

Background and Planning Evaluation

Background and Site Context

The subject site, located in the southeast community of Inglewood, is a midblock parcel fronting onto New Street SE. The area of the existing site is approximately 0.09 hectares (0.21 acres) and is approximately 20 metres wide and 55 metres long. The site is currently developed with a single detached dwelling and a detached garage at the rear of the property. The proposed road closure area directly south of 45 New Street SE is an undeveloped road right-of-way adjacent to the intersection of 14 Street SE and St. Monica Avenue SE. Part of this area provides rear lane access to the parcel. The proposed road closure portion is approximately 0.02 hectares (0.04 acres) in size.

The surrounding context consists primarily 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 accommodates greenspace running along the southern 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-served 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 close proximity and less than 200 metres from the 9 Avenue SE Neighbourhood Mainstreet area which has a wide range of commercial uses. As per the *Municipal Development Plan (MDP)*, 9 Avenue SE is a Neighbourhood Main Street.

Community Peak Population Table

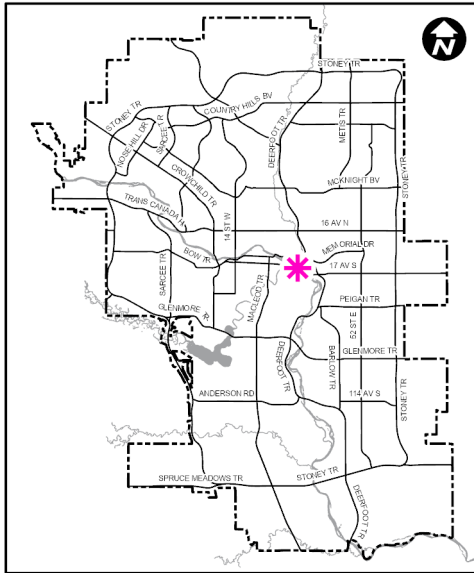
As identified below, the community of Inglewood reached its peak population in 2018.

| 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](#).

