



Ramsay Area Redevelopment Plan

Draft ARP Review

What We Heard, What We Did

March 13, 2018

The City of Calgary



Ramsay ARP

What We Heard, What We Did
March 8, 2018

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Project Overview

In 2016 The City of Calgary started work on new Area Redevelopment Plans (ARPs) for the communities of Ramsay, Inglewood, and Millican-Ogden, as well as a Station Area Plan (SAP) for the South Hill area. These communities will be home to Green Line LRT stations, and because of that, it is expected that these areas will see increased development in the future. New ARPs and a SAP were developed to provide rules and guidance for future development in these communities; things like how to complement the local character, what level of density makes sense, and how to transition from high to low density or from residential to commercial within a community.

The Area Redevelopment Plan for Ramsay started with a design concept developed as part of a 2015 Transit Oriented Development study and community design charrette. This initial concept was refined and translated into a draft policy plan through subsequent public engagement in 2016 and additional planning work by The City of Calgary. In the spring of 2017, The City of Calgary shared a draft Area Redevelopment Plan for Ramsay that attempts to reflect community priorities, while also aligning with overarching policies in the Municipal Development Plan and the Calgary Transportation Plan.

Engagement Overview

The City of Calgary conducted an additional round of public engagement in October and November of 2017 in order to collect feedback on the draft ARP for Ramsay. The results of this round of engagement are collected in this report-back.

Engagement to collect feedback on the draft ARP was collected through two related processes: the Green Line Area Redevelopment Committee, and a broad public survey.

Green Line Area Redevelopment Committee

The Green Line Area Redevelopment Committee (ARC) was comprised of residents and volunteers from the communities of Inglewood, Ramsay, Millican-Ogden and South Hill/Riverbend who met to review and discuss the draft area redevelopment or station area plan in their community. This group was tasked with providing additional local context to the document and identifying areas of the document where they felt that additional focus was required. This volunteer opportunity was advertised throughout the community and on-line, and interested participants were asked to submit an application to The City. Members were selected for this committee by The City of Calgary's Engagement Resource Unit and were purposefully chosen to try to provide a wide variety of local perspectives. As a result, this group included resident home-owners and renters, people who worked in the area, business owners, local developers or real-estate professionals, and community association members.

The Green Line Area Redevelopment Committee for Ramsay met four times over the course of October & November of 2017.



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1. The first meeting for this group brought together ARC members for Ramsay, Millican-Ogden, and South Hill/Riverbend to see a background presentation on the Community Planning process in The City of Calgary and to discuss the purpose and limitations of an Area Redevelopment Plan.
2. The second meeting for the group included only the Ramsay community members and included a detailed walk-through of the draft plan by the community planner who had developed it.
3. The third meeting began the process of collecting feedback from participants on the draft ARP. Committee members discussed different sections and recorded their specific thoughts. A session facilitator also recorded high-level themes raised by the group and helped to ensure that discussion moved through all of the sections of the document.
4. The fourth meeting for this group provided participants a chance to add additional comments or clarify issues that had been raised earlier. At this meeting, participants also reviewed the public feedback that had been collected through the online survey (described below) and helped to ensure that it was captured within the correct overarching theme.

Online Public Survey

From October 30 to November 14, 2017, an online survey was hosted on The City of Calgary's Engage Portal. This survey provided the general public with an opportunity to share their thoughts on the draft ARP. Participants were asked to review a PDF copy of the draft plan, and then, for each section of the ARP, asked to identify any areas within that section that could be updated to better fit the community context or meet community need.

What We Asked

Both the Green Line Area Redevelopment Committee and the open public survey asked the same questions of participants. For each of the four primary sections of the ARP document (Land Use Concept, Open Space and Parks, Mobility, and Infrastructure and Environment) as well as for the document as a whole, participants were asked to:

- Identify any areas within this section that could be changed to better fit the community context or meet community need.



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All of the feedback collected from the Ramsay Green Line Area Redevelopment Committee participants as well as all feedback collected through the online survey has been combined into a single feedback data set. Similar responses have been grouped together into themes and a summary statement describing the central idea or community concern have been drafted for each theme.

The City's Technical Advisory Committee for the ARP – which includes representatives from Community Planning, Calgary Parks, and Transportation Planning – have reviewed all of the collected feedback, themes, and summary statements and have determined how the community feedback can best be addressed within the ARP.

