

Background and Planning Evaluation

Background and Site Context

The subject site is located midblock between 11 Avenue SE and 17 Avenue SE in the southeast community of Ramsay. The site has two street frontages with 8 Street SE and Maggie Street SE and is comprised of five parcels with a total area of 0.22 hectares (0.54 acres) in size. The site is measuring approximately 50 metres in width by 45 metres in depth. The site is sloped from west to east, with Maggie Street SE situated at a higher elevation and 8 Street SE at a lower elevation. As a result of the subdivision patterns in this area, most of the subject parcels have dual street frontages. The two northern subject parcels have been subdivided by instrument, and only fronts onto one street. These parcels are currently occupied by low density residential developments and most the parcels have vehicle access from Maggie Street SE.

The surrounding developments consist primarily of low-density residential dwellings designated as the Residential – Grade-Oriented Infill (R-CG) District, some multi-residential townhouses designated as the Multi-Residential – Contextual Grade-Oriented (M-CG) District located to the north on 8 Street SE, and commercial developments designated as the Commercial – Neighbourhood 1 (C-N1) District located at the intersection at 8 Street SE and 11 Avenue SE.

The site is served by Calgary Transit with Route 17 (Renfrew/Ramsay) and Route 24 (Ogden) located on 8 Street SE, which is approximately 50 metres north of the site. The site is also located approximately 400 metres west of the future Green Line Ramsay/Inglewood Light Rail Transit (LRT) Station. Area amenities within walking distance include the Ramsay Off Leash Dog Park, Scotsman's Hill, the Elbow River Pathway, and the City Centre.

An applicant-led land use amendment application and policy amendment to the *Ramsay Area Redevelopment Plan* (ARP) was previously proposed to redesignate 24 parcels located on 8 Street SE between 11 Avenue SE and 17 Avenue SE to Direct Control (DC) District. The DC District was to accommodate higher density multi-residential development with heritage density bonusing and design guidelines.

On 2020 January 13, Council approved the policy amendments (Bylaw 1P2020) to the ARP and gave first reading to the land use amendment (Bylaw 6D2020) and withhold second and third readings ([CPC2019-1436](#)). Administration was to return to Council and work with the applicant to revise the density bonusing mechanism in the DC District, prepare policy so that the heritage bonusing is only enacted with the adoption of an ARP, and rectify any discrepancies between the DC's heritage bonusing mechanism and the community-wide heritage bonusing mechanism.

Administration worked with the applicant, however the Historic East Calgary Communities Local Area Planning project which includes the Community of Ramsay is paused and the approach to community-wide bonusing mechanism has changed and the bonus density program will not be included in the existing ARP and LAPs outside the Greater Downtown. As a result, on 2021 January 13, Bylaw 6D2020 was abandoned.

