

**POLICY AMENDMENT AND LAND USE AMENDMENT  
RAMSAY (WARD 9)  
8 STREET SE, SOUTH OF CPR TRACKS  
BYLAWS 31P2015 AND 148D2015**

**MAP 14C**

**EXECUTIVE SUMMARY**

The subject site, measuring 0.28 hectares  $\pm$  (0.69 acres  $\pm$ ) is located at the northern tip of the community of Ramsay, east of the Elbow River, south of the CPR tracks and west of 8 Street SE. It is the site of the former Penguin Car Wash. The applicant proposes to redesignate this site from a Direct Control District to Multi-Residential – High Density Low Rise (M-H1h21) District to accommodate a six-storey residential building with approximately 72 units.

The land use redesignation requires an amendment to the Ramsay Area Redevelopment Plan because currently, it identifies the site for commercial use. That amendment is described in this report as well.

**PREVIOUS COUNCIL DIRECTION**

None

**ADMINISTRATION RECOMMENDATION**

2015 July 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 31P2015 and 148D2015; and

1. **ADOPT** the proposed amendments to the Ramsay Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give first reading to the proposed Bylaw 31P2015; and
3. **AMEND** the proposed Bylaw by deleting proposed Map 1 entitled "Action Plan – Executive Summary" and replace with revised Map 1 entitled "Action Plan – Executive Summary" that includes the amendments adopted as part of Bylaw 30P2015; and
4. Give second and third readings to the proposed Bylaw 31P2015, as amended.
5. **ADOPT** the proposed redesignation of 0.28 hectares  $\pm$  (0.69 acres  $\pm$ ) located at 1001 – 8 Street SE (Plan A2, Block A) from DC Direct Control District **to** Multi-Residential – High Density Low Rise (M-H1h21) District, in accordance with Administration's recommendation; and
6. Give three readings to the proposed Bylaw 148D2015.

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**REASON(S) FOR RECOMMENDATION:**

Policy 2.2.5 c. of the MDP encourages higher density residential development in areas of existing communities that are more extensively served by existing infrastructure, public facilities and transit. The attributes of the subject site fit this description.

A high density residential development is suitable for this location due to its proximity to local shops and services and to the downtown core – all within walking or cycling distance. Furthermore, the future southeast LRT will support the proposed use by providing an alternative mode of transportation to allow residents greater access to destinations across the city.

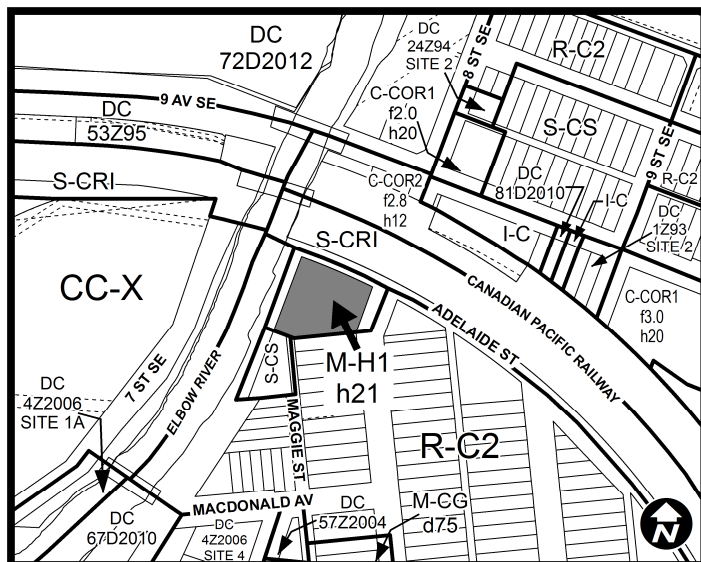
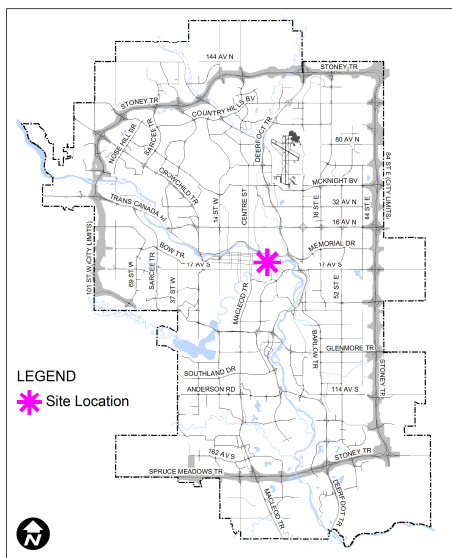
**ATTACHMENTS**