The City's responses to the community feedback generally falls into one of four categories below:

- Suggested ideas or changes that can be incorporated directly into the ARP.

- Suggested ideas or changes that could be incorporated into the ARP with some additional community feedback and engagement.

- Suggested ideas or changes that may not be addressed within the ARP, but could be addressed through other City projects or initiatives.

- Suggested ideas or changes that are already embodied in the draft ARP. In this case, The City may need to provide clarification to where or how the document addresses the community concern.

- Suggested ideas or changes that may not be able to be incorporated into the ARP. In this case, The City would need to explain why.

The following pages outline The City's responses to all of the suggested ideas or changes. For a complete list of all verbatim comments, please see the What He Heard report back, published earlier here:

https://calgary.ca/engage/Documents/Green%20Line/ARP/Ramsay_draft_Area_Redevelopment_Plan_-_What_we_heard_FINAL.pdf

Next steps

In the spring of 2018, there will be opportunities to discuss the themes that were raised and ask questions about the responses that were provided. The updated and merged draft plan will also be shared and there will be additional opportunities to review the plan and provide input on specific topics, through a public session in the community and on The City's online Engage site. The new plan is expected to be brought forward to Council in December of this year.



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Detailed Responses

Land Use Concept Feedback

1 - Land Use Concept - Different Character to North & South TOD / Station Areas

What We Heard

Interest in seeing a greater distinction between the Inglewood/Ramsay Station TOD character and the Crossroads Station TOD character. Particularly, with development near Inglewood/Ramsay station emphasizing the preservation of existing community character and development near the Crossroads Station focused on taking most of the increased density.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

The values expressed in this section were foundational to the planning for the area. For the area overall, the idea was that 20% of the land should accommodate 80% of new development and that 80% of the land should accommodate 20% of new development (80/20 principle). This means that intensification is limited to specific sites within the community, helping to minimize potential impacts on the surrounding neighbourhood. Based on this, the majority of new development is being shown around the future 26th Avenue Station in Ramsay and the Dominion Bridge / Ramsay Exchange site. Within the rest of Ramsay, a half block on either side of 11th Street is expected to redevelop with commercial and residential uses. 8th Street in Inglewood is also expected to redevelop with low-rise residential buildings and keep the pockets of commercial. The two station areas will be quite different, with the 26th Avenue Station area experiencing much more redevelopment over time. Community character is one of the most difficult aspects of planning to address, because what it means for new development to fit into existing character is difficult to describe in policy terms. What fits depends on the site in question and what's around it. What the policy does is signal to prospective developers and their architects that The City will be looking at various aspects related to how new development responds to context during the review process.



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2 - Land Use Concept - TOD Circles

What We Heard

Suggestion that a TOD area that reflects destinations and travel paths may focus development more appropriately than the circular TOD areas used.

City Response

- ☑ Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

The City uses a 600 metre radius around transit stations as a benchmark. It corresponds to about a seven to 10 minute walk via the street network, or 113 hectares of land (280 acres). People who live within this area are more likely to find transit more convenient than other modes of transportation for some of their trips, which is why a circular TOD area is used. It's not meant to suggest that all sites within that radius should redevelop, but that they should be considered and they are expected to see some of the most growth and development. This happened early on in the planning process for Ramsay, with the result that most of the lands around the 26th Avenue Station (north of Blackfoot Trail) are planned for intensification, while the areas around the Inglewood / Ramsay Station will see only moderate growth centred on 11th and 8th streets. Reflecting current travel paths and destinations might become outdated as things grow and change overtime so the inclusion of these elements would not be beneficial to include when thinking long-term.

3 - Land Use Concept - North 9th Street Zoning Change to Midrise

What We Heard

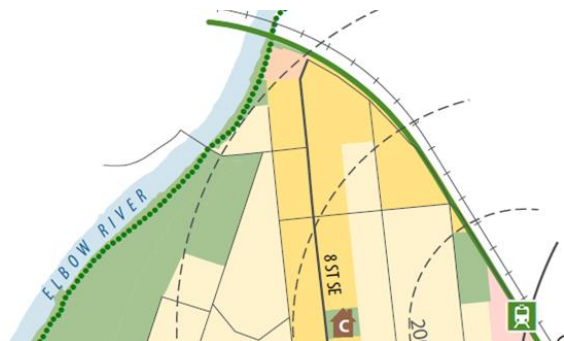
Concern that the change in land use designation at the north end of 9th Street, to allow for midrise development, would have a negative impact on adjacent properties, as well as for the current owners of those parcels. Likewise, concern that there was not adequate consultation done with impacted residents before making those changes, and that the diagonal border of that designation will lead to this area slowly growing in size.