Community Peak Population Table

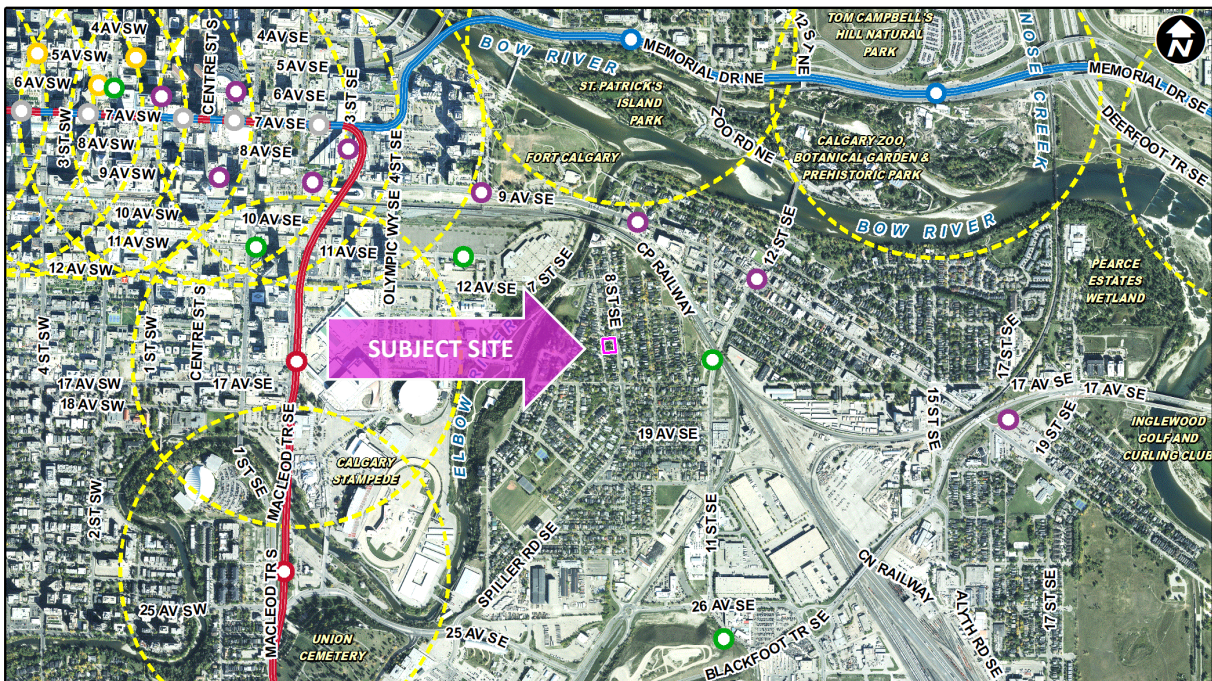
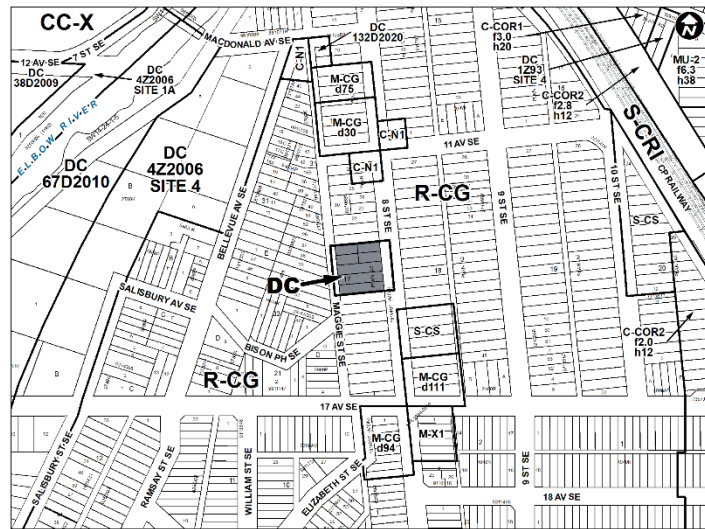
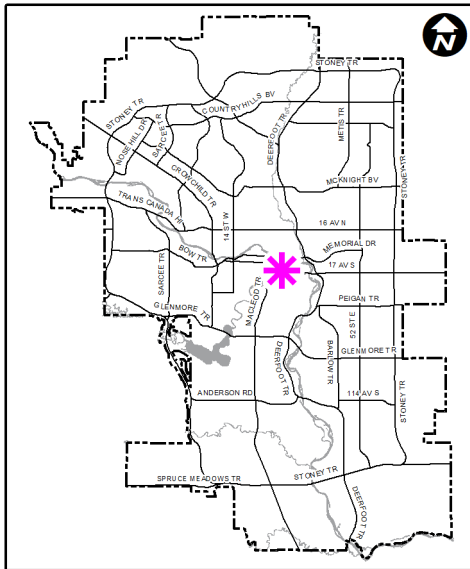
As identified below, the community of Ramsay reached its peak population in 1969.

