

**Planning & Development Report to
Calgary Planning Commission
2018 October 18**

**ISC: UNRESTRICTED
CPC2018-1179
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Land Use Amendment in Inglewood (Ward 9) at 740 - 19 Street SE, LOC2018-0066

EXECUTIVE SUMMARY

This land use amendment application, known as “The Grid”, was submitted by B&A Planning Group on 2018 March 22, on behalf of 2017052 Alberta Ltd and with authorization from the owner CANHUSK Real Estate ULC. The application proposes to change the land use designation of a vacant parcel located in the community of Inglewood from Commercial – Corridor 3 f2.8h12 (C-COR3 f2.8h12) District to a DC Direct Control District to:

- allow for a maximum building height of 50.0 metres – approximately 16 storey (an increase from the current maximum of 12.0 metres – approximately 4 storey);
- allow for a maximum floor area ratio (FAR) of 5.0 (an increase from the current maximum FAR of 2.8);
- use density bonusing to achieve the maximum FAR and height; and
- allow for the uses listed in the Direct Control District

The proposed DC Direct Control District is based on the Multi-Residential – High Density Medium Rise (M-H2) District. The proposal to increase density in a strategically located vacant site near major transit infrastructure aligns with municipal policies and guidelines including The *Municipal Development Plan* (MDP) and *Transit Oriented Development* (TOD) Guidelines.

No development permit has been submitted at this time.

The subject parcel is located in the 30-35 Noise Exposure Forecast (NEF) of the *Calgary International Airport Vicinity Protection Area* (AVPA) Regulation. The AVPA Regulation restricts certain sensitive uses including residential within the 30-35 NEF. An amendment to the AVPA Regulation is required at the development permit stage to allow for a development that includes any of the prohibited uses listed in the AVPA Regulation. The City is undertaking discussions with The Province and the Calgary International Airport Authority to consider if any exemptions to the AVPA Regulation may be considered to accommodate strategic growth within key established neighbourhoods. The recommendations in this report recognise these discussions.

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ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission:

A. recommends that Council hold a Public Hearing and:

1. **ADOPT**, by bylaw, the proposed redesignation of 0.28 hectares \pm (0.68 acres \pm) located at 740 - 19 Street SE (Plan 17JK, Block X) from Commercial Corridor 3 f2.8h12 (C-COR3 f2.8h12) District **to** DC Direct Control District to accommodate a mixed-use development, with guidelines (Attachment 2);
2. Give first reading to the proposed Bylaw;
3. **WITHHOLD** second and third reading until the outcome of discussions on potential amendments and/or exemptions to the *Calgary International Airport Vicinity Protection Area* Regulation have been determined by The City of Calgary, the Province of Alberta and Calgary's Airport Authority; and,

B. **AUTHORIZE** Administration, once the above discussions in recommendation 3 have been completed, to make an application to the Minister of Municipal Affairs for an amendment to the *Calgary International Airport Vicinity Protection Area* (AVPA) Regulation, if applicable. The application would be made after receiving a development permit and conducting all necessary public consultation in accordance with the requirements of the AVPA Regulation, to allow for residential development.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

As per the application submitted on 2018 March 22 by B&A Planning Group on behalf of 2017052 Alberta Ltd and with authorization from the owner CANHUSK Real Estate ULC, the proposed land use amendment application, known as The Grid, seeks to redesignate the vacant parcel from Commercial – Corridor 3 f2.8h12 (C-COR3 f2.8h12) District to a DC Direct Control District. The intent is to allow for a mixed-use development with a maximum height of 50.0 metres, when bonusing is considered. The subject parcel is located approximately 300 metres of a future Bus Rapid Transit (BRT) station and is the east gateway of the Inglewood community. Refer to Attachment 1 for the applicant's submission.

Application History

On 2017 April 10, B&A Planning Group, enquired about the opportunity to redesignate the subject parcel to allow for a mixed-use development with ground level retail and residential units above. Administration assessed the information provided and highlighted concerns including access to the site, and the AVPA Regulation. The proposal was also evaluated against the draft *Inglewood Area Redevelopment Plan* dated March 2017. However, at that point and due to a mapping error the subject parcel was shown as a park.

