

City Clerk,  
Members of Calgary City Council  
Mr. David Couroux, Planner

December 30, 2015

**RE: POLICY AMENDMENT AND LAND USE AMENDMENT, RAMSAY (WARD 9),  
11 STREET SE, SOUTHWEST OF CPR LINE, BYLAWS 32P2015 AND 149D2015,  
CPC2015-154 (January 11, 2016 Council)**

My name is Art Matsui and I am an adjacent neighbour as I live, less than 150 metres from the future Inglewood/Ramsay station and the proposed rezoning, in a 107 year old house. I am strongly **opposed** to the proposed MH2 Land Use Redesignation although I was in favour of the original MH1 Land Use which fit in with the station area planning agreed upon at the City initiated Greenline Charette.

**Public Consultation** - This goes against thousands of hours of public consultation and consensus from all interested parties in a charette process and replaces it with Council's initiated wish for density at any cost. It also goes against the Greenline SE TOD plan passed Nov 9 "City-initiated land use redesignations will follow policy development in the TOD areas studied at the three charrettes."

<http://agendaminutes.calgary.ca/sirepub/cache/2/ux1t4ixgeu20pchxwryhtknn/38328412202015015146420.PDF> pg 3

**History** - Low density historic housing (the oldest in our young city) is only 30 metres from the city proposed (26-50 metre) building. Which will add upwards pressure to that 30 metre wide transition zone, where 3-4 stories was agreed upon.

**Taxpayer Resources** - This charette process is what the city is touting for large scale zoning changes like the SouthEast LRT and in future for the North LRT. If after all the time and money spent, Council can just unilaterally decide what it wants for planning, then the charette process is a colossal waste of taxpayer resources.

**Spot Zoning** - Spot zoning like this sets a precedent, which could allow the city to zone 50 metres beside any LRT station, regardless of any adjacent low density or historic housing and desire of the community. (imagine University City built on 10th Street SW) Despite the fact that the City's own TOD guidelines state "These TOD Policy Guidelines **will respect existing, stable communities**. While redevelopment may occur over time, the **TOD Guidelines should not be used to "spot redesignate"** individual sites in existing single-detached areas without the benefit of a more comprehensive planning process."

[www.Calgary.ca/PDA/pd/Documents/Publications/tod-policy-guidelines.pdf](http://www.Calgary.ca/PDA/pd/Documents/Publications/tod-policy-guidelines.pdf) pg. 6

Art Matsui  
1123 10 Street SE (proud to be 107 years old)

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C2015-0938  
Attachment 4  
Letter 2

## ***Erlton Community Association***

PO Box 90478, Elbow River RPO, Calgary, AB, T2S 0S4

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December 30, 2015

To: [cityclerk@calgary.ca](mailto:cityclerk@calgary.ca)  
Cc: [councillorweb@calgary.ca](mailto:councillorweb@calgary.ca)  
Cc: [themayor@calgary.ca](mailto:themayor@calgary.ca)

**Subject: POLICY AMENDMENT AND LAND USE AMENDMENT, RAMSAY (WARD 9), 11 STREET SE, SOUTHWEST OF CPR LINE, BYLAWS 32P2015 AND 149D2015, CPC2015-154, C2015-0938.**

The Erlton Community Association (ECA) wishes to express serious concern with the broader implications of the subject proposals.

ECA understands and agrees with the concept of densification within the city, and generally supports the need for TOD. ECA also recognizes and strongly supports the extensive public engagement and decision-making processes involved in arriving at the recently-approved Green Line SE TOD proposal.

You will recall that as part of the larger Green Line process, a comprehensive charrette exercise was conducted specifically for the Ramsay/Inglewood station (see, e.g.: <http://www.calgary.ca/layouts/cocis/DirectDownload.aspx?target=http%3a%2f%2fwww.calgary.ca%2fTransportation%2fTI%2fGreenLineDocuments%2fInglewood-Charrette-Day4-Solutions.pdf&noredirect=1&sf=1>); the outcome of which subsequently became an agreed component of the final TOD report which was subsequently approved by Council last month. The entire SE Transitway TOD process appears to us to be an excellent approach to addressing and balancing a community's, Council's and the developers' interests.