1. Proposed Bylaw 31P2015
2. Proposed Bylaw 148D2015

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Ramsay Area Redevelopment Plan (APPENDIX II);
2. Give first reading to the proposed Bylaw;
3. **AMEND** the proposed Bylaw by deleting proposed Map 1 entitled “Action Plan – Executive Summary” and replace with revised Map 1 entitled “Action Plan – Executive Summary” that includes the amendments adopted as part of Bylaw 30P2015;
4. Give second and third readings to the proposed Bylaw, as amended; and

**Moved by: M. Wade**

**Carried: 6 – 0**

5. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.28 hectares ± (0.69 acres ±) located at 1001 – 8 Street SE (Plan A2, Block A) from DC Direct Control District to Multi-Residential – High Density Low Rise (M-H1h21) District.

**Moved by: M. Wade**

**Carried: 6 – 0**

Reasons for Approval from Ms. Wade:

- Support the application for the proposed density as the Applicant has made the application for this land use. The ARP requires review for policies that could support affordable housing. Bonusing and other related density policies. This is not underway yet but may be a part of a future workplan. The site has constraints that will be identified at the development permit stage that may impact the potential density and building footprint.

Reasons for Approval from Mr. Morrow:

- This is a case where land use and the development permit should be concurrent. While I would like to see higher intensity on this site in light of the introduction of the Green Line LRT line, in exchange for providing affordable housing, but recognize the Ramsey ARP currently does not contain bonusing provisions to this effect. I would strongly urge updating the Ramsey and Inglewood ARPs as soon as possible and density bonusing provisions be included in these updates.

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2015 July 30

**MOTION ARISING:** To have the development permit related to this site be presented to the Calgary Planning Commission for decision.

**Moved by: R. Wright**

**Carried: 6 – 0**

Reason for Motion Arising from Mr. Wright:

- While the application may be premature in light of the Green Line LRT line and associated planning policy updates, it is a step in the right direction with regard to intensification.

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**Applicant:**

Penguin Developments Ltd

**Landowner:**

Penguin Developments Ltd

Planning Evaluation Content	*Issue	Page
<b>Density</b> <i>Is a <b>density increase</b> being proposed.</i>	Yes	5
<b>Land Use Districts</b> <i>Are the changes being proposed <b>housekeeping</b> or <b>simple bylaw amendment</b>.</i>	No	5
<b>Legislation and Policy</b> <i>Does the application comply with policy direction and legislation.</i>	Yes	5
<b>Transportation Networks</b> <i>Do different or specific <b>mobility considerations</b> impact this site</i>	No	6
<b>Utilities &amp; Servicing</b> <i>Is the site in an area under <b>current servicing</b> review and/or has <b>major infrastructure</b> (water, sewer, storm and emergency response) concerns.</i>	No	6
<b>Environmental Issues</b> <i>Other considerations eg. sour gas or contaminated sites</i>	No	6
<b>Growth Management</b> <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	No	6
<b>Public Engagement</b> <i>Were <b>major comments</b> received from the circulation</i>	Yes	6

\*Issue - Yes, No or Resolved

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**PLANNING EVALUATION**

**SITE CONTEXT**

There have been a number of pre-application enquiries regarding this site since 2001, ranging from a proposal to use the site for a car dealership to another proposing a boutique hotel.

The site itself is located on the east bank of the Elbow River, and south of the CPR tracks. To the south along 8 Street SE is a low density residential area. These factors will need to be addressed in the site layout and building design, to be determined through review of a future Development Permit.

**LAND USE DISTRICTS**

The site is currently under a Direct Control District (DC) based on the C-2 District from Land Use Bylaw 8600. The District, approved in 1977, restricts the use of the site to a service station and carwash only.

The proposed M-H1h21 District would allow the site to be used for high density low rise residential development with the opportunity for limited support commercial uses.

**LEGISLATION & POLICY**

The Municipal Development Plan (MDP) and the Ramsay Area Structure Plan (ARP) are the pertinent City policies that apply to land use of this site. The MDP identifies the site as 'Inner City' and the ARP identifies it as 'Commercial'.

Policy 2.2.5 c. of the MDP encourages higher density residential densities in areas of existing communities that are more extensively served by existing infrastructure, public facilities and transit.

To ensure the design of residential development on the site meets the needs of local residents, the ARP amendments have been crafted to ensure integration of the future development within the context of existing development.

The applicant has been made aware that The City is in the process of writing guidelines that will apply to developments adjacent to railway operations. Any future development on this site will need to comply with those guidelines.

