

Background and Planning Evaluation

Background and Site Context

The subject site is located midblock on 8 Street SE and north of 11 Avenue SE in the southeast community of Ramsay. The site is comprised of six parcels including 1016, 1018, 1020, 1022, 1024 and 1026 – 8 Street SE, with a total combined area of 0.33 hectares \pm (0.82 acres \pm) in size. The site is measuring approximately 70 metres in width by 45 metres in depth. The site is sloped from east to west, with the rear lane situated at a higher elevation and 8 Street SE at a lower elevation. The parcels have pedestrian access from 8 Street SE and vehicle access from the rear paved lane.

The surrounding developments consist primarily of low density residential dwellings designated Residential – Grade-Oriented Infill (R-CG) District, townhouses designated Multi-Residential – Contextual Grade-Oriented (M-CG) District located to the southwest and a multi-residential apartment designated Multi-Residential – High Density Low Rise (M-H1h21) District to the northwest. The site is also nearby local commercial developments designated Commercial – Neighbourhood 1 (C-N1) District located at the intersection of 8 Street SE and 11 Avenue SE and on Macdonald Avenue SE.

The site is well-served by Calgary Transit and is within walking distance to numerous community amenities and destinations, including the Ramsay Inclusive Playground and Off-leash Dog Park, Jack Long Park, Ramsay Community Garden, Calgary Zoo, Scotia Place and the 9 Avenue SE Main Street. Vehicular access to 9 Avenue SE is permanently closed, however the site is 150 metres straight line distance and 500 metres walking distance (a six-minute walk) from the 9 Avenue SE Neighbourhood Main Street.

The proposal includes a property known as [MacLean Residence](#) located at 1026 – 8 Street SE. The property is identified as a significant local heritage site on the Inventory of Evaluated Historic Resource, but it is not a designated Municipal Historic Resource and it is not legally protected from demolition.

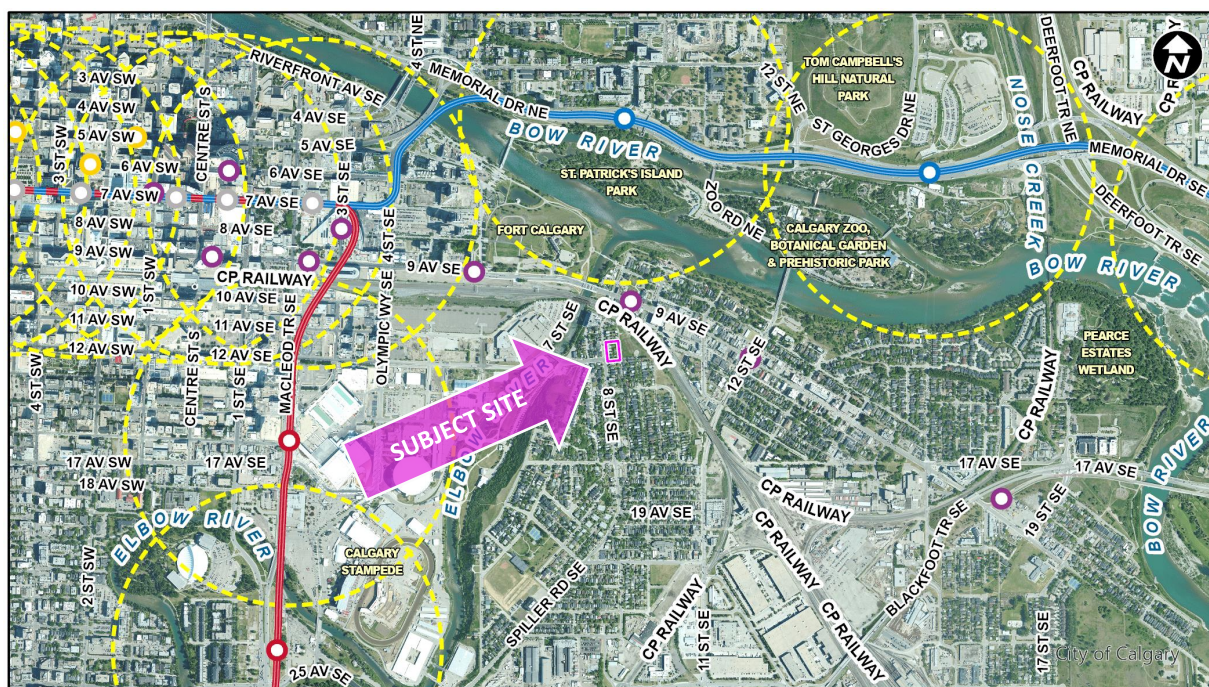
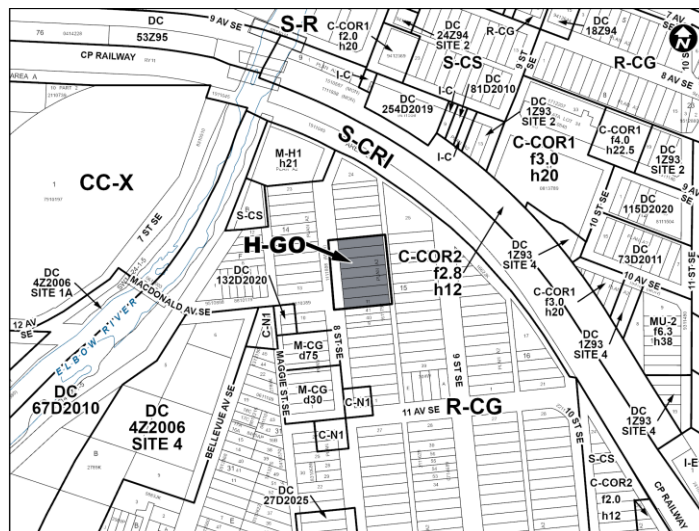
Community Peak Population Table