City Response

- Suggested ideas or changes could be incorporated into the ARP with some additional community feedback and engagement

The northern end of Ramsay is going to be directly adjacent to the new LRT line. The idea of allowing intensification in this area was to give landowners the option to convert their lands in response. The plan for this area is to change the zoning to Neighbourhood – Low Rise which has a direct benefit to the landowners in terms of increased land value. That being the case, there is room for some changes (see below). In response to the adequacy of consultation, please note that consultation is ongoing and that nothing is finalized until the ARP is adopted by City Council. To respond to some more specific comments:

- A 14 metre height allows for a 4 storey building (with allowance for a raised first storey and rooftop mechanical that's screened).
- Light industrial uses confine nuisance to within the building generating them. They shouldn't have impacts on nearby residential areas (warehouses are considered light industrial) and specific rules and regulations around this type of land use is addressed by the Land Use Bylaw. The purpose of having them listed within section 3.7.1 is to allow for Stampede operations.
- Changes to the street network may already be made without amendments to planning documents. When adjusting a street network, nearby residents are consulted and any closures are reviewed by Calgary City Council and the Province. If the interest is in due process, that already exists. The purpose of having the study areas in the street network map was actually to allow for upgrades and new connections.





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4 - Land Use Concept - Building Heights, Setbacks & Stepping

What We Heard

Concern that there is not adequate 'stepping-back' between the higher heights of new developments and the lower heights of the existing structures.

City Response

- ☑ Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

The majority of Ramsay is designated Residential – Contextual One / Two Dwelling (R-C2) District, which has a maximum height of 10 metres. The areas at the northern end of Ramsay are showing a maximum height of 14 metres. Each storey of a building is about 3 metres high, so this is proposing to add a bit more than one storey more than what's currently allowed. In principle, this is the sort of height transition that respondents seem to be advocating for. Perhaps the issue is that a lot of houses in the area are only one and a half storeys above grade (about 7 metres), so the 14 metre height is double what exists. A 14 metre high building will cast a 20 metre shadow at noon on the equinoxes. See this website to understand shadow impacts for the area: <https://www.suncalc.org/#/51.041,-114.0401,18/2018.03.21/07:59/14/0>

A 14 metre height appears to be compatible with what's allowed in the area.



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5 - Land Use Concept – 20 metre heights at 19th Avenue and 9th Street

What We Heard

Concern that this small parcel of 20 metre height will overshadow adjacent properties.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

As a result of public feedback, the maximum height of this site has been changed to 12 metres.



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6 - Land Use Concept - Active Frontage

What We Heard

Concern about design elements of active frontage, as well as an opportunity to be less restrictive about large-scale retail in that zone.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

There will be large format retail allowed within proximity to the 26th Avenue Station. The area to the east of Portland Street is intended to have a blend of uses more suitable to a site adjacent to heavy rail. The other point about blank walls and unused entrances is well-taken, although there is limited ability to enforce this.



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7 - Land Use Concept - Affordable Housing

What We Heard

Opportunity to encourage affordable housing while ensuring sustainable operation of these sites.

City Response

- Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

Land use planning focuses on the use of land, not the user. From this perspective, affordable housing units are simply dwelling units. They're not restricted in any part of the community, but there's no way to mandate them. The City does have the provision of affordable housing as an objective:

<http://www.calgary.ca/CS/OLSH/Pages/Affordable-housing/Affordable-Housing-Overview.aspx>



8 - Land Use Concept - Laneway Houses

What We Heard

Opportunity to emphasize laneway housing as a way to sensitively increase density in the community.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

Laneway houses (known as backyard suites in the Land Use Bylaw) are already allowed across the community. Most properties are on R-C2 lots, which allow them. Usually what prevents people from developing them is the requirement for separate servicing connections to the laneway house under the Alberta Building Code. Lanes do not have services and it's usually too difficult to run the services from the street, down the side-yard setback to the back of the property. That's why they mostly get developed at end-of-block sites (where services are available on two sides of the property). So, while this is allowed now and will be in the future, there are technical constraints.



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9 - Land Use Concept - Allow Rowhouses Where Appropriate

What We Heard

Interest in allowing sensitive integration of rowhousing in the community.

