

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Inglewood on 8 Avenue SE, between 14 Street SE and 15 Street SE. The site has a total parcel area of 0.08 hectares (0.19 acres) with approximately 20 metres in width by 38 metres in depth. The site is generally flat and has a rear lane access. The site is currently designated Residential – Grade-Oriented Infill (R-CG) District and is developed with low-density residential dwellings.

The surrounding developments consist primarily of low-density residential dwellings, park space, commercial and mixed-use developments. Developments to the north, east and west include low-density residential dwellings designated R-CG District. The Stewart Livery Stable townhouse development, designated Direct Control (DC) District ([Bylaw 53D2023](#)), is located further west. Developments to the south consist of a local park space known as Mills Park and commercial and mixed-use buildings designated DC District ([Bylaw 1Z93](#)).

The site is well-served by Calgary Transit including Route 1 (City Centre / Inglewood) and Route 101 (Bowness / Forest Lawn) with bus stops located approximately 200 metres (a three-minute walk) from the site, and the MAX Purple Bus Rapid Transit (BRT) bus stop located approximately 550 metres (an eight-minute walk) from the site on 9 Avenue SE. The site backs onto Mills Park and is one block away from the 9 Avenue SE Main Street. The site is also located close to numerous community amenities including the Bow River and its pathway system, Nellie Breen Park, and the YWCA Calgary.

## Community Peak Population Table

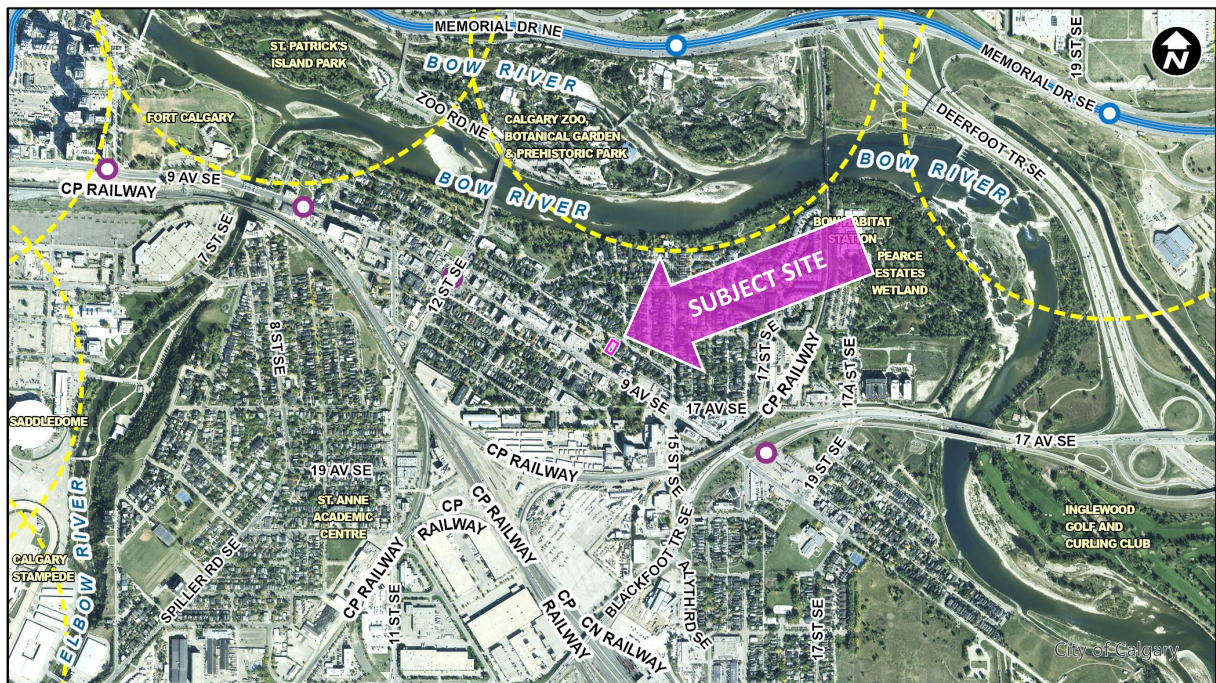
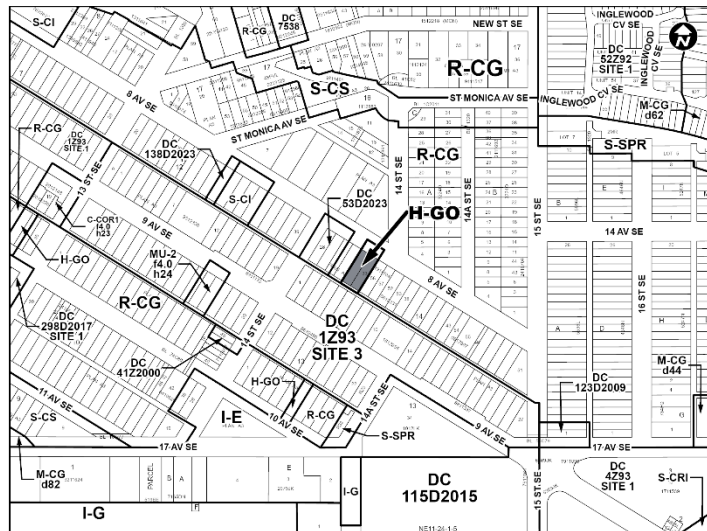
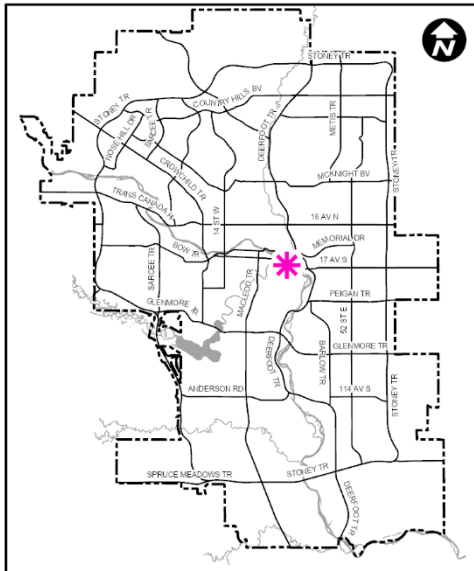
As identified below, the community of Inglewood reached its peak population in 2018.