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**TRANSPORTATION NETWORKS**

No transportation issues of note are associated with this land use amendment application. In relation to any future Development Permit application, the applicant has been made aware that the City may need to purchase a strip of land along the north boundary of the parcel in order to accommodate the southeast LRT project.

**UTILITIES & SERVICING**

No servicing issues of note are associated with this land use amendment application aside from the requirement for a storm water extension along 8 Street SE. Further review will occur when a Development Permit is submitted.

**ENVIRONMENTAL ISSUES**

The applicant has submitted a Phase II Environmental Site Assessment to CPAG for review. Environmental and Safety Management is satisfied the site is appropriate for residential use.

**ENVIRONMENTAL SUSTAINABILITY**

No particular aspects of environmental sustainability are associated with this land use. The site does provide easy access to shops and amenities and is close to downtown which should encourage walking and cycling by residents. The proximity of the future southeast LRT will also provide alternative mobility options.

**GROWTH MANAGEMENT**

No issues.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Ramsay Community Association provided comments to CPAG in a letter dated 2014, September 11. No specific concerns were provided in the letter, though they did request 'meaningful consultation' between the applicant and the community.

The Community Association was circulated on the application and comments were received on 2015, June 30. The Community Association generally supports the application though it has proposed a number of conditions on that support. (APPENDIX V).



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**Citizen Comments**

No comments have been received from individual citizens.

**Public Meetings**

The applicant arranged to speak at a community meeting on 2014 December 02 and another follow-up meeting on 2015 January 15 to address concerns with the Community Association.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

The site is currently occupied by a self serve car wash in a building that is approximately 30 years old. The equipment that is in place is outdated. This current use does not fulfil the lands development potential nor does it fit in with the redevelopment plans that are underway or planned throughout the neighbourhood.

Upon land use re-designation of Multi-Residential – High Density Low Rise (M-H1h21) District, the proposed development would include 72 condominium units (1-3 bedrooms) based in a 6-storey structure. The 6 stories allows for higher density in close proximity to the downtown core which meets the City's mandate for this type of inner city redevelopment. Furthermore, the elevation difference from the neighbouring property (immediately south) contributes to this structure blending well with its immediate surrounding area as well as the fact of the train bridge located to the north.

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**APPENDIX II**

**PROPOSED AMENDMENTS TO THE RAMSAY AREA REDEVELOPMENT PLAN**

- a) Delete the existing Map 1 entitled “Action Plan – Executive Summary” and replace with revised Map 1 entitled “Action Plan – Executive Summary”. (APPENDIX III)
- b) In Section 1.3.4, after the words “low density residential neighbourhood”, insert the words “while providing opportunities for medium and high density development where deemed appropriate”.
- c) Insert a new section 3.1.2.4 as follows:

“High Density Residential

The former Penguin Car Wash site, located at 1001 8 street S.E. has been redesignated to a Multi Residential - High Density Low Rise (M-H1) District in order to accommodate a redevelopment proposal for a six-storey residential building.”
- d) Insert a new section 3.1.3.4 as follows:

“High Density Residential

As projects like the Green Line contribute to the ongoing evolution of Ramsay, opportunities for a broader range of housing types that include high density residential continues to grow. Where high density residential is proposed, it should be sensitively integrated into the existing community fabric. Design of high density residential redevelopment should considering the following:

  - High density multi-residential development is intended to be located at community nodes and transit and transportation corridors and nodes;
  - Buildings may contain limited range of support commercial uses at grade;
  - At grade units that face the public sidewalk, whether residential or commercial, should provide individual entries and walkways connecting directly to the public sidewalk; and
  - Building height should be sensitive to the context of surrounding development and natural features.”

and renumber all subsequent sections accordingly.
- e) Delete the existing Map 4 entitled “Residential Sub-Areas And Sites Under Policy Review” and replace with revised Map 4 entitled “Residential Sub-Areas And Sites Under Policy Review”. (APPENDIX IV)

