

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Ramsay. It is approximately 0.11 hectares (0.26 acres) in size, with dimensions of approximately 37 metres deep and 29 metres wide. The site is developed with one residential building and an accessory residential building (garage) currently on site.

The surrounding properties are designated as Residential – Grade-Oriented Infill (R-CG) District and characterised by low density residential development, primarily one- and two-storey dwellings.

A parcel designated as Special Purpose – Community Service (S-CS) District is located directly southwest across Burns Avenue SE and provides access to public green space and recreation facilities.

A bus stop for Route 17 (Renfrew/Ramsay) is located approximately 70 metres (a one-minute walk) north on Burns Avenue SE and a bus stop for Route 24 (Ogden) is located approximately 310 metres (a five-minute walk) east on Spiller Road SE. The site is located just over 600 metres (a 10-minute walk) southwest of the proposed Ramsay/Inglewood Green Line Light Rail Transit (LRT) platform. Restricted parking is available on Burns Avenue SE.

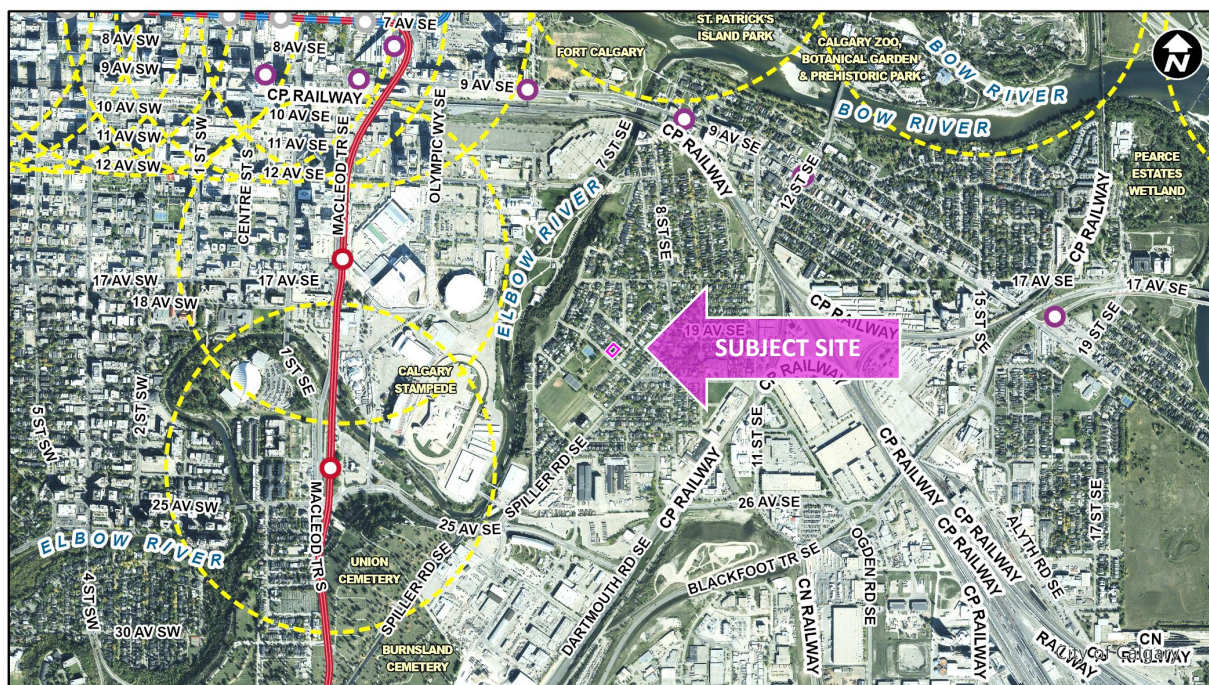
Community Peak Population Table

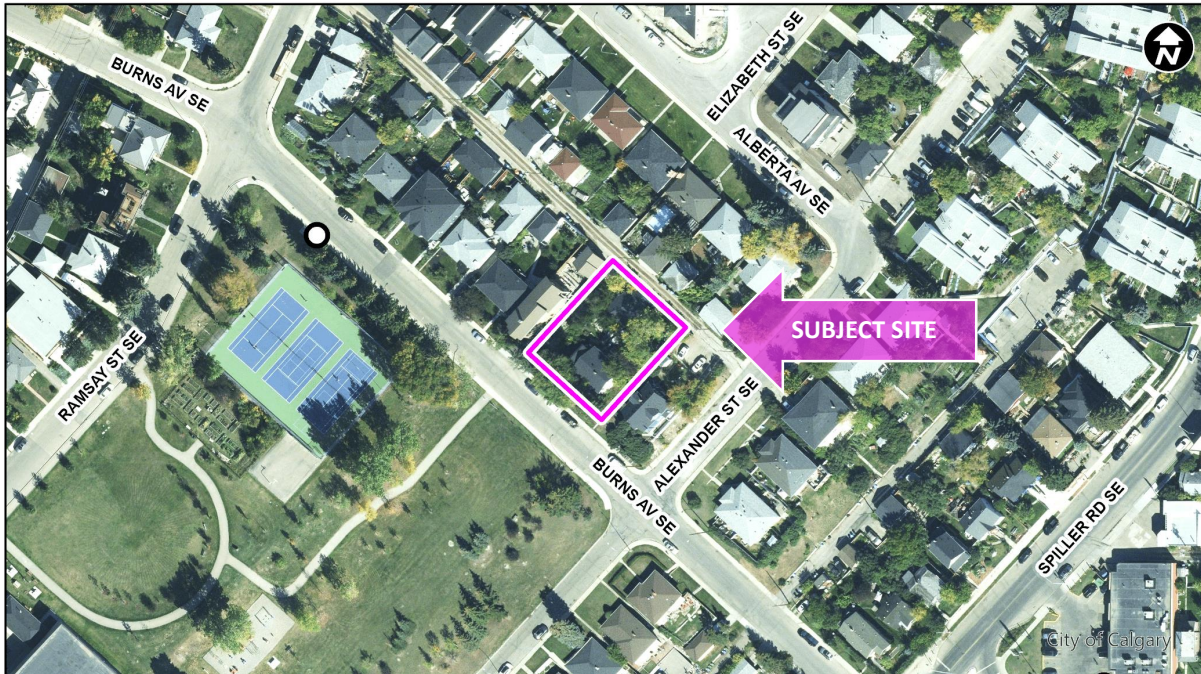
As identified below, the community of Ramsay reached its peak population in 1969.

Ramsay	
Peak Population Year	1969
Peak Population	3,005
2019 Current Population	2,158
Difference in Population (Number)	- 847
Difference in Population (Percent)	- 28.2%

Source: *The City of Calgary 2019 Civic Census*

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





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 and a maximum density of 75 units per hectare. Secondary suites are permitted. Based on the size of the subject parcel area, the R-CG District would allow for up to seven dwelling units plus secondary suites.

The proposed Multi-Residential – Grade-Oriented (M-CGd80) District allows for a similar range of grade-oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for building height, setback distances and density that are intended to mitigate massing and shadowing impacts on neighbouring parcels. The proposal includes a maximum density of 80 units per hectare, which would allow for one additional unit on the site, for a maximum of eight dwelling units plus secondary suites. The maximum building height is 12 metres. A minimum of 0.625 parking stalls is required for each dwelling unit or suite.

Administration has reviewed the context and applicability of the M-CG District and has determined that this is appropriate for this site due to its location near a park, access to transit and compatibility with the surrounding area. The subject site is comprised of two parcels with areas of 0.07 hectares and 0.03 hectares respectively. Combined they form a single larger parcel that can enable a more comprehensive approach to site redevelopment and can accommodate one additional unit while meeting the requirements of the district in a similar built

form. The proposal is also consistent with applicable *Municipal Development Plan* (MDP) policies that encourage redevelopment and modest intensification of inner-city communities.