<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 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 (approximately three storeys) and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to five dwelling units. Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

The proposed Housing – Grade Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms, including rowhouse, townhouse and stacked townhouse units. As part of the detailed review, Administration explored if the existing R-CG District would be able to accommodate the proposed development (DP2024-07430) and it was determined that the H-GO District is more appropriate as it allows for taller building height and site design flexibility.

There is no maximum density under the H-GO District; rather, development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure functional courtyard amenity space;
- a maximum floor area ratio (FAR) of 1.5 that allows for a total developable area of 1131 square metres on this parcel;
- a maximum building height of 12.0 metres (appropriately three storeys); and
- a minimum of 0.5 motor vehicle parking stalls per unit and suite.

Section 1386(d) of Land Use Bylaw 1P2007 provides location criteria for where the H-GO District may be considered appropriate. In areas which are not subject to an approved Local Area Plan, the H-GO District is intended for areas that are located within the Inner-City or Centre City (Greater Downtown) as defined by the Urban Structure Map of the *Municipal Development Plan* (MDP) and meets one of several criteria, including being within 200 metres of a Main Street. The subject site is located within the Inner-City area and is within 50 metres of the 9 Avenue SE Neighbourhood Main Street and therefore meets the location criteria for H-GO District.

### **Development and Site Design**

If approved by Council, the Land Use Bylaw 1P2007 rules for the proposed H-GO 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 development permit (DP2024-07430) is submitted and is under review. The proposed development is for two three-storey residential buildings with five residential dwelling units and five secondary suites. As part of the development permit review the followings items would be considered:

- 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**

Pedestrian and vehicular access to the site is available via 8 Avenue SE and the rear lane. 8 Avenue SE is classified as a Residential Street. The area is served by Calgary Transit through Route 1 (City Centre / Inglewood) and Route 101 (Bowness / Forest Lawn) with a bus stop approximately 200 metres southeast of the site on 9 Avenue SE. The site is also within a 550-meter radius of a MAX Purple bus stop along 9 Avenue SE. An on-street bikeway exists on 8 Avenue SE and connects to the Bow River pathway system. On-street parking adjacent to the site along 8 Avenue SE is restricted to two hours maximum from 7:00 a.m. to 6:00 p.m. A Transportation Impact Assessment (TIA) was not required in support of the land use amendment application.

### **Environmental Site Considerations**

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

### **Utilities and Servicing**

Water, sanitary and storm utilities are available and adjacent to the site area, within road rights-of-way. Additional servicing requirements will be further determined at the time 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) 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 Regulation establishes prohibitive uses in certain locations identified within the NEF areas. The proposed residential land use 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 within the Neighbourhood Main Street area within the Inner-City 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, as well as deliver small and incremental benefits to climate resilience. The proposal is in keeping with relevant MDP policies as the proposed land use district provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale, and massing.

### **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 would meet the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure and 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](#). However, the redesignation of the subject site to enable higher density development in close proximity to transit options may allow for more people to choose a car-reduced or car-free lifestyle, thereby reducing vehicular emissions and contributing to the overall goal of achieving net zero emissions in Calgary by 2050 through accelerating the shift in mode share to zero or low emissions modes.

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

The [Inglewood Area Redevelopment Plan](#) (ARP) identifies this site as being located in the Residential area (Map 6: Generalized Land Use – Future). The Inglewood ARP encourages more housing to increase the community's population and improvements to the existing residential areas. The policies in the ARP provide direction for new residential developments to be compatible with nearby development and to contribute to an attractive streetscape. The proposed redesignation to H-GO complies with these relevant ARP policies.