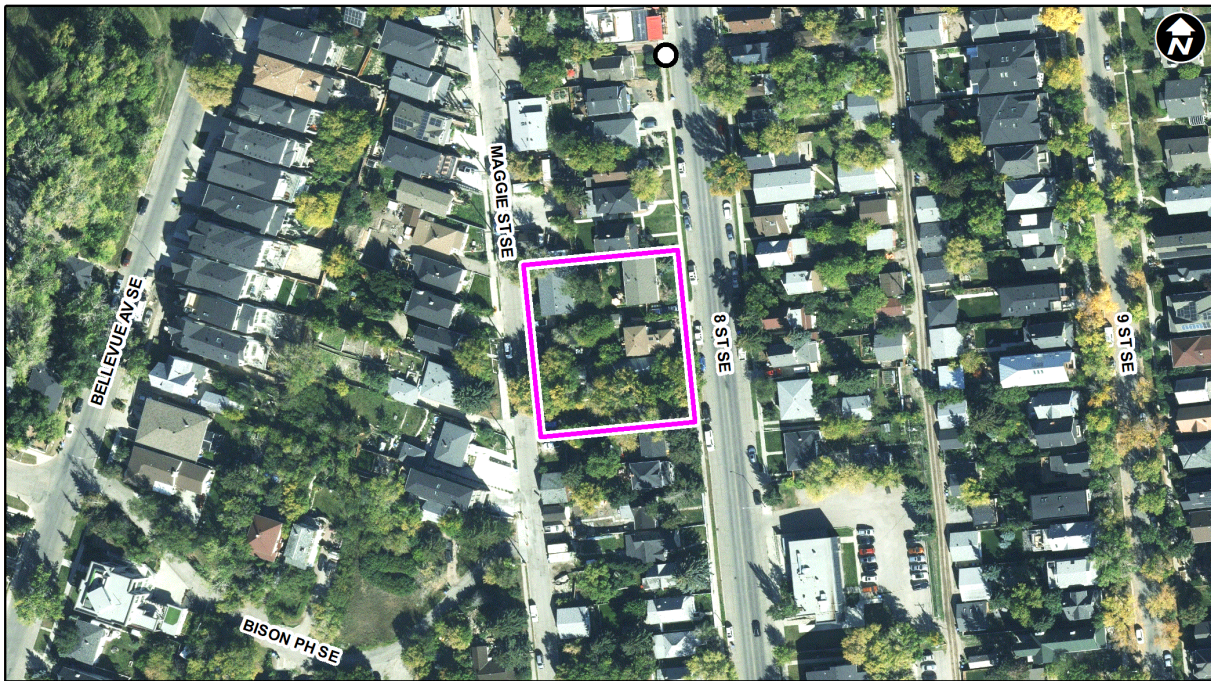
Ramsay	
Peak Population Year	1969
Peak Population	3,005
2019 Current Population	2,158
Difference in Population (Number)	- 847
Difference in Population (Percent)	- 28.19%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Ramsay Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres (approximately three storeys) and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to 16 dwelling units. Secondary suites (one backyard suite and one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

The proposed DC District is based on the Housing – Grade Oriented (H-GO) District and allows for a range of grade-oriented building forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with low density residential district. The District allows a maximum building height of 12 metres (approximately three storeys), a maximum floor area ratio (FAR) of 1.5, and a minimum of 0.5 parking stalls per unit and suites. The site is identified as being part of the Inner-City area as per the *Municipal Development Plan* (MDP) and is located approximately 400 metres from the future Green Line Ramsay/Inglewood LRT Station and therefore meets the location criteria of the H-GO District established in section 1386(d) of Land Use Bylaw 1P2007.