Our concern is that it appears Council is now willing to ignore, and overturn, the outcome of this democratic process, which has taken considerable time and effort for many people, as well as significant costs which were borne by all Calgary taxpayers. ECA is extremely concerned that Council is willing to ignore the outcome of the consultation merely to enable a "spot rezoning". One could argue that this is only a "one-off" exception, but it creates a precedent, and particularly so given the subject issue is but a relatively small proposal. The physical transition in Calgary's inner areas from established residential areas to new, higher density ("TOD-type"), developments must be performed in a sensitive manner, and ECA



***Erlton Community Association***  
PO Box 90478, Elbow River RPO, Calgary, AB, T2S 0S4

believes this was the outcome of the charrette. In particular, the transition of maximum height of new buildings has to involve reasonable setbacks and consideration of shadowing; in this case it is clear the proposed amendments are inconsistent with the original agreement and previous land use designation (i.e. the proposed change from MH1 to MH2, with a max height increase from 26 to 50 M).

What is the point of spending time and taxpayer money on creating and conducting complex multistakeholder processes if Council decides on a different course? If Council wishes to maintain the respect of communities, it in turn must respect the outcome of the democratic processes it created, particularly when their output is generally consistent with Council's expressed preferences with respect to TOD.

In conclusion, the ECA strongly urges Council to reconsider its position and not amend a previously-agreed approach.

Sincerely,

Natalya Nicholson  
President, Erlton Community Association

cc. E. Joslin, VP External, Ramsay Community Association





*INGLEWOOD COMMUNITY ASSOCIATION*

*1740 24<sup>TH</sup> AVE SE  
CALGARY, ALBERTA  
T2G 1P9*

*PHONE: 403-264-3835*

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2015 DEC 31 AM 7:48  
THE CITY OF CALGARY  
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December 28, 2015

City of Calgary Councillors  
Box 2100, Station M  
Calgary, Alberta  
T2P 2M5

Dear City of Calgary Councillors:

Re: POLICY AMENDMENT AND LAND USE AMENDMENT, RAMSAY (WARD 9), 11 STREET SE, SOUTHWEST OF CPR LINE, BYLAWS 32P2015 AND 149D2015, CPC2015-154, C2015-0938

Last winter, spring and early summer, many Inglewood Community Association volunteers spent countless hours preparing for the Green Line planning charrette to be held for the communities of Inglewood and Ramsay. At the end of the day, it was well worthwhile. With an excellent community turnout and good listening on the part of several City departments, the nearly week-long charrette generated many key planning principles that both the community and planners committed to. Unlike some City "engagement" processes, this was a genuine meeting of the minds that gave us the sense that the planning regulations we had sought to flesh-out and update our respective ARPs were going to be forthcoming. Developers were given guidance as well as to what the communities were looking for as far as future development goes. All in all, we were quite happy to see what collaborative planning looked like under the umbrella of the Green Line public transit.

Thus, we were shocked when we were advised of Council's decision to deny an application made for a six storey building (in sync with the charrette-agreed height) in favor of zoning that could allow for up to seventeen storeys, implicitly rejecting the consultation process to pursue an agenda of unplanned density. This action is troubling on several levels:

- Although both Ramsay and Inglewood CA representatives were assured by City consultants that "typical" TOD density would be inappropriate for a stable heritage community, this decision does not reflect that regard for the historical fabric of either community. What is being proposed in no way accommodates the adjacent low density or heritage housing and, if pursued further, will considerably exceed even the MDP density targets.
- This decision therefore calls into question the charrette process and the hundreds of thousands of dollars that were "invested" in a series of major consultations with the public. If indeed City Council is prepared to override the decisions of City planners on a routine basis, one is left to wonder why the vast pool of professional talent exists at all. And what will be struck down next?

- This decision on density in this location therefore reveals a disregard for the democratic, consultative, and thorough processes that were put in place and which have received a great deal of support to date.