Development and Site Design

If approved by Council, the rules of the proposed M-CGd80 District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that will be considered at the development permit stage include, but are not limited to:

- layout and configuration of dwelling units;
- creating an engaging built interface along Burns Avenue SE;
- mitigating shadowing, overlooking, and privacy concerns;
- providing quality amenity space for residents;
- ensuring appropriate waste storage and collection; and
- providing suitable mobility options, including motor vehicle parking, bicycle parking and alternative mobility storage lockers.

Transportation

Pedestrian and vehicular access to the site is available via Burns Avenue SE and the rear lane. Burns Avenue SE is classified as a Residential Street. The area is served by Calgary Transit through Route 17 (Renfrew/Ramsay) with a bus stop approximately 70 metres northwest (a one-minute walk) of the site on Burns Avenue SE. The area is also serviced through Route 24 (Ogden) with a bus stop approximately 170 metres southeast (a three-minute walk) of the site on Spiller Road SE.

On-street parking adjacent to the site along the north side of Burns Avenue SE is restricted to permit parking only and the south side of Burns Avenue SE is restricted to one-hour parking.

A Transportation Impact Analysis was not required in support of the land use redesignation application.

Environmental Site Considerations

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

Utilities and Servicing

Public water and sanitary utilities exist adjacent to the site. No public storm utilities exist adjacent to the site. A public storm sewer main extension may be required, at the time of development. If required, said work will be at the developer's expense and subject to the terms and conditions of an Indemnification Agreement (IA). All other 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.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Inner City area as per 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.

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 [Ramsay Area Redevelopment Plan](#) (ARP) identifies the site as being part of the Low Density Residential area as per Map 1 entitled Action Plan – Executive Summary. The applicable policies indicate that developments should reflect the character of the area which comprises housing in the form of single detached, duplex and semi-detached dwellings. The ARP recognises that there are examples of low density multi unit developments that offer alternative building forms and tenures to single-family housing yet maintain comparable density.

To facilitate this proposal, an amendment to Map 1 is required to go from Low Density Residential to Low Density Multi Unit Residential. Administration has reviewed this application and determined that this is appropriate in this location, as the proposal would enable a similar form that is compatible with the other land use designations in the surrounding area.