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On 2018 March 8, after a number of applicant-led public engagement, B&A Planning Group, enquired about a 53.0 metres (17 storey) tall mixed-use building to be considered under the Multi-Residential – High Density High Rise (M-H3) District. Administration suggested a lower multi-residential district including the Multi-Residential – High Density Medium Rise (M-H2) District be considered. The appropriateness of a DC Direct Control District was also discussed.

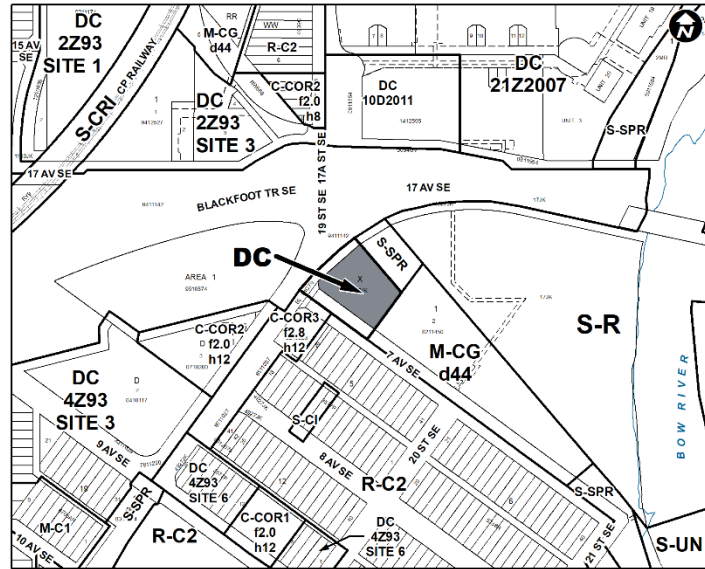
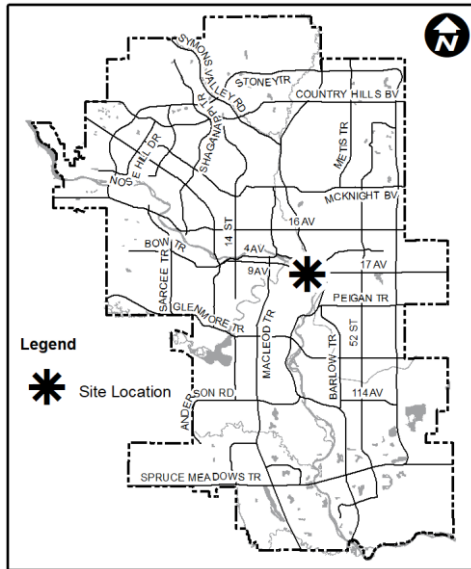
On 2018 March 22, Administration received the land use amendment application. The proposal was to redesignate the subject site to Multi-Residential – High Density Medium Rise (M-H2) District with a maximum height of 50.0 metres. After discussion with the applicant, B&A Planning Group, and prior to circulation, the application was amended to redesignate the parcel to a DC Direct Control District, based in M-H2 District. The application was circulated to internal and external stakeholders for review and comments on 2018 April 26.

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Location Maps



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Site Context

The 0.28 hectares \pm (0.68 acres \pm) flat vacant parcel is located in the community of Inglewood at the intersection of 19 Street SE and 7 Avenue SE. This intersection is the eastern entranceway to the community. The surrounding area is characterized by a wide variety of land uses, and developments including parks, commercial/retail, low density residential and community service developments. These uses and development are complemented by existing and under-construction transit infrastructure including a Bus Rapid Transit (BRT) Station. The area will function as a transit node once construction of the BRT Station is completed at the end of 2018.

Parcels adjacent to the subject site are predominantly park space and road-right-of-ways. To the north there is a parcel designated as Special Purpose – School, Park and Community Reserve (S-SPR) District, and is occupied by a park. An undesignated road-right-of-way for Blackfoot Trail SE is also north of the site.

To the south, there is a parcel designated as Commercial – Corridor 3 f2.8h12 (C-COR3 f2.8h12) District occupied by a gas station, and parcels designated as Residential - Contextual One / Two Dwellings (R-C2) District predominately occupied by single detached dwellings.

To the west, the parcel is adjacent to an undesignated road-right-of-way for Blackfoot Trail SE. And to the east, there is a parcel designated as Multi-Residential Contextual Grade Oriented (M-CGd44) District occupied by a park.