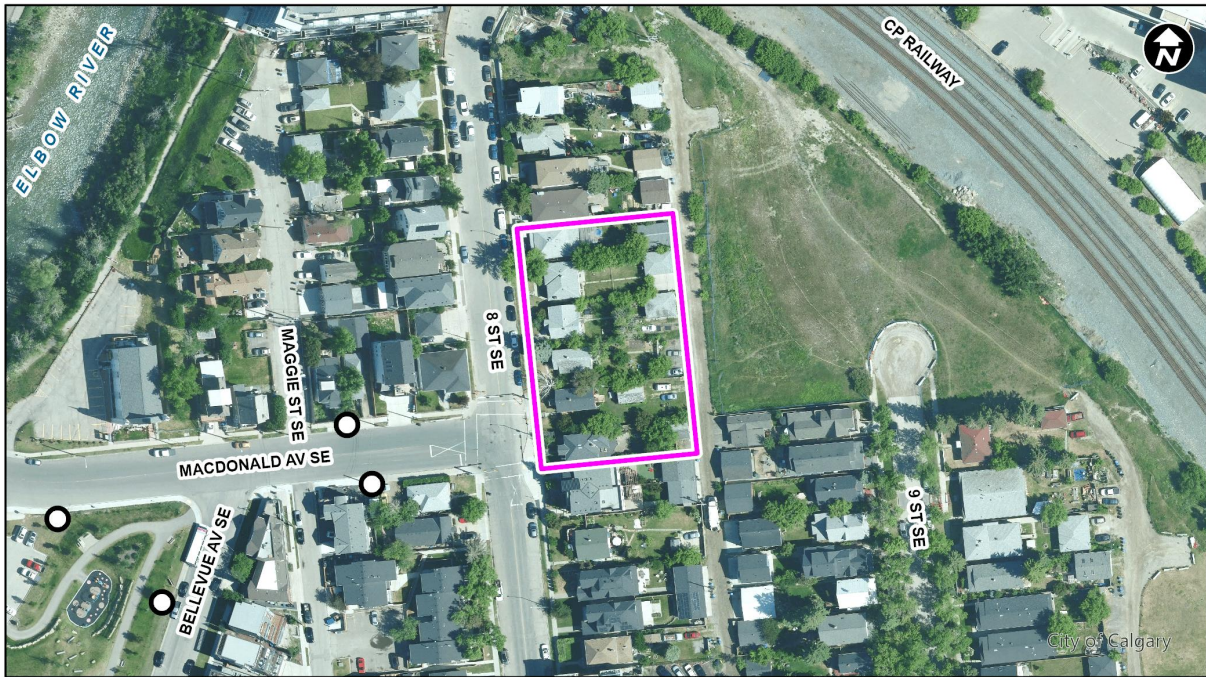
As identified below, the community of Ramsay reached its peak population in 1969.

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](#).





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 24 dwelling units. Secondary suites (one backyard suite or 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 Housing – Grade Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms, including rowhouse, townhouse, and stacked townhouse units. There is no maximum density under the H-GO District; rather, development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure functional courtyard amenity space;
- a maximum floor area ratio (FAR) of 1.5 that allows for a total developable area of 4,980 square metres on this parcel;
- a maximum building height of 12.0 metres (appropriately three storeys); and
- a minimum of 0.5 motor vehicle parking stalls per unit and suite.

Section 1386(d) of Land Use Bylaw 1P2007 provides location criteria for where the H-GO District may be considered appropriate. In areas which are not subject to an approved Local Area Plan, the H-GO District is intended for areas that are located within the Inner City or Greater Downtown as defined by the Urban Structure Map of the *Municipal Development Plan* (MDP) and meets one of several criteria, including being within 200 metres of a Main Street, 600 metres of an existing or capital-funded LRT platform, 400 metres of an existing or capital-funded BRT station or 200 metres of primary transit service. The subject site is located within the Inner City area and meets all the criteria and therefore meets the location criteria for H-GO District.