We are deeply disappointed in what seems to be an ill-considered motion that will serve to undermine what has been accomplished so far, runs contrary to negotiated principles, and puts in place new regulations which are totally inappropriate for an inner-city neighborhood of this type. For these reasons, together with Ramsay through our membership in CAST (Community Associations Stronger Together), we ask you not support this rezoning.

Yours very truly,

INGLEWOOD COMMUNITY ASSOCIATION  
Redevelopment Committee

“Signed”

L.J. Robertson, Chair



## Riverbend Community Association of Calgary

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**December 31, 2015**

TO: [cityclerk@calgary.ca](mailto:cityclerk@calgary.ca)  
CC: [councillorweb@calgary.ca](mailto:councillorweb@calgary.ca)  
CC: [themayor@calgary.ca](mailto:themayor@calgary.ca)  
CC: Ramsay Community Association  
CC: Community Associations Stronger Together (CAST) Group

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**RE: Opposition to Policy Amendment and Land Use Amendment  
Ward 9, Ramsay Community, 11<sup>th</sup> Street SE SW of CPR Line  
Bylaws 32P2015 and 149D2015  
CPC2015-154, C2015-0938**

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The following letter is being submitted to voice our concerns surrounding the fact that current City Processes are not being adhered to with respect to a development proposal in the community of Ramsay.

Riverbend prides itself on being one of the members of CAST (Community Associations Stronger Together). Our feeling is that when something affects one of our members, it has the potential to affect all of us and as such, it is important that we speak out when these situations arise.

### **Background**

This amendment is to change a zoning application for 1802 11 Street SE. from MH1 (26 meter maximum mixed use residential/commercial) to MH2 (50 meter maximum mixed use residential/commercial).

The property is adjacent to the future Inglewood/Ramsay LRT station in Ramsay.

Everyone concerned with TOD (Transit Orientated Development) around the new LRT stations (TOD experts, City Planners, Developers, land owners, business owners residents etc.) came together via the City run charette process and came to consensus over station location, alignment and TOD planning.



## Riverbend Community Association of Calgary

The plan for 11th Street was unique in that it had a station (Ramsay/Inglewood) at the North end that was surrounded by historic low density housing and the South end (Crossroads) surrounded by commercial and greenfield. (see pg 6,7 in greenline doc below).

The property in question was in a zone where 5-6 stories was agreed upon.

The developer of this property was in attendance at the charette and came to council with a MH1 zoning app (max 8 stories but wanting to build a 6 story stick frame). Council has decided that a spot zoning of MH2 (8-17 stories) is more to their liking and will be holding a new public hearing on Jan 11 re the MH2 zoning.

[http://www.calgary.ca/Transportation/TI/GreenLineDocuments/Info\\_session\\_Inglewood\\_Ramsay\\_26ave\\_Oct1.2015.pdf](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/Info_session_Inglewood_Ramsay_26ave_Oct1.2015.pdf)

### Our Concern(s)

- This goes against thousands of hours of public consultation and consensus from all interested parties in a charette process and replaces it with Council's initiated wish for density at any cost. It also goes against the Greenline SE TOD plan passed Nov 9 "City-initiated land use redesignations will follow policy development in the TOD areas studied at the three charrettes."

<http://agendaminutes.calgary.ca/sirepub/cache/2/ux1t4ixgeu20pchxwryhtknn/38328412202015015146420.PDF>

- Low density historic housing (the oldest in our young city) is only 30 meters from the city proposed (26-50 meter) building. Which will add upwards pressure to that 30 meter wide transition zone, where 3-4 stories was agreed upon.
- This charette process is what the city is touting for large scale zoning changes like the Southeast LRT and in future for the North LRT. If after all the time and money spent, Council can just unilaterally decide what it wants for planning, then the charette process is a colossal waste of taxpayer resources.