Furthermore, the park area to the east, comprised of three parcels, includes baseball diamonds, open green spaces and parking areas. The park area is included in the proposed Bend in the Bow project. The Bend in the Bow is an unfunded City project that seeks to preserve, enhance and celebrate the natural, environmental and cultural heritage of the Pearce Estate Park, the green spaces along the Bow River, Inglewood Bird Sanctuary and the Inglewood Wildlands.

The site is near the Primary Transit Network with the Blackfoot / 19 Street SE Bus Rapid Transit (BRT) Station being built at approximately 300 metres west of the site. A bus stop exists in front of the parcel, along 19 Street SE.

The subject parcel is approximately 200 metres north of 9 Avenue SE which is a Main Street Corridor. And within a 400 metres radius from the site, there are a variety of community amenities including the Colonel Walker Elementary School, the Pierce Estate Park & Sam Livingston Fish Hatchery, the Bow River Pathway and the Bow River. The Inglewood Bird Sanctuary, and Inglewood Wildlands are approximately one kilometre east.

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As identified in Figure 1, the population in the community of Inglewood achieved its peak population in 2017.

Figure 1: Population Trends in the Community of Inglewood

Inglewood	
Peak Population Year	2017
Peak Population	4,008.0
2017 current population	4,008.0
Difference in Population (number)	0.0
Difference in Population (percentage)	0%

Source: The City of Calgary 2017 Civic Census

Figure 2 recognises that prior to the 1990s the population in the community of Inglewood declined. The population in the community experienced a significant increase in the first decade of the 2000s, yet population did not exceed the population achieved in 1970. After 2010 the population has increased at a slower pace surpassing the 1970 population. The community achieved its peak population in 2015 and 2017. Between peak populations the population increase was 1.8 percent. In addition, population projection indicates that by 2039, the community of Inglewood will reach a population of 5,140 residents. Allowing intensification in strategically located parcels, can help achieve the community's projected population.

Figure 2: Population growth in the Community of Inglewood

Year	Population	Population increase / decrease (in numbers)	Population increase / decrease (in percentages)
1970	3,557		
1980	2,677	- 880	-25 %
1990	2,556	- 121	-4.5 %
2000	2,868	+ 312	+12.0 %
2010	3,427	+ 559	+ 19.5 %
2015	3,935	+ 508	+ 12.9 %
2017	4,008	+ 73	+1.8 %
2039 Projected population	5,140	+ 1,132	+22 %

Source: The City of Calgary - Geodemographics

Additional demographic and socio-economic information may be obtained online through the [Inglewood community](#) profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The application received on 2018 March 22 to redesignate the subject parcel to Multi-Residential – High Density Medium Rise (M-H2) District was amended shortly after, to redesignate the parcel from Commercial – Corridor 3 f2.8h12 (C-COR3 f2.8h12) to a DC Direct Control District. The DC District enables a maximum building envelope that takes the context into consideration.

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Planning Considerations

As noted in the Strategic Alignment section of this report, the proposed land use amendment application aligns with municipal policies and guidelines. The proposal is also supported by key organizing planning principles where significant redevelopment happens on underutilized or vacant parcels located in strategic areas including transit nodes and corridors. Additionally, the approach supports preservation of areas that have strong historical character.

The proposed DC Direct Control District supports a building envelope that transitions from the proposed maximum height to a lower height adjacent to the low density area. The DC District seeks to activate the interface between the building and the park space and encourages a quality design to enhance the east entranceway to the community of Inglewood.

Land Use

The subject parcel is currently designated as Commercial – Corridor 3 f2.8h12 (C-COR3 f2.8h12) District. This land use district is intended to be located along major roads and industrial areas to accommodate mid-scale retail, and medium to large eating and drinking uses. The district does not allow for residential uses. The current land use district supported the gas station that existed on the parcel from 1962 until 2011.

The DC Direct Control District is supported by section 20 of Bylaw 1P2007 as the DC District:

- Allows for a building massing that addresses the unique context where the parcel is located;
- Contain direction to address the site's constraints and opportunities; and,
- Include density bonusing provision.