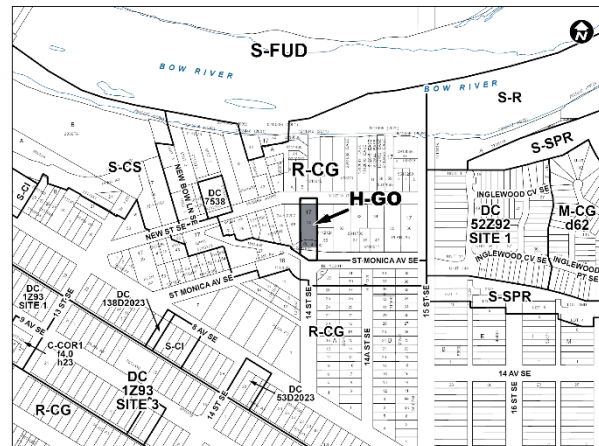
Location Maps

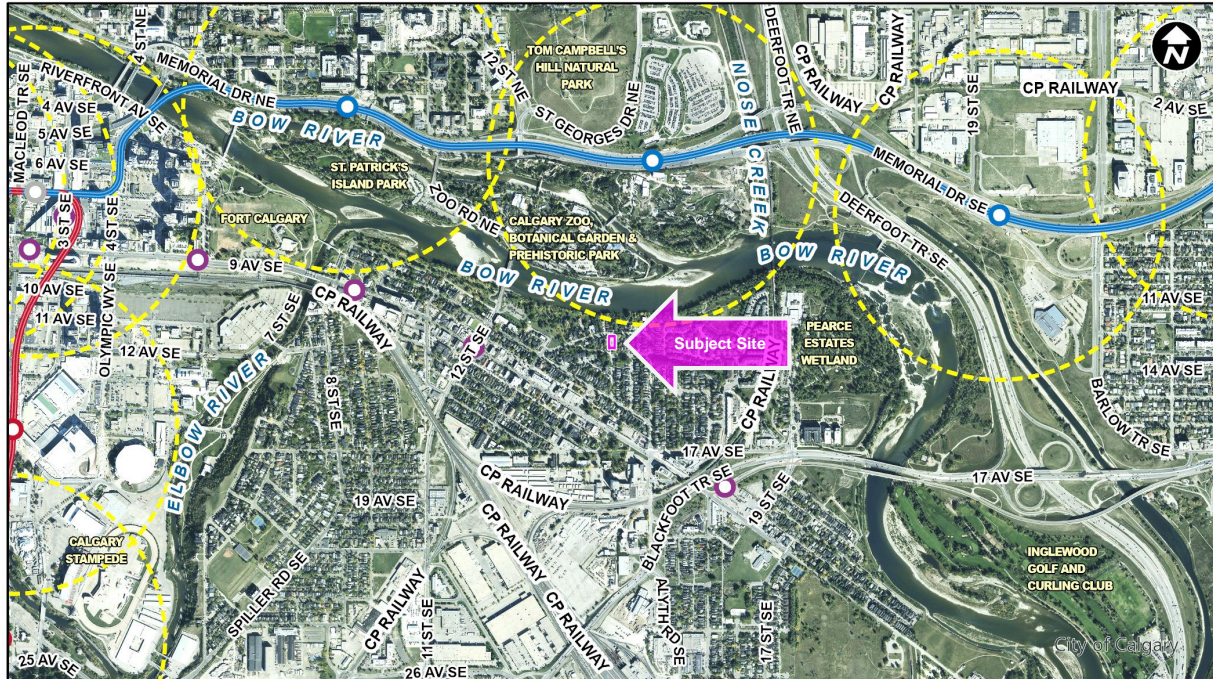


Road Closure Map



Land Use Amendment Map





Previous Council Direction

None.

Planning Evaluation

Road Closure

In addition to the land use amendment, this application proposes the closure of approximately 0.02 hectares (0.04 acres) of right-of-way adjacent to the intersection of 14 Street SE and St. Monica Avenue SE. The proposed closure area is currently undeveloped and vacant. The closed portion of the road would be consolidated with the adjacent site to the north at 45 New Street SE subject to the proposed Road Closure Conditions of Approval.

The proposed closure area would not affect the existing pathway networks or lane access to parcels to the east.

Land Use

The proposed H-GO District accommodates grade-oriented developments in a range of housing forms where dwelling units and secondary suites may be attached or stacked within a shared building or cluster of buildings.

The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres where there is more than one residential building on a laned parcel (between the residential building at the front and the residential building at the rear) to ensure functional courtyard amenity space;
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and secondary suite;
- a maximum floor area ratio (FAR) of 1.5;
- a maximum building height of 12 metres; and
- building chamfer rules where sites are adjacent to low density residential, H-GO and Multi-Residential – Contextual Grade-Oriented (M-CG) Districts.

Section 1386(d) of the Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District may be considered appropriate. This Section indicates that all parcels located within Inner City areas as identified within the Urban Structure Map of the MDP within 200 metres of a Main Street area are eligible for the H-GO designation. This site meets the above noted criteria as it is within 200 metres of the 9 Avenue SE Neighbourhood Main Street area.

Development and Site Design

The rules of the proposed H-GO District would provide guidance for redevelopment of the site, including appropriate uses, floor area, building height and massing, landscaping and parking. Through the development permit review process, Administration will continue to work with the applicant and external groups to ensure there are appropriate measures to protect existing infrastructure.

Transportation

Pedestrian access to 45 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 Always Available for All Ages and Abilities (5A) Network. There are currently no parking restrictions 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 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 higher-frequency bus services.

Vehicle access is proposed off both New Street SE and the rear lane via the road closure area.

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.

The site is located within the flood fringe as per Council-approved flood maps. All future buildings will be required to comply with Land Use Bylaw regulations for development within the flood fringe.

Utilities and Servicing

Public water, sanitary and storm utilities are available at/within New Street SE. Servicing requirements will be determined through the development permit review process.

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 amendment, 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 NEF contour areas. The uses within the H-GO 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 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 as ‘Residential’ area on Map 6: Generalized Land Use – Future in the [Inglewood Area Redevelopment Plan](#) (ARP). This proposal generally 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. The H-GO District provides for residential uses in a form and at a scale that is consistent with low density residential districts and is therefore considered appropriate and aligned with these policies.

Although the ‘Residential’ areas allow for general redevelopment with provisions for multi-unit housing, an amendment to Section 2.3, Policy 2.3.6 is required to allow for additional density at this particular site beyond the standard 40 units per acre allowed. The ARP amendment identifies this site for multi-residential development but expresses development intensity in terms of a maximum floor area ratio (FAR) rather than a maximum number of units.