

**REPORT TO COUNCIL FROM CALGARY PLANNING COMMISSION**

<b>MISCELLANEOUS</b>	<b>ITEM NO: 03</b>	
	FILE NO:	M-2008-050
	CPC DATE:	2008 December 11
	COUNCIL DATE:	
	<b>BYLAW NO.</b>	

ALYTH/BONNYBROOK INDUSTRIAL  
(Ward 9 - Alderman Ceci)

<b>PROPOSAL:</b> Amendment to the Ramsay Area Redevelopment Plan
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**INTRODUCTION:**

This item proposes an amendment to the Ramsay Area Redevelopment Plan (ARP) in order to facilitate Land Use Amendment application LOC2007-0080 being considered concurrently with this proposed ARP amendment (a related item on this CPC agenda).

**BACKGROUND:**

The Ramsay ARP was approved by Council on 1994 June by Bylaw 1P94. An amendment to the Ramsay ARP is required to accommodate Land Use Amendment application LOC2007-0080 to redesignate approximately 8.44 ha ± (20.85 ac ±) from predominately light industrial uses under DC Direct Control District (Bylaw 48Z94) to a mixed use residential, office and retail development.

**PLANNING EVALUATION:**

**Existing Policy Framework**

The subject site, formally known as the Saddlevue Industrial Park (the "Site"), offers the potential for the redevelopment of an obsolete industrial site situated on the southern edge of the Ramsay community, located approximately two kilometres south of the Centre City and between the Erlton/Stampede Station and a future southeast LRT station (Crossroads station).

Land Use Planning and Policy has identified that an amendment to the Ramsay ARP is required to achieve conformity between the ARP and Land Use Amendment application LOC2007-0080.

As part of the adoption of the original ARP in 1994, the subject site was redesignated from I-3 Heavy Industry to Direct Control (I-2 Light Industrial). The Plan acknowledges and supports in principle the concept of residential development on all, or part, of the site possibly in

combination with some forms of light industrial activity.

The ARP currently identifies the site for General Light Industrial uses, and states that “long-term residential uses may be appropriate for all or a portion of the Saddlevue Industrial Park site located at 803 – 24 Avenue SE” (page 29). While the ARP supports some transition from industrial to residential/mixed uses, the scope and scale of land use amendment LOC2007-0080 was not anticipated in the original ARP.

The Site offers the potential to implement the Municipal Development Plan intensification policies, by encouraging the replacement and/or redevelopment of obsolete industrial structures with a high density mixed use urban environment that will increase the number and range of housing units, jobs and commercial services in this part of the Inner City. In doing so, opportunities exist for the retention and reuse of heritage structures and to increase the population with access to existing and proposed rapid transit facilities.

### **Proposed Amendment**

The Site is envisioned as a comprehensively designed, mixed-use neighbourhood through the integration of a mix of residential, office, commercial, retail and open spaces that contribute to and respect the history and character of the surrounding community.

The proposed Ramsay ARP amendment can be found in APPENDIX I. The ARP Amendment sets out:

- the future vision for the Site;
- 11 guiding principles for the Site;
- the land use concept for the Site;
- the density parameters applicable to development on the Site;
- the design standards governing the built form on the Site;
- the roadway, park and utility requirements for the Site; and
- the environmental assessment approach applied to the Site.

### **Public Engagement:**

City staff met with Ramsay Community Association (RCA) and the public on several occasions throughout the amendment preparation process. In addition, a public information session was held on the evening of 2008 September 23 to present the draft ARP Amendment circulated in July 2008. Approximately 90 people attended, primarily residents of the Ramsay community. The majority of comments received at the information session were supportive of redevelopment of the Site, however, inquiries focussed on the heights of proposed buildings, land use, interface with the surrounding uses, the amount of total development, and transportation projections resulting from the application.

A letter from the RCA is attached in Appendix IV. The RCA supports portions of the Land Use Redesignation and proposed Ramsay ARP amendment for the site, including the adaptive re-use of the Riverside Iron Works building, higher density mixed uses in appropriate land use districts, affordable multi-family housing, townhouses along the site perimeter and potential community amenities (such as a grocery store). Aspects that the RCA feels remain unresolved are a comprehensive revised Concept Plan, environmental concerns, interface with the Calgary Stampede lands to the south and the Traffic Impact Assessment (TIA).

**LAND USE PLANNING AND POLICY RECOMMENDATION:**

APPROVAL

- A. Recommend that Council ADOPT, by bylaw, the proposed Amendment to the Ramsay Area Redevelopment Plan as set out in Appendix I.
- B. Recommend that Council **WITHHOLD** second and third reading of the Bylaw pending the developer submitting a Master Environmental Management Plan to the satisfaction of Environmental and Safety Management.
- C. Recommend that Council **WITHHOLD** third reading of the Bylaw pending:
  - i) the receipt of written consent to vary the setback requirements of Section 13 of the *Subdivision and Development Regulation* from the Deputy Minister of Environment in order to allow for the approval of subdivision and development permit applications for residences and food establishments only on lands within the site located within the 300 metre setback from the former Manchester Yards Waste Disposal site; and
  - ii) the developer entering into an agreement to designate the Riverside Iron Works Building as a Municipal Historic Resource pursuant to Section 26 of the *Historical Resources Act*, with the agreement to address the phasing of restoration and amount of monies to be invested in the restoration of the building to the satisfaction of the Director, Land Use Planning and Policy.