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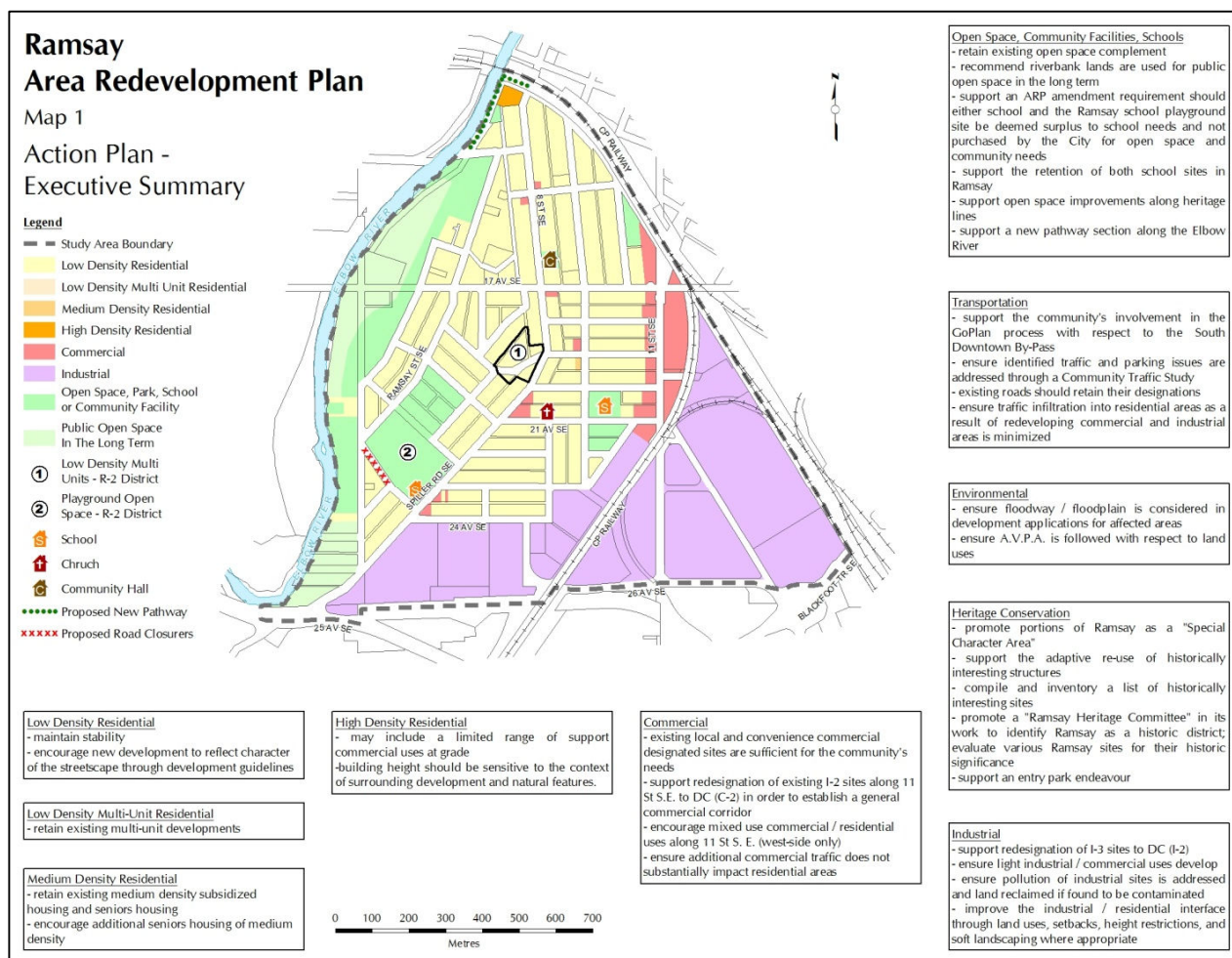
- d) In Table 2 “Commercial Policy Areas – Recommended Development Guidelines and Actions” delete row 7. in its entirety.