City Response

- Suggested ideas or changes could be incorporated into the ARP with some additional community feedback and engagement

Rowhousing in the community is something that we are still exploring and The City is open to discussing further with the public.



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10 - Land Use Concept - Secondary Suites

What We Heard

Opportunity to encourage secondary suites.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

The R-C2 designation of most of the community allows for secondary suites right now. The City is also currently looking at amendments to the Land Use Bylaw to include secondary suites as discretionary uses within R-1, R-C1 and RC1L land use districts. Visit Calgary.ca/suitereform for more information. The City does not have other tools to encourage these.



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11 - Stampede - Nuisance Factors

What We Heard

Interest in seeing more mitigation of noise and sound from Stampede operations.

City Response

-  Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

The City supports the Calgary Exhibition and Stampede in a variety of ways. What the policy in Section 3.6. is designed to accomplish is promoting nuisance mitigation as part of the future site and building design processes. The ARP cannot list a comprehensive strategy to mitigate nuisance for all possible development scenarios. The intent of the policy is to prompt those strategies to be developed as a part of future development applications.



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12 - Stampede - Future Vision for Stampede Back of House

What We Heard

Concern with what is described for this area, as well as a feeling that it is inappropriate to provide too many details in this section, prior to a future study being completed.

City Response

-  Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

The feedback received related to this in this section apply to both lands that are specifically Stampede Back of House and the Dominion Bridge area (part of a Future Comprehensive Plan Area). Some of the concerns appear to be about the level of detail and expansion of Calgary Exhibition and Stampede operations which is outside of the scope of this ARP, but can be passed on to the team leading amendments to the Beltline ARP. Regarding use of the Dominion Bridge site, portions of it are already being used by the Calgary Exhibition and Stampede. There is a requirement for a more detailed planning exercise subsequent to the ARP for that site. The Dominion Bridge site will be mostly Community - High Rise. The site is large enough and close enough to the 26th Avenue Station that it makes sense to enable significant intensification there. That's why the floor-area ratio is set to a maximum of 3.



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13 - Stampede – Other

What We Heard

Interest in seeing historical relationship to Stampede grounds integrated into document.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

The Calgary Exhibition and Stampede's public face is not within Ramsay with the exception of Indian Village (which is more recent), but the back of house operations area is within the community. Given that that is a bit more recent, it was not included in the history section. That being the case, a description should be added to Section 1.2: Current Conditions.



14 - Heritage - Skepticism Around Effectiveness of Density Transfer

What We Heard

Concern that the listed described heritage density transfer process will not adequately preserve existing heritage buildings in the community or existing heritage character.

15 - Heritage - Other Heritage Preservation Models

What We Heard

Interest in alternative strategies for heritage preservation.

16 - Heritage - Undesignated Historical Resources

What We Heard

Concern that protection of heritage homes will prove too difficult to be effective.

17 - Heritage - Other

What We Heard

Interest in seeing greater detail around heritage resources on maps.

City Response

Heritage Planning has combined their responses to the collected community concerns into a single response below.

- Suggested ideas or changes could be incorporated into the ARP with some additional community feedback and engagement

The City will be facilitating additional engagement on the draft plan where there will be opportunity to further consider the contents of this section.

Increased density in our communities is a Municipal Development Plan objective but so is heritage conservation, with objectives needing to work together and not supersede each another.

The heritage conservation measured in this ARP will be stronger than anywhere else in the City – we have included a robust bonus system to exclusively benefit heritage conservation. The bonus system allows us to increase density in the community while leveraging development to help protect the character which makes the community special.

Thus, additional density in the plan area must be earned and the methods to earn it will exclusively incentivize heritage conservation.



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Requiring community benefit for increased density is standard best practice across North America. In this case community benefit equates to heritage conservation measures and incentives. In fact, bonusing is currently used elsewhere in Calgary to obtain community benefit, which has included heritage conservation in communities such as the Beltline, East Village and Downtown. The City has engaged a land economics and development consultant with expertise in the Calgary environment. His findings are that what is being proposed is fair to developers and enables them to redevelop the community while providing community benefit in the form of conservation incentives.

If additional density is sought for a development over the densities that currently exist, the development would be required to obtain it two ways which both benefit heritage conservation: to pay into a community improvement fund which will benefit protected (designated) heritage properties; and/or to acquire (purchase) unused development rights from protected heritage buildings.