The proposed DC District included in Attachment 2, was extensively discussed with the applicant and the Inglewood Community Association as well as with City staff and it incorporates many aspects of these discussions. Below are some highlights of this proposed DC District:

- The maximum height is to be achieved in the northwest corner of the parcel, the furthest point away from the low residential areas along 7 Avenue SE. Restricts the maximum height along 7 Avenue SE and the east property line. Additional height can be realised at different distances measured from the property line.
- Excludes uses listed in the base district that generate high traffic volume to address access constraints.
- Provides for a variety of discretionary uses that are allowed under the AVPA Regulation.
- Provides for density bonusing of up to 1 FAR and six additional metres of building height. Bonusing items include monetary contribution, affordable housing units and universally accessible dwelling units.
- Inclusion of larger trees, at the time of planting.
- Includes a list of exterior materials that are to be used to celebrate the character and history of the community of Inglewood.
- Includes rules related to the location of at-grade parking areas.

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Development and Site Design

At the time of development permit, the Development Authority is to consider the following recommendations:

- The building should be carefully designed to integrate with the surrounding context and avoid monotonous edge.
- The crown of the building should include texture, geometrical forms, or architectural features that reflect the character of the community. In addition, lighting could be employed to accentuate the building's crown.
- All façades of the building must be equally treated with aesthetically pleasant architectural elements and finishing materials.
- Primary colours to be considered as accent colours only.
- Blank walls should be avoided.
- Request a study that describes the architectural styles, and historical elements unique to the community of Inglewood. The development permit application must demonstrate how the findings of the study are included in the building design.
- Encouraged the following ornamental trees in landscaped areas: Ivory Silk Tree Lilac / Japanese Tree Lilac (*Syringa Reticulata* "Ivory Silk"); Ussurian Pear, Harbin Pear, Manchurian Pear (*Pyrus ussuriensis*); Poplar (Balsam Poplar); Pincherry (*Prunus pennsylvanica*); Cherry Prinsepia (*Prinsepia sinensis*); Crabapple (*Malus*); and Swedish Columnar Aspen (*Populus Tremula* "Erecta")

Environmental

Due to the gas station that existed on the site, at development permit stage the applicant shall submit a current Remedial Action Plan (RAP) and/or Risk Management Plan (RMP) addressing previously identified soil and groundwater concerns in previous environmental reports prepared for the parcel.

Transportation

As per the Calgary Transportation Plan (CTP), the regional street network consists of Blackfoot Trail SE / 17 Avenue SE (arterial street), future 17 Avenue SE Transitway bordering the northern edge of the parcel, 19 Street SE (arterial street) bordering the western edge of the parcel, and 7 Avenue SE (collector street) to the south of the site. Currently, 7 Avenue SE is a cul-de-sac and does not connect to 19 Street SE.

A Transportation Impact Assessments (TIA) was provided in support of land use amendment application. The TIA was completed for a potential mixed-use development with approximately 6,000 square feet of retail space and approximately 160 residential units. At development permit stage, the network improvements will include the connection of 7 Avenue SE to 19 Street SE through a right-in-right-out to/from northbound 19 Street that accommodates the vehicular traffic to/from the parcel and the community via 7 Avenue SE. A center median extension along 19 Street to facilitate the right-in-right-out and traffic calming measures along 7 Avenue SE and 20 Street SE will be determined at the development permit stage.

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The future 17 Avenue Transitway corridor - Blackfoot Trail / 9 Avenue SE Bus Rapid Transit (BRT) Station will be located approximately 300 metres west of the parcel. The parcel is currently served by Bus Route 1 with a bus stop located directly adjacent to the western edge of the parcel along 19 Street SE. The 17 Avenue Transitway service is anticipated to commence at the end of 2018.

As part of the Transitway project, a multi-use pathway connects 19 Street SE to the Bus Rapid Transit station. The multi-use pathway running parallel to the Transitway corridor will provide for great active modes connection from the parcel to Calgary's Downtown and/or over the Deerfoot Trail to 17 Avenue SE. A pedestrian connection (sidewalk) along 7 Avenue SE is required to connect the parcel to 19 Street SE.

A parking study may be required at the development permit stage.

Utilities and Servicing

The proposed development is within the 1:100 year "Flood Fringe" flood risk area. As such, the proposed development is subject to Land Use Bylaw 1P2007, Part 3, Division 3, Clause 60 which specifies that the main floor elevation, mechanical equipment, and primary electrical boxes must all be located above the 1:100 year flood level.