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**APPENDIX III**

**Proposed Map 1: ACTION PLAN – EXECUTIVE SUMMARY**

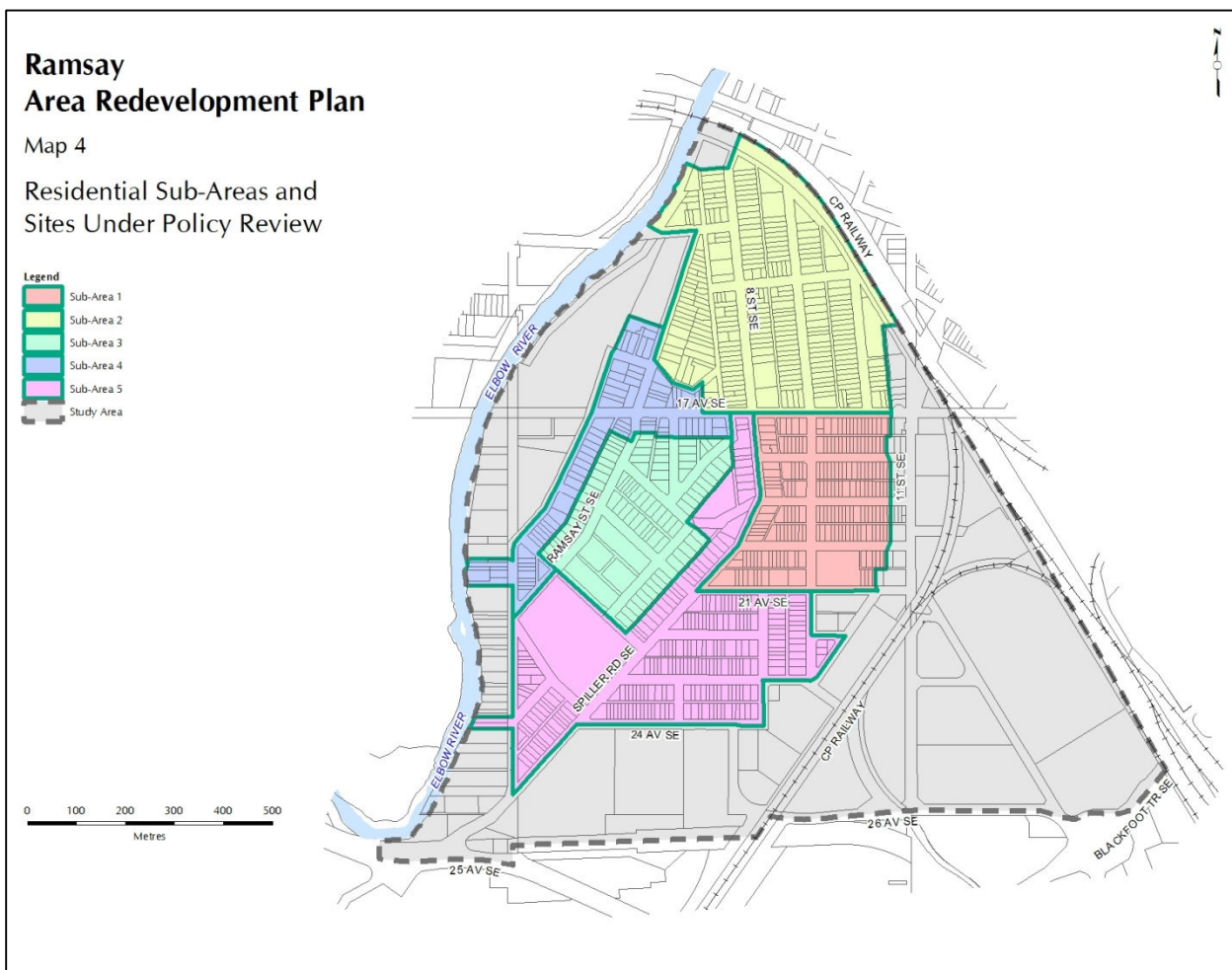


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APPENDIX IV

Proposed Map 4 – RESIDENTIAL SUB-AREAS AND SITES UNDER POLICY REVIEW



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APPENDIX V

LETTERS SUBMITTED



June 30, 2015

Hle Manager, David Couroux (dcouroux@calgary.ca)  
City of Calgary Planning Dept.

**ARP AMENDMENT**

**RE: LOC2014-0122 (1001 8 St SE)**

The Ramsay Community Association welcomes sustainable new development that respects the history and emerging character of the neighborhood, complies with the Area Redevelopment Plan and Bylaws, and will be a benefit to the people who live here.

The Ramsay Community Association Civic Affairs Committee has reviewed this ARP Amendment application. We **Support** the application, **but with conditions** as indicated below:

Our responses are provided below.

- We would like to see a concurrent application with the Land Use Redesignation and ARP amendment.
- We appreciate the developer's intention to redevelop a brownfield site
- We would like to request a six storey maximum height on this project.
- We would appreciate assurance that the bike path on the west side of the parcel is maintained, as was discussed when the application was presented to the community. As well protection for the river bank and natural features adjacent to the site.
- The development should be sensitive to the homes on the west side. These homes front onto a narrow paved laneway. (Maggie Street)
- Ramsay encourages increased density developments to include affordable housing in their developments, sensitive to the diversity that makes up the character of Ramsay.

Please be aware that there is a conflict with a portion of our ARP.

- Page 4 of the Ramsay ARP:
  - 1.3.4 To maintain and enhance the continued viability and character of the community as a low density residential neighbourhood.
- The requested amendments do not support the above portion of the ARP

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Name of Planning Representative/s who completed this form: Erin Joslin, Co-Chair Civic Affairs  
Community Association: Ramsay Community Association  
Date: June 30, 2015

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D. Couroux



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APPENDIX IV  
SUPPORTING INFORMATION