The use of the fund will benefit heritage by creating a community-specific restoration grant program for protected properties. The fund benefits restoration specifically, otherwise allowing it to be used for too many things could water down the benefit to heritage conservation. Thus, heritage properties will be the beneficiary of the benefits allowed by new development.

A protected heritage building will have unused development rights to transfer (or sell) equivalent to the difference between the maximum proposed density for its site and the actual area the heritage building takes up.

By offering these two heritage conservation incentives it will make retention of heritage properties more economically viable, and not put heritage properties at an economic disadvantage by forgoing redevelopment of them. It is expected that these incentives will lead the owners of heritage properties to seek protection (designation) to take advantage of them. In some situations, one of the two incentives may be more viable for the heritage property owner, while in other instances a heritage property owner may seek to use both incentives.

In terms of ensuring that the design of new development fits well into the community, and particularly when adjacent to heritage resources, the [Developed Areas Guidebook](#) (DAG) which will jointly apply with the ARP, directs that new development be compatible and respectful of the existing context without creating a false sense of heritage character.



18 - Community Character - Human Scale, Sensitive Density & Quality Building Design

What We Heard

Desire for guidelines or incentives that outline or encourage high-quality quality, human-scale development that fits community character.

City Response

- ☑ Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

Area Redevelopment Plan processes raise a lot of important points about the scale of development and how new developments fit the character of the community. Some areas of the community are going to allow for development that is taller than what currently exists. The buildings will have different types of units than currently exist. There's at least a couple of angles to look at this from. One is from the current state of existing properties to those area that are being redeveloped. The other is to consider the future conditions of the redevelopment sites themselves.

From the first perspective, taller buildings will have some impacts in terms of shading and views, but given that the two streets that are going to see mid-rise buildings run north-south, the impacts of this won't happen in the middle of the day. To some extent, new buildings on 11 Street will dampen sound from adjacent rail. Ultimately, some new development will be of a scale that departs from what the community has traditionally seen. It is natural for communities to evolve and change over time. That's why it's important that development 'fit' the community, while being different. Communities with diverse housing and uses can accommodate a diverse range of people as well (a variety of ages, income levels, and needs).

Urban design is especially important in redevelopment scenarios. Section 4.0 of the Developed Areas Guidebook has policies that speak directly to many of the specific concerns raised in this theme. Beyond that, one of the most difficult things to address is style. It's not appropriate for government to be prescriptive when it comes to matters related to style. The comments The City typically provides on the Development Permits associated with new buildings tend to focus on requiring durable materials and creating visual interest through facade articulation. The character of the community was formed through the development ideas of the original developers and landowners. The future character will largely be established in the same way.



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19 - Community Character - Housing Mix

What We Heard

Interest in preserving a wide variety of housing choices in the community.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

Ramsay is an eclectic community with homes that have been constructed in a variety of eras, styles and sizes. The ARP will add more multi-family style units to the mix. These will be in the form of rowhouses, walk-up apartments and some higher buildings. This should help achieve the goal of having a variety of housing choices for different ages, stages and wages within the local community.



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20 - Community Character - Gas Stations

What We Heard

Debate over whether a gas or service station should be restricted within the community.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

A policy about no new gas bars in the existing portion of the community will be added. Will be in an updated Section 3.1.



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21 - Community Character - Encourage Entrepreneurship

What We Heard

Interest in seeing encouragement of small-business, entrepreneurship, and start-ups.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

New ideas often require old spaces as an incubator. As the community experiences redevelopment we will see the adaptive re-use of a number of buildings. The Commons is already a great example of this.



Open Space Feedback

22 - Open Space - Challenges / Desire for more public open space

What We Heard

Interest in strategy or plan to increase open space in the community.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

Based on Calgary Parks' current data, Ramsay is above both criteria (10 % and 2.0HA/1000 people) in terms of open space provision – note that these numbers do not include Enmax Legacy Park.

With future intensification it is expected that the pressure on existing open spaces will increase. There are some ways to potentially increase open space that The City is investigating.

1. The following policies (or similar) are being investigated regarding residual lands related to Green Line and Hampstead Hill:

“Residual lands remaining from the development of the Green Line LRT should be utilized as public park spaces where the size, orientation and location of the parcels allows for a quality park development. A regional pathway connecting these parcels along the south side of the LRT right of way should be accommodated“

and

Add to section 3.2.4 – “Incorporate a public park space, built to a Neighbourhood Park standard, in order to provide local open space for future residents of the Community-Urban area in the vicinity of Hampstead Hill / 26 AV Station.”