Sanitary sewers are available to service the development. As part of the development permit application process, a Sanitary Servicing Study must be submitted to determine whether upgrades are required to the existing public infrastructure.

Water mains are available. Upgrades to the public water system are anticipated and will be evaluated in detail at the development permit stage after the review of a Fire Flow calculation letter.

Storm sewers are not available. Stormwater servicing will require a storm main extension along 7 Avenue SE at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, the application was notice posted on-site and circulated to internal and external stakeholders. Notification letters were sent to adjacent landowners. Information was also included in the Planning and Development Map which is an online tool accessible by the public that includes relevant information on planning applications.

In addition to the standard engagement practices for land use amendment applications, the application was presented at a City led information session and was extensively discussed with the Inglewood Community Association. The application was subject to The City's communication strategy that was developed to inform the broader community about active projects in the area and associated engagement opportunities at engage.calgary.ca/TheGrid.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent owners. In addition, Commission's recommendation, the date of Public Hearing will be advertised.

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Engagement and Public Meetings

Applicant Led engagement

B&A Planning Group, the applicant, led their own engagement program which included various meetings with the Inglewood Community Association and an open house prior to submitting the land use amendment application.

The applicant started discussions with the Inglewood Community Association on 2017 July. At that time, a 22 storey building was presented. After additional meetings with the community association, the applicant sent 700 postcard invitations to an applicant-led open house which took place on 2018 February. As per the information received by the applicant, a 20 storey building was presented and 120 community residents attended this session. Attendees provided feedback related to height, massing, shadowing, vehicular access, and traffic. Administration did not attend any of the applicant led events as a formal application had not been received at that time. The Applicant has provided a summary of their engagement which can be found in Attachment 5.

Community led engagement

On 2018, March 01, a community led town hall took place. Administration attended and provided clarification on planning process, the Land Use Bylaw and context. Feedback on the specific building height was not provided as a formal application had not been received yet. The applicant presented an amended proposal for a 17 storey building. Concerns expressed during the event related to height, massing, land use bylaw, proximity to bird sanctuary and potential bird collisions, shadowing, access, traffic and parking.

City led engagement

Administration assessed the application and it was deemed that City-led engagement was required to collect feedback from the community to inform the DC District. This included opportunities for both in-person and online engagement. Outcomes of the engagement were shared with the Applicant and recommendations were made, as part of our review.

On 2018 May 07, The City held an information session where projects happening in the communities of Inglewood and Ramsay were presented. This land use amendment application was included in the event. Administration provided rationale for using a DC Direct Control District and highlighted the site's constraints and opportunities. A survey to inform the DC was available to the residents at the event and online between 2018 May 07 and 2018 May 20.

A total of 62 responses (16 in person and 46 online) were received. Concerns expressed at the event and through the survey were related to building height (especially along 7 Avenue SW), massing, community character being lost, precedent setting, traffic, and parking. The What We Heard Report with verbatim comments can be found [here](#).

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The survey feedback highlighted the importance for transitioning the building massing to the low density residential areas to the south, landscaping and tree size, creating a great interface with the park, architectural features and materials. This feedback informed provisions included in the DC District.

Citizens and Community Association Comments

In addition to the feedback received via the survey, 33 letters were received through the standard circulation and notice posting processes. Fifty six percent (18 responses) were opposed to the proposed land use amendment application. Twenty three percent (7 responses) were neutral but outlined concerns; 17 percent (5 responses) were in support of the proposed development and one percent provided comments not related to the application. Concerns related to height, shadowing, privacy, parking, access from 7 Avenue SE, proximity to the Inglewood Bird Sanctuary, site contamination, and history and character of the area. Administration responded to the letters and met with concerned residents, where possible.

The Inglewood Community Association provided a letter of opposition dated 2018 May 16. A letter with additional information dated 2018 October 02, was received prior to Calgary Planning Commission. The new letter reflects the extensive discussion between Administration and the community association related to the application and the DC District provisions. Although the concern remains with the maximum height of 50.0 metres, the community association recognizes the time taken to discuss the file and that the DC District addresses other community concerns including bonusing items, and public improvement projects. Both letters sent by the Inglewood Community Association are included in Attachment 3.