Development and Site Design

If approved by Council, the Land Use Bylaw 1P2007 rules for the proposed H-GO District and the policies in the *Ramsay Area Redevelopment Plan* (ARP) would provide guidance for future site 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.

A development permit (DP2025-00598) is submitted concurrently with the proposed land use amendment and is under review. The proposed townhouse development includes four three-storey residential buildings with a total of 20 residential dwelling units. As part of the development permit review the followings items are considered:

- ensuring an engaging built interface along public frontages;
- mitigating shadowing, overlooking and privacy concerns with neighbouring parcels;
- ensuring pedestrian safety and consideration of different mobility options including vehicle parking, bicycle parking and mobility storage lockers;
- accommodating appropriate waste management pick-up and storage;
- ensuring appropriate amenity space for residents; and
- incorporating signage features to commemorate the MacLean Residence.

Transportation

Pedestrian and vehicular access to the site is available via 8 Street SE and the rear lane. 8 Street SE is classified as a collector street.

The site is well-served by Calgary Transit including Route 17 (Renfrew/Ramsay) and Route 24 (Ogden) with a bus stop located approximately 50 metres (a one-minute walk) west of the site on MacDonald Avenue SE. Route 17 and Route 24 provides transit service every 30 minutes during the peak hours. The area is also serviced through Route 1 (Bowness / Forest Lawn), Route 101 (Inglewood), Route 131 (East Bow Express), Route 151 (New Brighton Express), Route 302 (BRT Southeast / City Centre) and Route 307 (MAX Purple City Centre / East Hills) with a bus stop approximately 145 metres northeast of the site on 9 Avenue SE. Route 1 provides transit service every 15 minutes during peak hours. Route 101 (Inglewood) provides transit service every 50 minutes during peak hours. Route 131 (East Bow Express) provides transit service every 20 minutes during the afternoon peak hours. Route 151 (New Brighton Express) provides transit service once during the afternoon peak hours. Route 302 (BRT Southeast / City Centre) provides transit service every 12 minutes during peak hours. Route 307 (MAX Purple City Centre / East Hills) provides transit service every 20 minutes during peak hours.

The site is located within the 600-metre radius of the future Ramsay/Inglewood LRT Station, therefore the site is in the transit-oriented development area. The site is located approximately

110 metres east from the Elbow River Pathway system. On-street parking adjacent to the site along the east side of 8 Street SE, is restricted to 2 hours only from 8:00 a.m. to 5:00 p.m., Monday to Friday, and along the west side of Burns Avenue SE, is restricted to permit parking only.

A Transportation Impact Analysis and Parking Study were not required in support of the land use amendment application.

Environmental Site Considerations

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

Utilities and Servicing

Public water, sanitary and storm utilities exist adjacent to the site. The public storm main on 8 Street SE currently terminates at the intersection of 8 Street SE and MacDonald Avenue SE. Public storm main infrastructure does not span the frontage of all subject parcels. No public mains of any kind exist within the adjacent lane right-of-way.

All development servicing requirements, including a Fire Flow Letter verifying available water pressure, have been reviewed and accepted through the development permit process.

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 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.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) (Guidelines) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike. The proposal would meet the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure and increasing density around transit stations.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the redesignation of the subject site to enable higher density development in close proximity to transit options may allow for more people to

choose a car-reduced or car-free lifestyle, thereby reducing vehicular emissions and contributing to the overall goal of achieving net zero emissions in Calgary by 2050 through accelerating the shift in mode share to zero or low emissions modes.

Ramsay Area Redevelopment Plan (Statutory – 1994)

The subject site is identified as Low Density Residential in Map 1 – Action Plan Executive Summary in the [Ramsay Area Redevelopment Plan](#) (ARP) which is intended for low density residential development. ARP encourages the conservation of heritage resources through renovation and adaptive reuse and to preserve existing structure in good repair and redevelop building in structurally poor condition to be compatible with the surrounding streetscape.

The proposed map amendment to Medium Density Residential is required to support this proposal. The amendment would enable the proposed townhouse development (DP2025-00598) and would provide flexibility for a wider range of multi-residential development.

The applicant explored ways to preserve the existing MacLean Residence. Due to internal catastrophic water damage caused by furnace failure, the developer determined it was financially unfeasible to conserve the building, and it was not possible to donate the building. Through the application review, the applicant confirms that the existing residence is uninhabitable, and the developer completed asbestos abatement, services disconnection, and acquired a demolition permit. The applicant indicated they would ensure proper building recording is completed in advance of demolition and would be pursuing details of commemoration in the development permit.