The following sites also provide additional open spaces opportunities within the community:

- Open space under the ownership of the school board is subject to the Joint Use Agreement (JUA). These parcels generally still perform a local open space function and are accessible by the public. The steep escarpment areas are not included in local open space calculations.
- Community Association sites are considered to be open space in all communities within the City of Calgary, regardless if development of facilities has occurred on the site.
- Park and redevelopment opportunities around the Lillydale Chicken processing facility will be investigated on an opportunity basis.



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23 - Preserve & Enhance Street Trees & Shrubs (Historic Character & Biodiversity)

What We Heard

Interest in seeing increased focus on preserving and enhancing street trees & shrubs.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

Objectives and policy regarding the preservation and enhancing of street trees & shrubs can be revised.

Potential new objective: Maintain and enhance the quality of the Urban Forest through the protection of existing boulevard plantings and strategic planting of new trees in suitable locations.

Potential policy language: All public trees and shrubs should be protected, wherever possible, upon redevelopment of adjacent sites and redevelopment of the public realm. Adelaide ST SE between 8th St SE and 17 AV SE carries historic significance and protection of trees and shrubs in this location should be given the highest consideration.

The draft ARP will be revised to reflect this information.



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24 - Private Open Space listed as public

What We Heard

Concerns around how Enmax Park is considered and described within the Open Space section.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

Enmax park is publically owned but leased to a private entity. The lease for Enmax park includes provisions to maintain public accessibility when event functions are not taking place. Enmax Park is not counted towards Ramsay community open space numbers calculated by Calgary Parks.



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25 - Park Safety / Homelessness

What We Heard

Interest in maintenance of open space to ensure safety.

City Response

-  Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

This is a challenge in natural areas where there are competing objectives of leaving vegetation, and understory in order to promote habitat areas, wildlife connectivity, erosion control etc. versus higher visibility. Calgary Parks does maintain natural areas on a case by case basis where this this type of activity is occurring and works CPS and bylaw to ensure public safety. Citizens are advised to contact the Calgary Policy Service or Bylaw Enforcement if this behavior is occurring.



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26 - Protection of Natural Heritage

What We Heard

Interest in strategies around preservation of natural heritage and biodiversity.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

The City can change section 4.1, moving the stated objective “Protect and enhance environmentally sensitive areas for the benefit, use and enjoyment of residents objectives to policy 4.1, and rewording to ensure a larger lens of biological function of the spaces.”

“Protect and enhance environmentally sensitive areas for the maintenance of ecological function, and the benefit, use and enjoyment of residents.”



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Mobility Feedback

27 - Pedestrian Safety and Accessibility - Infrastructure & Routes

What We Heard

Desire for increased walkability and pedestrian safety through active transportation routes and corresponding infrastructure.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP. There will be additional opportunities for community feedback and engagement on these issues as transportation initiatives are funded and planned.

Current policies in the ARPs align with the Municipal Development Plan and Calgary Transportation Plan and are appropriate for the communities. The ongoing work that Transportation is doing will align with the policies in the documents. Citizens will have further opportunity for engagement as initiatives are funded and planned.



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28 - 11th Street - Parking/Cycling/Traffic Flow Tension

What We Heard

Debate over parking, cycling, traffic-flow precedence on 11th street.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP.
- There will be additional opportunities for community feedback and engagement on these issues as transportation initiatives are funded and planned.

Current policies in the ARPs align with the Municipal Development Plan and Calgary Transportation Plan and are appropriate for the communities. The ongoing work that Transportation is doing will align with the policies in the documents. Citizens will have further opportunity for engagement as initiatives are funded and planned



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29 - Parking – Transit

What We Heard

Concern over parking impacts near stations.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP.
- There will be additional opportunities for community feedback and engagement on these issues as transportation initiatives are funded and planned.

Current policies in the ARPs align with the Municipal Development Plan and Calgary Transportation Plan and are appropriate for the communities. The ongoing work that Transportation is doing will align with the policies in the documents. Citizens will have further opportunity for engagement as initiatives are funded and planned



Ramsay ARP

What We Heard, What We Did

March 8, 2018

30 - Traffic Calming

What We Heard

Interest in seeing some active traffic calming in the community.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP.
- There will be additional opportunities for community feedback and engagement on these issues as transportation initiatives are funded and planned.