### Riverbend Community Association of Calgary

19 Rivervalley Drive S.E. T2C 3S1 Tel: (403) 236-7270

Email: [info@riverbendcommunity.ca](mailto:info@riverbendcommunity.ca) Webpage: <http://www.riverbendcommunity.ca>



## Riverbend Community Association of Calgary

- Spot zoning like this sets a precedent, which could allow the city to zone 50 meters beside any LRT station, regardless of any adjacent low density or historic housing and desire of the community. (imagine University City built on 10th Street) Despite the fact that the City's own TOD guidelines state "These TOD Policy Guidelines **will respect existing, stable communities**. While redevelopment may occur over time, the **TOD Guidelines should not be used to "spot redesignate"** individual sites in existing single-detached areas without the benefit of a more comprehensive planning process."

[www.Calgary.ca/PDA/pd/Documents/Publications/tod-policy-guidelines.pdf](http://www.Calgary.ca/PDA/pd/Documents/Publications/tod-policy-guidelines.pdf) pg. 6

As one of many communities that make up Calgary at this time, our objective is to ensure that each of the communities is treated in a fair and equitable manner. This starts with following current City processes.

What is the point of spending time and taxpayer money on creating and conducting complex multi-stakeholder processes if Council decides on a different course? If Council wishes to maintain the respect of communities, it in turn must respect the outcome of the democratic processes it created, particularly when their output is generally consistent with Council's expressed preferences with respect to TOD.

We look forward to working with you in this instance to assist us in this manner.

If you have any questions, please feel free to contact me at 403-236-7270.

Thank you.

Yours truly,

**Douglas Ratke**  
President  
Riverbend Community Association







*A historical community in the heart of Calgary*

1136 - 8<sup>th</sup> Street S.E. Calgary AB T2G 2Z7

December 29, 2015

City Clerk #8007, The City of Calgary

P.O. Box 2100, Station M

Calgary AB

T2P 2M5

CC: File Manager, David Couroux (david.couroux@calgary.ca)

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## Community Response

**RE: LOC2014-0150, 1802 11 Street SE**

The Ramsay Community Association Civic Affairs Committee has reviewed the proposed MH-2 Land Use Redesignation.

The Community of Ramsay wants to strongly voice that we are **OPPOSED** to the proposed MH-2 Land Use Redesignation. Let the record show that the Ramsay Community was in support of the original proposed MH-1 Land Use Designation for this site. Although we have concerns over the increased density on this site, our larger concern is over the potential height of development, which could be 12-15 stories.

The following information provides our reasoning and rationale for not supporting the proposed Land Use Redesignation.

### PUBLIC ENGAGEMENT

#### 1. Green Line Charrette

As indicated in the documents provided to council on November 9, a major milestone in 2015 included undertaking an extensive public engagement and community-based visioning process. The biggest point of opposition the Ramsay Community has for the proposed MH-2 land use redesignation is that it negates any of the information developed during the extensive public engagement/Green Line charrette process. When it came to the Green Line charrettes, many of the Ramsay Community Residents personally took part in the intensive and exhaustive process, in addition to the countless community members that contributed online. Ramsay Residents dedicated hours and hours of their own personal time to contribute to the vision for both the new LRT station and the surrounding community context. The engagement process was our tax dollars at work and Ramsay Residents felt empowered to have such a dedicated, intensive and inclusive process. The Residents of Ramsay worked hard with all the Experts, as well as the City of Calgary to create a vision for the LRT that was right for our unique community. "The public engagement process strived to

accommodate and respect the individuality of each community, while facilitating meaningful dialogue to gather the necessary design information."<sup>1</sup> The Ramsay Community was in support of the original MH-1 rezoning because it aligned perfectly with the community vision and the outcomes of the Green Line Charrettes. You can imagine the community's disappointment to hear that after all our hard work with the charrette process, the input from the community had no weight and had essentially meant nothing. With the change in direction on the land use redesignation to MH-2 by Council, months and months of hard work by the community, the experts and the City of Calgary was undone in a moment.

Although Councillor Carra, who attended and contributed to the charrettes, indicated at council on December 7 that "We do not have anything on the books with that charrette", the residents of Ramsay and Inglewood were led to believe and understand that the intensive, expensive, time consuming process implied otherwise.