Administration explored different land use districts including the M-CG District and the Multi-Residential – Contextual Low Profile (M-C1) District. Based on discussion with the applicant, the

H-GO District could achieve similar built form compared to these districts, however the H-GO District provides additional flexibility in built form as the district does not limit development to maximum density. The proposed DC District is appropriate for this dual street frontage site as the district provides additional development flexibility and is intended to accommodate street-oriented buildings.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary due to unique characteristics. The proposed DC District has building setback requirements to enable street-oriented building on 8 Street SE and Maggie Street SE. The minimum building setback from 8 Street SE and Maggie Street SE is 3.0 metres and the driveway connecting to Maggie Street SE is reduced in length to discourage vehicle parking on the driveways and to promote a pedestrian-friendly environment. The DC District lists Dwelling Unit as a discretionary use and enables the Development Authority to review the future proposal including development interface and building design and to apply the proposed policies to guide development at the development permit stage. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6,7 and 9 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. In addition, the proposed DC District has included the opportunity for the relaxations to Section 7 and 9 of the DC District. The intent of including these additional sections in the relaxation clause is to allow for flexibility, should minor bylaw relaxations be identified during development permit review. Any relaxations granted would need to meet the test for relaxation included in the Land Use Bylaw 1P2007.

Development and Site Design

If approved by Council, the proposed amendments to the ARP and the rules of the proposed land use district would provide guidance for the future development including the overall distribution of buildings, building design, mix, location and size of uses and site layout details such as parking, landscaping and site access. Additional items that will be considered at the development permit process include, but are not limited to:

- ensuring an engaging built interface along 8 Street SE and Maggie Street SE;
- improving the pedestrian street experience on Maggie Street SE;
- paying particular attention to slope adaptive design;
- accommodating appropriate waste and recycling storage and pickup;
- ensuring appropriate provision and design of vehicle access, motor vehicle stalls, and mobility storage areas; and
- referencing the architectural and building design from nearby heritage assets.

Transportation

A Transportation Impact Assessment (TIA) and a Parking Study was not required for the land use amendment application. The subject site is well served by Calgary Transit with Route 17 (Renfrew/Ramsay) and Route 24 (Ogden) with bus stops located at the intersection of 8 Street SE and 11 Avenue SE. Route 17 provides transit connections to downtown Calgary and

currently to Bus Rapid Transit Route 302 (Southeast/City Centre), with connections to the MAX Purple Line in Inglewood. The future Green Line could provide access to two potential stations at Ramsay/Inglewood 400 metres and 4 Street SE 800 metres from the subject site. The nearest Always Available for All Ages and Abilities (5A) pathway is currently located along the Elbow River about 400 metres east of the site. 8 Street SE is a transit route and new vehicular accesses to the subject parcels should be provided on Maggie Street SE to protect continued pedestrian movement along 8 Street SE.

Site Access and Traffic

At the time of development, fire access, maneuvering, and proximities including building principal entrances in proximity to streets, on-site walkways and acceptable fire access routes will comply with current fire access standards and safety code.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site.

Utilities and Servicing

Water, sanitary and storm utilities are available and adjacent to the site area, within road rights-of-way. Servicing requirements will be further determined at the time of development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the [South Saskatchewan Regional Plan](#), which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Growth Plan (2022)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment and policy amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner city communities to make more efficient use of existing infrastructure, public amenities, and transit and delivers small and incremental benefits to climate resilience. The proposal is in keeping with relevant MDP policies as the proposed land use district provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale, and massing.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Ramsay Area Redevelopment Plan (Statutory – 1994)

The subject site is identified as 'Medium Density Residential' in Map 1 – Action Plan Executive Summary in the [Ramsay Area Redevelopment Plan](#) (ARP) which allows a broad range of building forms including low-rise multi-residential developments, character home retention developments, rowhouses, and townhouses. The subject site is also identified as 'Sub-Area 6' in Map 4 – Residential Sub-Areas and Sites Under Policy Review in the Ramsay ARP. Development in this sub-area is to consider the interface with Maggie Street SE and incorporate building and design elements that contribute to maintaining a residential street experience.

The proposed land use aligns with the ARP policies by providing additional density and housing choices in the community with a broader range of building forms. Proposed policy amendment guidelines are provided to enhance the development interface on 8 Street SE and Maggie Street SE and to encourage development to incorporate building design reference from the nearby heritage assets.