What we heard / what we did

The table below provides a summary of the main concerns expressed by the community. The table also includes a response on how this feedback was addressed by The City and/or the Applicant to inform the final proposal.

What we heard (Issue or opportunity identified)	What changes were made and/or response to the issue identified
Concern about building height regarding the height of the building being too tall to fit into the scale of the existing neighbourhood. Concern that the height proposed will overshadow neighbouring homes.	The DC District includes provisions that enable a building massing that steps up from 14.0 metres to 50.0 metres. The DC also identifies the specific area within the parcel where the maximum building height is allowed. A shadow study was prepared and shows that shadow casts are generally over Blackfoot Trail SE.
Desire for the design of the building to align with the historic character of the neighbourhood (e.g. materials such as brick, wood or sandstone; Inglewood's character and history associated with railway).	The DC District include provisions to achieve a development that is consistent with the context. The DC District also includes provisions that identify adequate finishing materials for the future development.

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Concern that the proposed development does not “fit” into the community and would not be appropriate to build a large, modern-looking tower in this area. No consideration given for the natural environment nearby such as the Bow River and the Inglewood Bird Sanctuary.	Same as above. The DC District includes a reference that The City of Calgary Bird-Friendly Guidelines need to be followed for the future development.
Concerns regarding traffic, access and parking. Issues with traffic for those who live in, visit, or commute through the area – especially given an expected increase in traffic if the building is built at the maximum height. The nearby intersection (19 Street SE and Blackfoot Trail SE) is already challenging; re-routing traffic would cause further issues.	Access to the parcel is from 7 Avenue SE. An updated / new Transportation Impact Assessment and parking study may be required at development permit stage. Road improvements would be required at development permit stage to gain a safe access to the site.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* (SSRP). The plan directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Municipal Development Plan (Statutory, 2009)

The area where the site is located is identified as Residential Developed Inner City (Map 1: Urban Structure). The Inner City Area comprises residential communities that were primarily subdivided and developed prior to the 1950s. Many of these areas have undergone redevelopment in recent years. Intensification and change will continue to occur within the Inner City Area.

Sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood. A range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level.

The proposal generally aligns with MDP’s city-wide policy that encourages intensification including housing diversity and choices policies, shaping a more compact urban form, creating great community, and urban design. Section 2.1 links land use decision to transit and encourages the provision of more housing choices in locations close to job market and in areas well served by the Primary Transit Network. Section 2.2 directs future growth in a way that foster a more compact efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character of local neighbourhoods. Section 2.4 refer to the 13 urban design elements that apply to developments across the city to create quality

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design, especially for tall buildings such as the one that could be realized under this land use amendment proposal.

The *Calgary Transportation Plan* (2009) identifies Blackfoot Trail as part of the Primary Transit Network (Map 2: Primary Transit Network), part of the Primary Bike Route (Map 1: Primary Cycling Network) and a Supporting Goods Movement Corridor (Map 5: Primary Goods Movement Network).

Inglewood Area Redevelopment Plan (Statutory, 1993)

The subject parcel is within the Residential Land Uses (Map 6: Generalized Land Use – Future). The prime objective for these areas is to encourage construction of more housing to increase the population in the community of Inglewood. Residential policies in Section 2.3 notes that new residential development should respect the surrounding housing and contribute to an attractive streetscape and The City should work with the Community to facilitate processing of application for residential development. The section also notes that appropriate ways and where feasible, facilitate the creation of residential development opportunities on privately owned land.

The plan also shows the ideal South Downtown Bypass – Preferred Route (Map 18: South Downtown Bypass – Preferred Route) which is a transit route that would connect the Center City with east Calgary. The preferred alignment generally matches the alignment of the 17 Avenue SE Bus Rapid Transit (BRT) project which is currently under construction.

Draft - The East Historical Calgary Area Redevelopment Plan (dated 2018 May)

The May 2018 draft Historic East Calgary Area Redevelopment Plan has no official status until it is adopted by Council. Administration reviewed the draft to understand the context and recognize what is being planned for the area where the parcels is located.

The subject parcel is located in a Transit Oriented Development (TOD) area as is within the 200 metres radius from the Blackfoot Trail / 9 Avenue SE BRT Station. The parcel is considered as Community High Density building block with a maximum FAR of 4. The draft plan also includes provision for heritage density to allow for additional FAR and building height across the plan area. It is expected that the proposed land use amendment will comply with the new policy.