"Citizen engagement is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process and that **their contribution will influence the decision.**"<sup>2</sup>

Although policy may have not yet caught up with this expedited engagement process, it was indicated in the summary documents provided to Council for the November 9 meeting that "planning should undertake the policy work required to establish station area plans that align with the visions developed at the Inglewood/Ramsay/ Crossroads and South Hill charrettes."<sup>3</sup>

Please note the following information is also found in the documents provided as part of the November 9, 2015 Council Meeting Package:

- The area around the Ramsay LRT station was defined as Medium-intensity development: Areas that can support medium-scale buildings, in the form of walk-up apartments or town houses.
- Discussions with the Green Line team regarding the charrette process acknowledge that for a number of reasons, building heights of around 6 storeys (approx. 21 metres) was deemed most appropriate for the west side of 11 Street SE<sup>4</sup> (Note: MH-2 max height is 50m and MH-1 is 26m)
- Built form, use and scale of development must respond to the area context. TOD is not a one size fits all solution. Density takes various forms and urban development plans should reflect the various types of densification outside of high-rise towers. The goal of the charrettes was to identify development opportunities within a TOD zone (600m station radius), while **determining the appropriate scale** and type of development.<sup>5</sup>

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<sup>1</sup> Committee Report - Green Line SE [http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL\\_small.pdf](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL_small.pdf) November 9, 2015 Page 8

<sup>2</sup> Engagement between community Associations and the City <http://calgarycommunities.com/files/08-Urban%20Planning/Engagement%20Between%20Community%20Associations%20and%20The%20City.doc>

<sup>3</sup> <http://agendaminutes.calgary.ca/sirepub/cache/2/aj4jtpo55cx0tniufd0gzeog/38328412292015083652393.PDF> Green Line Southeast Transit Oriented Development - Attach 2 - Potential TOD Policy Implementation page 1

<sup>4</sup> SOURCE: POLICY AMENDMENT AND LAND USE AMENDMENT, RAMSAY (W - Cover Report [http://agendaminutes.calgary.ca/sirepub/cache/2/aj4jtpo55cx0tniufd0gzeog/3942\\_0312292015062106650.PDF](http://agendaminutes.calgary.ca/sirepub/cache/2/aj4jtpo55cx0tniufd0gzeog/3942_0312292015062106650.PDF)

<sup>5</sup> <http://agendaminutes.calgary.ca/sirepub/cache/2/aj4jtpo55cx0tniufd0gzeog/38328212292015084053101.PDF> Green Line Southeast Transit Oriented Development - Cover Report Page 3 October 7, 2015

- They (Ramsay) also take pride in the existing community character, with its small-scale feel and distinct identity. They appreciate the mix of land uses in the districts and feel that local businesses are an important community asset.<sup>6</sup>
- The Green Line team considered Inglewood/Ramsay and 26 Avenue S.E. as one interconnected TOD opportunity. Combining these areas would provide the necessary population of residents and visitors to support a pedestrian-friendly, retail shopping street, without adding significant high-density development to the area.<sup>7</sup>
- Integrating into Established Communities -The transit service will aim to complement and improve each community by planting the seed for redevelopment, **while respecting the character and history** of the neighbourhoods.<sup>8</sup>

## 2. City Process - Community Engagement

The zoning change done at Council has also negated the City process of community engagement and contributes to our opposition to the proposed Land Use Redesignation. Yet again, we are left feeling like our voice has not been heard. Prior to this LOC going to either CPC or council, the developer worked hand-in-hand with the community, meeting and exceeding all City directives for community engagement. A relationship was built/repaid between the community and developer and a solution for the site was agreed upon to be beneficial for all parties. As a result, the developer was able to move forward on the MH-1 zoning with support from the Ramsay Community.

“The City of Calgary (Council and Administration) recognizes that decisions are improved by engaging citizens and other stakeholder groups, where appropriate, and is committed to transparent and inclusive processes that are responsive and accountable, and within the Corporation’s ability to finance and resource. The City of Calgary assigns a high priority to appropriately informing and involving citizens and other stakeholders, early on and throughout the process, where the decision(s) impacts their lives.”<sup>9</sup>

## THE BIGGER PICTURE

Our concern and opposition for the change of direction to increase density is that Council has made a decision without understanding the community impact and comprehensive community picture. A decision made in a moment during a Council meeting, does not have the same in-depth understanding of a project that has gone through the proper city channels. We can not look at this site from a site specific micro level, it has to be looked at from the macro community level, as was extensively done in both the charrette process and community engagement with the developer.

