

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Inglewood at the northeast corner of 11 Street SE and 10 Avenue SE. The site is an irregular shape parcel that is approximately 0.31 hectares in size (0.77 acres). The site is accessible from 10 Avenue SE and laneway.

Surrounding development is primarily characterized by commercial and retail development due to the close proximity to 9 Avenue SE, which is a Neighbourhood Main Street in Inglewood. There are a range of retail stores to the north, east and south from the site. Developments to the west include historic buildings known as the National Hotel and East End Livery Barn. Land use to the southwest across 11 Street SE allows a mixed-use building with commercial uses at grade and residential dwelling units above. The triangular shape parcel to the south across 10 Avenue SE is currently vacant.

The subject site is well served by public transit services. The site is within walking distance of Goher Park, Jack Long Park and the Bow River Pathway. The City's [Ramsay-Inglewood Public Realm Improvements](#) project will enhance the public realm in the area, including 11 Street SE. Streetscape upgrades will be determined and integrated into the design during the development permit stage.

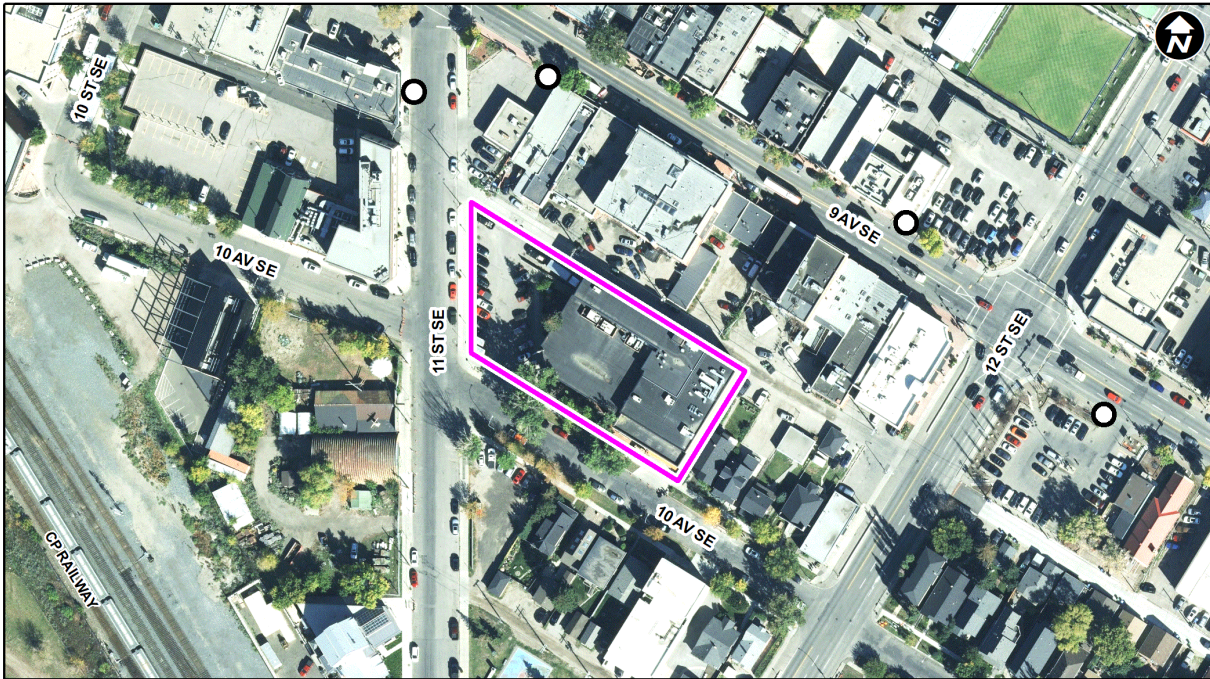
Community Peak Population Table

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

Land Use

The existing Commercial – Corridor 2 f2.8h12 (C-COR2 f2.8h12) District is intended to accommodate commercial or mixed-use development that may also include residential units within the building. The district allows for a maximum building height of 12 metres and a maximum floor area ratio (FAR) of 2.8 (about 8,680 square metres).

The proposed DC District is based on the existing C-COR2 District with the additional discretionary use of General Industrial – Light. To ensure the subject site will support the vision of an active and pedestrian-oriented environment, additional rules have been included to ensure the General Industrial – Light use integrates well into its surrounding context. The rules have been designed to ensure that active commercial uses remain at-grade. The specific rules include:

- a minimum of 30 percent of the ground floor gross floor area of a building in this Direct Control District must contain “Commercial Uses”.

The proposed DC District would allow for the same maximum building height of 12 metres and maximum FAR of 2.8 as the current C-COR2 District.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide

for the applicant's proposed development due to unique characteristics. The daily business operation of the applicant requires a certain level of manufacturing and fabrication which is only allowed by industrial uses such as General Industrial – Light. The only standard land use districts in the Land Use Bylaw that allow for General Industrial – Light are industrial districts, which are not a suitable option as the subject site is located within a Neighbourhood Main Street.

Although the application proposes an industrial use on the subject site, the proposal is still commercial in nature and the impact of the proposed industrial use is very limited to the surrounding uses. The additional rules for at-grade commercial use will ensure the future development is active on the ground floor that will contribute to the retail vibrancy in the community. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 and 9 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Sections 7 through 9 include provisions for building height, floor area ratio, and location of uses within buildings.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District and C-COR2 District would provide guidance for the future redevelopment. Given the location and policy context of the site, additional consideration will be given to elements including the appropriateness of proposed uses, building frontage and envelope, landscaping, parking, and site access at the development permit stage.

Transportation

Pedestrian and vehicular access to the subject site is available via 10 Avenue SE and the rear lane. There are existing Calgary Transit bus stops located approximately 180 metres away (a three-minute walk) along 9 Avenue SE for Route 1 (Bowness/Forest Lawn), Route 101 (Inglewood), Route 302 (BRT Southeast/City Centre), and Route 307 (MAX Purple City Centre/East Hills).

The future Ramsay/Inglewood Greenline LRT Station is approximately 350 metres (a six-minute walk) southeast of the site. The existing Always Available for All Ages and Abilities (5A) pathway along Bow River is located approximately 200 metres (a four-minute walk) north of the site, and the existing on-street bikeway is located along 8 Avenue SE.

A Transportation Impact Analysis (TIA) was not required to support the land use amendment application.

Environmental Site Considerations

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

Utilities and Servicing

Public water, sanitary and storm utilities exist within the adjacent public road rights-of-way. 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 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 0-25 Noise Exposure Forecast (NEF) 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) areas. The proposed General Industrial - Light use is allowed within the 0-25 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 site 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 the primary transit network and typically support a mix of uses within a pedestrian friendly environment that contribute to a moderate intensification of both jobs and population growth. The proposal aligns with the MDP goals of creating more commercial and employment opportunities in the community of Inglewood. The redevelopment and modest intensification also make more efficient use of existing infrastructure.

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 at subsequent development permit stages.

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 both public and private development and integration of a full range of compatible land uses including residential, employment and commercial activities to create a higher density and walkable environment within stations areas and optimize use of existing transit infrastructure. The proposal would meet key policy objectives of the Guidelines to create commercial and employment opportunities within the station area while optimizing existing infrastructure and

encouraging public transit ridership 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 applicable policies generally support redevelopment of commercial uses that contribute to a more vibrant retail area on 9 Avenue SE. Although General Industrial – Light is introduced as part of the proposal, it is to support the commercial operations of the business. The proposal aligns with the Inglewood ARP goals to provide more retail and employment opportunities that would support the local businesses within Inglewood.