Current policies in the ARPs align with the Municipal Development Plan and Calgary Transportation Plan and are appropriate for the communities. The ongoing work that Transportation is doing will align with the policies in the documents. Citizens will have further opportunity for engagement as initiatives are funded and planned



Ramsay ARP

What We Heard, What We Did

March 8, 2018

31 - Traffic Connections

What We Heard

Interest in seeing strategies for greater vehicle connectivity described in more details in the document.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP.
- There will be additional opportunities for community feedback and engagement on these issues as transportation initiatives are funded and planned.

Current policies in the ARPs align with the Municipal Development Plan and Calgary Transportation Plan and are appropriate for the communities. The ongoing work that Transportation is doing will align with the policies in the documents. Citizens will have further opportunity for engagement as initiatives are funded and planned.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

32 - Concern about at-grade crossing on 11th

What We Heard

Concern that level-crossing on 11th Street will limit potential for this area to flourish as a mainstreet.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP.
- There will be additional opportunities for community feedback and engagement on these issues as transportation initiatives are funded and planned.

Current policies in the ARPs align with the Municipal Development Plan and Calgary Transportation Plan and are appropriate for the communities. The ongoing work that Transportation is doing will align with the policies in the documents. Citizens will have further opportunity for engagement as initiatives are funded and planned.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

33 - Supporting Transit Network

What We Heard

Other transit network concerns.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP.
- There will be additional opportunities for community feedback and engagement on these issues as transportation initiatives are funded and planned.

Current policies in the ARPs align with the Municipal Development Plan and Calgary Transportation Plan and are appropriate for the communities. The ongoing work that Transportation is doing will align with the policies in the documents. Citizens will have further opportunity for engagement as initiatives are funded and planned.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

34 - Cycling Infrastructure (Bike Lines & Paths)

What We Heard

Interest in cycling infrastructure, but concern over how they are integrated into the community.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP.
- There will be additional opportunities for community feedback and engagement on these issues as transportation initiatives are funded and planned.

Current policies in the ARPs align with the Municipal Development Plan and Calgary Transportation Plan and are appropriate for the communities. The ongoing work that Transportation is doing will align with the policies in the documents. Citizens will have further opportunity for engagement as initiatives are funded and planned.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

35 - Transit Plaza – Elements

What We Heard

Suggestions for elements in the Green Line station plazas.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

Transit Plaza elements will be updated to include:

- heated waiting area
- large tree species plantings
- security and surveillance for the whole plaza

To the concern about the list not actually being incorporated into the final design: please remember that this list encourages the plaza to have these elements, it does not require all of them. During the detailed design stage of the Green Line LRT, this list will be considered along with space and budget constraints.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

Mobility Feedback

36 - Transit Plaza - What plan does this belong to?

What We Heard

Concern over whether the ARP is the right document to contain information about the transit plazas.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP, as part of the Green Line project. There will be additional opportunities for community feedback and engagement on these issues.

The ARP is the right place for general information about what sorts of things might be included within a Transit Plaza design. There is a separate design process that has been looking at the details of how these spaces will actually be constructed.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

Mobility Feedback

37 - Transit Plaza - Interface & Integration Ideas

What We Heard

Suggestions to improve integration of station areas with surrounding community.

City Response

- Suggested ideas or changes could be addressed through work happening in parallel to the ARP, as part of the Green Line project. There will be additional opportunities for community feedback and engagement on these issues.

The APR has some basic information about how the station will integrate with the surrounding community. There are pedestrian and cyclist routes shown. Transit will also connect to the station. There is a separate design process that has been looking at the details of how these spaces will actually be constructed.



Ramsay ARP

What We Heard, What We Did

March 8, 2018


Infrastructure and Environment Feedback

38 - Flood Mitigation

What We Heard

Suggestion that flood mitigation does not require an entire section of the ARP.

City Response

-  Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

There is a need for consistency between flood protection regulation in different parts of the city. Just like a chain is only as strong as its weakest link, so too are flood protection measures only as strong as the weakest point on the riverbank. Water Resources has been questioned about the need for detailed policy given what exists on the lands. Their approach has been precautionary. Unless this is causing an adverse impact, the section will stay as-is.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

39 - District Energy

What We Heard

General interest in district energy.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

The discussion about district energy started because there are large parcels of land near the 26th Avenue Station that could take advantage of a district energy system. The policy is enough to prompt serious consideration of district energy when development starts occurring. Ideally, the system would be affordable and sustainable.