**“Community input in the TOD planning process is absolutely vital. We bring a solid understanding of the planning principals of what makes TOD work, but each plan is equally weighted upon local knowledge, local conditions. And we can’t get that from books, we can’t even get that from a drive through the community. We have to go down and talk to the people who live here, and really avail ourselves to their**

<sup>6</sup> <http://agendaminutes.calgary.ca/sirepub/cache/2/aj4jtpo55cx0tnlufd0gzeog/38328612292015081114420.PDF> Page 17 Green Line Southeast Transit Oriented Development - Attach 4 - Green Line Southeast Charrette Overview

<sup>7</sup> Committee Report - Green Line SE [http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL\\_small.pdf](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL_small.pdf) November 9, 2015 Page 20

<sup>8</sup> Committee Report - Green Line SE [http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL\\_small.pdf](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL_small.pdf) November 9, 2015 Page 17

<sup>9</sup> Engagement between community Associations and the City <http://calgarycommunities.com/files/08-Urban%20Planning/Engagement%20Between%20Community%20Associations%20and%20The%20City.doc>

**knowledge base, their enthusiasm, and their commitment to where they live.” -**  
Gary Andrishak, TOD Master Planner - Green Line Team<sup>10</sup>

11th Street is currently not an active pedestrian corridor, and we want 11th to become a complete street. The Ramsay Community understands that "A critical mass of population density is a prerequisite for mixed-use and urban vibrancy." but we also understand that "similar scales and types of development on both sides of a street are critical for creating attractive, vibrant streetscapes."<sup>11</sup>

Ramsay Station in conjunction with Crossroads Station are considered a unique situation. The two stations are seen as the bookends to 11th Street. As per the charrette process, the desire was to see lower density in the historic zone (around Ramsay station) and move to higher density in the Greenfield spaces around Crossroads.<sup>12</sup> The proposed MH-2 zoning would be ideal around the Crossroads, Station and would most likely be supported by the community, based on the outcome of the Green Line Charrette. Increased density **was** supported as indicated in the charrette, but must be located in areas respectful to the surrounding context.

## SPOT ZONING

We understand that we are looking at rezoning one specific site, and it can be argued that this is just one site. What we also understand is the potential impact it will have on our community and the impact it will have on the vision we developed in the Green Line Charrette. Spot zoning like this sets a precedent for the surrounding context and goes against everything the community developed with the Green Line Charrette.

**"These TOD Policy Guidelines will respect existing, stable communities. While redevelopment may occur over time, the TOD Guidelines should not be used to “spot redesignate” individual sites in existing single-detached areas without the benefit of a more comprehensive planning process.”<sup>13</sup>**

## HERITAGE

**Ramsay is not a Heritage Community - we are a FRONTIER Community.**

*“Ramsay was one of Calgary’s earliest civilian settlements, making it one of the most **significant cohesive early urban neighbourhoods in existence in the province.**” - Avitus Design Inc., the Ramsay Building Inventory, 1994*

From the charrette process - "Community input from these neighbourhoods indicated that residents are supportive of some redevelopment around the transit stations; however, it is **important to these communities that historical buildings are protected, and the original feel of the community is**

<sup>10</sup> Committee Report - Green Line SE [http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL\\_small.pdf](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL_small.pdf) November 9, 2015 Page 9

<sup>11</sup> Cover Report: Transit Oriented Development

[http://www.calgary.ca/Transportation/TI/GreenLineDocuments/TOD%20Cover%20Report\\_Nov%202015.PDF](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/TOD%20Cover%20Report_Nov%202015.PDF)

<sup>12</sup> Committee Report - Green Line SE [http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL\\_small.pdf](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL_small.pdf) November 9, 2015 Page 20/21

<sup>13</sup> Transit Oriented Development Policy Guidelines <http://www.calgary.ca/PDA/pd/Documents/Publications/tod-policy-guidelines.pdf> pg. 6



**maintained.**"<sup>14</sup> Historical buildings include protecting our single family homes which are some of the oldest stock in Calgary.

