

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

EXECUTIVE SUMMARY

Administration is returning to Council having discussed with the applicant alternative land use districts for 1802 11 Street S.E. Administration has also met with residents from the community of Ramsay to discuss the direction provided by Council at the 2015 September 14 public hearing.

ADMINISTRATION RECOMMENDATION(S)

That Council:

1. Give first reading to Bylaw 32P2015;
2. Give first reading to Bylaw 149D2015;
3. Amend Bylaw 149D2015 to change the proposed redesignation from Commercial – Corridor 3 (C-COR3f2.0h16) to Multi-Residential - High Density Low Rise District (MH1) to Commercial Corridor 3 (C-COR3f2.0h16) to Multi-Residential - High Density Medium Rise (M-H2) District,
4. Direct Administration to re-advertise the amended Bylaw 149D2015 for a new Public Hearing on 2015 January 11; and
5. Refer the report, Bylaw 32P2015 and Amended Bylaw 149D2015 to return to the Combined Meeting of Council 2016 January 11 to consider second and third reading of the bylaws.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2015 September 14, Council directed Administration to hold “further discussion with the applicant for potential high density on this site and to return to Council as soon as possible”.

BACKGROUND

The applicant submitted the proposal to The City in 2014 October to amend the Land Use for 1802 11 Street S.E. from Commercial-Corridor 3 (C-COR3) District to Multi-Residential - High Density Low Rise (M-H1) District. After thorough CPAG review and discussions with the residents of Ramsay, Administration recommended approval of the application. Calgary Planning Commission subsequently recommended approval, with minor amendments.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Two alternative land use districts that generally comply with Council’s direction were identified and discussed with the applicant – Commercial – Corridor 1 (C-COR1) District and Multi-residential – High Density Medium Rise (M-H2) District.

The C-COR1 district could accommodate a development similar to one allowed in M-H1 or M-H2; however, this district has a commercial base with opportunities for residential above. The applicant is more comfortable with a residential district that allows compatible commercial tenants. The M-H2 district is very similar to the M-H1 district, but allows building heights up to 50m (26m for M-H1) and a floor area ratio (FAR) of 5.0 (4.0 for M-H1). These differences align with Council’s direction and the applicant indicated that they could work with the district.

Stakeholder Engagement, Research and Communication

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On 2015 October 27 Administration met with the planning committee of the Ramsay Community Association and on 2015 November 03 met with residents to discuss Council's direction for this application. Although some residents expressed support, several residents shared concerns about increased demand for parking and automobile traffic as well as shadow impacts. Administration has investigated these points and has no concerns with parking and traffic generation nor with buildings heights up to 50m however, further study and analysis will be required as part of any subsequent Development Permit application for the site.

Some residents also contend that M-H2 allows height and intensity of use that are misaligned with outcomes discussed at the recent Green Line charrettes. Others questioned whether the application should be considered premature until a station area plan is complete.

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.

Strategic Alignment

The proposal generally aligns with direction from the *Municipal Development Plan (MDP)* to locate high density development near the primary transit network and in proximity to corridors.

Social, Environmental, Economic (External)

Social

The applicant has indicated that the proposed development will likely be a rental apartment building which would help alleviate the shortage of rental accommodation in Calgary.

Environmental

By locating high density residential near a primary transit station and an active pedestrian corridor, this proposal provides opportunity to reduce automobile use and encourage alternative modes of travel.

Economic

Allowing redevelopment of the site for high-density residential and commercial uses will generate economic activity in the community and increase Calgary's tax base.

Financial Capacity

Current and Future Operating Budget:

None

Current and Future Capital Budget:

None

Risk Assessment

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Should Council choose not to approve Administration's recommendation, there is a risk of further delay to the applicant while Administration reconsiders its assessment of alternative land use districts.

This site lies adjacent to a Canadian Pacific rail line. The City's Rail Safety team has been in ongoing discussions with the applicant and as part of any Development Permit application for the site, the applicant will be required to submit a risk assessment and a noise and vibration study.

REASON(S) FOR RECOMMENDATION(S):

Administration bases its recommendation on a review of potential land use districts that could fulfill Council's direction, discussions with the applicant and engagement with residents of Ramsay. Despite concerns raised by the community, some of which will be reviewed by CPAG through the Development Permit process, the M-H2 District is deemed the best option to meet the direction provided by Council.

ATTACHMENT(S)

- 1) Bylaw 32P2015
- 2) Bylaw 149D2015

FOR INFORMATION