Ramsay ARP

What We Heard, What We Did


March 8, 2018

40 - Remediation & Environmental Impacts

What We Heard

Interest in seeing policy directing environmental remediation, or proactively limiting potential for environmental impact.

City Response

-  Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

Site contamination is regulated by Provincial standards and enforced locally (see: <http://www.calgary.ca/UEP/ESM/Pages/Environmental-assessment-and-liabilities/Environmental-Assessment-and-Liabilities.aspx>). Basically, if contamination is possible on a site, The City requires due diligence as part of an application process.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

41 - Water Quality & Utility Lifecycle

What We Heard

Interest in greater discussion of infrastructure and strategy to mitigate storm water pollution.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

Stormwater management is mostly regulated by technical standards. What the ARP has as an objective is to "... sustain and restore riparian areas." (Section 6.4). This appears well aligned with the values expressed in the comments. In terms of describing the health of the Elbow River, much has already been done in that regard (see the Elbow River Basin Water Management Plan:

<https://erwp.org/index.php/educational-documents/66-elbow-river-basin-water-management-plan>).

These wider strategies are implemented locally, and Calgary is committed to doing so.

- Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

Given that the ARPs are primarily oriented to describing a future state, characterization of the conditions of local infrastructure is out of place. This information is in City mapping and inventory systems and is applied in the evaluation of development applications.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

Other Feedback

42 - Benefits to Community

What We Heard

Interest in seeing greater discussion of how plan implementation may include investment or benefits for the community.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

The ARP provides the community, The City and developers with a common reference to guide community redevelopment. Outside of City projects and City-owned lands, The City has no control over if and when development will happen. Land is primarily privately owned and developers choose when to build and develop lands based on a variety of factors including market viability. In that sense, The City is one of many implementors of policy.

A good example of a City project is the Green Line. As part of building the Green Line, The City will be investing in the community. The majority of the investment will be directly related to the Green Line itself. A transit plaza only make sense near a station. There are also plans to improve connections for pedestrians and cyclists.

There were a number of comments about the Community Association Hall. The parcel is City owned, but leased by the Community Association.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

43 - Errors, Additions, Clarity - Simple Additions

What We Heard

Suggestions for simple changes or additions to make.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

Suggestions noted and changes made where possible.

44 - Errors, Additions, Clarity – Typos

What We Heard

Typos pointed out.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

Thanks for catching our typos!

45 - Errors, Additions, Clarity – Definitions

What We Heard

Requests for additional definitions of terms.

City Response

- Suggested ideas or changes are already embodied in the draft ARP. The City will provide clarification to where or how the document addresses the community concern.

Definitions in the Municipal Development Plan and Developed Areas Guidebook apply. We haven't seen the need for more.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

46 - Errors, Additions, Clarity – Clarity

What We Heard

Requests for clarification of specific sections or ideas.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

Individual sections may be clarified as required. The next round of communication and engagement will provide additional information on those areas requiring clarification.

47 - Other Information - Could be referenced within Plan

What We Heard

Suggestions for other plans or documents that could be referenced with the Plan.

City Response

- Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

Other applicable policies are already referenced in the Developed Areas Guidebook.

48 - Maps - Lot Lines

What We Heard

Interest in seeing lot-lines on ARP maps.

City Response

- Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

A copy of the maps with lot lines will be released in association with the next draft of the plan, but this level of detail is not appropriate to include within the Area Development Plan itself.



Ramsay ARP

What We Heard, What We Did

March 8, 2018

49 - Maps - TOD Circles

What We Heard

Interest in seeing TOD circles from adjacent communities on maps.

City Response

- Suggested ideas or changes may not be able to be incorporated into the ARP. The City will explain why.

The ARP is not considered as part of the catchment area for the Erlton LRT station. From the intersection of Spiller Road and 25 Ave SE, pedestrians and cyclists are more likely to access the transit network from the 26 Ave station as opposed to Erlton.

50 - Maps - Suggested Maps

What We Heard

Suggestions for additional maps.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

Changes to maps will be noted in the next iteration of the plan release.

51 - Maps - Errors or Changes to Maps

What We Heard

Maps that show errors or require changes.

City Response

- Suggested ideas or changes can be incorporated directly into the ARP

Errors noted