If you look around the communities of Ramsay and Inglewood, there are currently no towers as high as the one that could be potentially built on this site under the MH-2 zoning. The community did support the directive of increased density and height with the original MH-1. How does an MH-2 building transition to the existing surrounding community context of single family RC-2 homes?

## **ENVIRONMENTAL CONCERNS/RISK**

This is an ideal site for development adjacent to the proposed Ramsay/Inglewood Station. What seems to have gotten lost is the fact that this site is also adjacent to the CP's busiest Rail line and yard in Western Canada. According to the "Guidelines for New Development in Proximity to Rail Operations" by The Federation of Canadian Municipalities and the Railway Association of Canada, a 30 metre setbacks for new residential development must be measured from the mutual property line to the building face.<sup>15</sup> We want to ensure that our future neighbours living in this new building have been provided with the proper protection and studies required to live adjacent to a major rail line. There is also the potential, due to location, that eventual developed building on this site could preside within the recommended 300m set back from a Rail Yard. "Safe separation between the incompatibilities of residential land use and that of the rail yards are recommended to be 300 metres"

"Railway setback policies should be carefully considered so as not to preclude these aspects of redevelopment. An increase in awareness of hazardous goods movements has raised a number of concerns across Canada. Municipalities are reviewing the implications of this potential risk to development." <sup>16</sup>

## **RAMSAY ARP AMMENDMENTS**

Be advised that amendment will still be required for the ARP. The following applies:

*Site 6(b) 11 Street S.E. - East Side (page 24)*

*The maximum building height shall be 16 meters at the eaveline.*

*Residential developments shall be prohibited*

As well, note that the previous ARP amendments were supported from the community based on a Land Use Redesignation of MH-1. With respect to the process, the ARP amendments should also come back to the community for proper discussion and comment for an MH-2 zoning.

## **CONCLUSION**

Ramsay Community supports additional density and height on 11th Street, but with consideration and protection of the surrounding community context. The original proposed land use designation of MH-1 met this directive. The new proposed MH-2 zoning does not comply with the vision for Ramsay as documented in the Green Line Charrette Reports

We are opposed to the MH-2 Land Use Redesignation based on our participation and the outcomes of the extensive Green Line charrette process, in addition to the community engagement process.

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<sup>14</sup> Committee Report - Green Line SE [http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL\\_small.pdf](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Committee-Report-FINAL_small.pdf) November 9, 2015 Page19

<sup>15</sup> <http://proximityissues.ca/> Guidelines for New Development in Proximity to Rail Operations

<sup>16</sup> Cover Report: Transit Oriented Development November 9, 2015

[http://www.calgary.ca/Transportation/TI/GreenLineDocuments/TOD%20Cover%20Report\\_Nov%202015.PDF](http://www.calgary.ca/Transportation/TI/GreenLineDocuments/TOD%20Cover%20Report_Nov%202015.PDF)

Simply put, this height and density are not appropriate for the surrounding community context and will hinder the development of 11th Street as a pedestrian rich complete street. Ramsay's concern for the dismissal of the Green Line charrette outcomes has been shared with our Neighbouring communities, who also share the same concern and fears. There is a negative precedent being set here for participation and excitement in future design and planning charrettes. What council has shown is that the results of a charrettes truly mean nothing. Why even ask us if you are not going to listen?

We ask that Council be held accountable in demonstrating that the results and outcomes of the Green Line charrette are consistent with the promises our Community has been made in regards to the new green line LRT. We also ask that council respects the outcome of the Green Line charrette listening to the Community voices of those interested or affected and reject the MH-2 Zoning.

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Name of Planning Representative/s who wrote the letter: **Erin Joslin, MArch, Vice President External & Chair Civic Affairs Committee.**

Community Association: **Ramsay Community Association**

Date: **December 29 , 2015**