified within Map 6: Generalized Land Use – Future in the [Inglewood Area Redevelopment Plan](#) (ARP). This proposal aligns with the applicable Section 2.3 policies of the ARP, which indicate that opportunities for new residential development should be identified and pursued, while also respecting the surrounding housing.