Airport Vicinity Protection Area (2009)

The subject parcel is located in the 30-35 Noise Exposure Forecast (NEF) and as such the following uses are prohibited: residences, schools, medical care facilities and campgrounds. In accordance with Section 3 of the AVPA Regulation, when a development permit for any of the prohibited uses is proposed, an amendment to the AVPA Regulation is required.

An application for land use redesignation is not subject to the AVPA Regulation, however, this application was circulated to the Calgary International Airport Authority for information and comments, and the response letter is included as Attachment 4. The Calgary Airport Authority objects to this proposal as the intended land use (residential) does not comply with the *Calgary International Airport Vicinity Protection Area* (AVPA) Regulation as residences are considered

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prohibited uses within the 30-35 NEF contours. The letter also notes that the proposal does not conflict with any other areas of review.

Administration is recommending first reading of the land use amendment application and is requesting that Council authorize Administration to apply for an amendment to the *Calgary International Airport Vicinity Protection Area (AVPA)* Regulation if required at development permit stage subject to the results of ongoing discussions between The City and Calgary Airport Authority.

As per section 7(1) of the AVPA Regulation, an application to amend the AVPA Regulation must include a resolution of the Council and that the Council supports the proposed amendment. Administration, with authorization from Council, may make the application to the Minister of Municipal Affairs. Such amendment requests may be considered when The Minister is satisfied that reasonable consultation on the proposed amendment has taken place with any affected municipality and landowners, the Airport Operator and the general public. Administration cannot render a decision on a development permit that includes any of the prohibited uses listed in the AVPA Regulation until an exemption to the regulation has been granted.

The City is working with the Calgary Airport Authority and The Province to discuss possible amendments or exemptions to the AVPA Regulation. The outcome of which will determinate details on any application that requires an amendment to the regulation.

Furthermore, the application was also circulated to NAV Canada and a letter of no objection was received.

Transit Oriented Development Guidelines (Non-Statutory, 2005)

This Guideline provides direction for Transit Oriented Development (TOD) typically located within 600 metres of a transit station for Light Rail Transit (LRT) station or Bus Rapid Transit (BRT) stations where an LRT station will eventually develop. TOD encourages higher density development near the station to make transit convenient for more people and encourage ridership.

This form of development utilizes existing infrastructure, optimizes use of the transit network and creates mobility options for transit riders and the local community. Successful TOD provides a mix of land uses and densities that create a convenient, interesting and vibrant community. The proposed land use redesignation will allow for a mixed-use transit oriented development.

Social, Environmental, Economic (External)

The proposed land use amendment allows for the efficient use of land by supporting intensification on a site located within a Transit Oriented Development area, and linking density to transit infrastructure. Intensification at strategic locations promotes the preservation of the community character and history in other areas of the community. Promoting development that enhances the interface with community green space, allows for social interaction.

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Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

Even if the proposed DC District provides certainty for a specific maximum building envelope, additional work will be required at development permit stage to assure the building reflects the character and history of the Inglewood community.

The major risk for the developer is to not be able to realize a mixed-use development that includes residential uses if an amendment to the AVPA regulation is not granted. Other development options could be explored to allow for alternative developments (e.g. a mixed-use development that includes office, hotel and retails uses listed in the DC District).

If the negotiation with the Airport Authority to implement amendments or exemptions to the AVPA Regulation takes longer than two years (from the day of first reading of this Bylaw), this land use amendment application will lapse.

REASON(S) FOR RECOMMENDATION(S):

The proposal to increase density in a strategically located vacant site near major transit infrastructure aligns with municipal policies and guidelines including *The Municipal Development Plan*, the *Inglewood Area Redevelopment Plan* and *Transit Oriented Development Guidelines*.

The DC District enables a building mass that transitions to the surrounding low density area and enhances the visual experience at the east entranceway to the community. The DC District also encourages an active interface with the adjacent park.

The recommendation to move forward with first reading only supports the discussions The City, Calgary Airport Authority and The Province are undertaking with respect to possible amendments or exemptions to the AVPA Regulation.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed DC Direct Control District
3. Inglewood Community Association Letters
4. Calgary International Airport Letter
5. Applicant led engagement summary