Grace Lopushinsky  
2008/December

## **Proposed Amendments to the Ramsay Area Redevelopment Plan (ARP)**

1. Delete existing “Map 1” (entitled Action Plan – Executive Summary) and substitute revised “Map 1” (entitled Action Plan – Executive Summary) attached hereto as Schedule A.
2. In Section 1.3.4 delete the words “community as a low density residential neighbourhood” and replace with “existing low density residential area”.
3. In Section 2.4.6 delete reference to Section “3.4.4” and replace with Section “3.5.4”.
4. In Section 3.2.2 (entitled Context) delete the word “Commercial” at the beginning of the first sentence and insert the following text at the beginning of the first sentence “With the exception of the Urban Mixed Use area, commercial”.
5. After Section 3.2 (entitled Commercial Land Use), insert the following section:

### **3.3 Urban Mixed Land Use**

#### **3.3.1 Vision**

The site formally known as the Saddlevue Industrial Park (the “Site”), offers a the potential for the redevelopment of an obsolete industrial site situated on the southern edge of the Ramsay community, located approximately two kilometres south of the Centre City and between the Erlton/Stampede Station and a future Southeast LRT station.

The Site offers the potential to implement the Municipal Development Plan intensification policies, by encouraging the replacement and/or redevelopment of obsolete industrial structures with a high density mixed use urban environment that will increase the number and range of housing units, jobs and commercial services in this part of the inner city. In so doing, opportunities exist for the retention and reuse of heritage structures and to increase the population with access to existing and proposed rapid transit facilities.

The Site is envisioned as a comprehensively designed, mixed-use neighbourhood through the integration of a mix of residential, office, retail and open spaces that contribute to and respect the history and character of the surrounding community.

#### **3.3.2 Guiding Principles**

The following principles have been established to direct the formulation and implementation of the policies, which will guide the redevelopment of this Site.

##### **3.3.2.1 Mixed-Use Development**

Development on the Site will provide a mix of complementary land uses, including a significant residential component, along with office and other commercial uses, developed in a compact manner to provide vitality and interest while enabling walking, cycling and transit usage as an alternative to the private automobile. These uses will be integrated with the Ramsay community to the north and west and in so doing will increase the vitality, range of housing options and services available in the community.

### **3.3.2.2 Development Density**

Having regard to the location of this Site relative to the Centre City and existing and future LRT facilities the distribution of uses and amount of development on the Site should provide an appropriate mixed-use environment, while respecting the proposed retention of a heritage structure, physical impacts on adjacent land uses, and the capacities of servicing systems including utilities and transportation.

Having regard to the relationship to the low density residential areas to the north and west of the site development should provide a gradual increase in both density and building height moving north to south and west to east away from the existing low density residential areas of Ramsay, with the highest density and building heights located in the south eastern portion of the Site.

### **3.3.2.3 Site Layout**

Development on the Site will be oriented along an east west spine road linking Spiller and Dartmouth Roads (the "Spine Road"), using a block structure that reflects the established pattern to the north. This Spine Road will be the main vehicular access to the Site and provide convenient access to parking facilities primarily located in underground structured parking. This roadway will be designed to accommodate appropriate transit connections and cycling movements as well as automobile traffic and provide a high quality pedestrian environment on both sides of the street. Adjacent buildings will be designed to complement the pedestrian environment including active uses at grade. At the mid-point of this road there will be a large urban plaza that will be the focus of the Site.

### **3.3.2.4 Heritage**

Development on the Site will involve the retention and adaptive reuse of the Riverside Iron Works building, as identified on Maps 6 and 7. With the agreement of the owner, this building should be designated as a Municipal Historic Resource and renovated to allow its reuse for office, retail and related uses. Other opportunities to reflect the history of the Site will be explored through a heritage interpretive program.

### **3.3.2.5 Public Realm**

The Site will be developed with a series of roads, walkways and open spaces that will be accessible to the public. These spaces will be designed to enhance the pedestrian experience with substantial landscaping and high quality materials and public art. The open spaces will be a combination of reserve land and private open space that will allow public access.

### **3.3.2.6 Mobility Management**

The Site will be designed to maximize opportunities for non-automobile movement systems. Throughout the Site, priority will be given to the movement of pedestrians, cyclists and transit connections, while still accommodating the needs of automobile traffic. These systems should be designed to maximize the opportunities for pedestrian and transit usage by:

- i) Providing direct connections to transit stops on roadways so that at least
  - 70% of the area population will be located within a 300 metre walking distance to transit service on local pathways, sidewalks and walkways; and,
  - 90% of the area population will be located within a 400 metre walking distance to transit service on local pathways, sidewalks and walkways;
- ii) Providing appropriate linkages to regional pathways and other connections to LRT Stations; and,
- iii) Facilitating the efficient operation of appropriate transit connections between the Site and existing and future LRT Stations.

### **3.3.2.7 Parking Strategy**

The parking strategy will encourage a “park once” approach, on-street parking, and shared parking. Parking will be located and accessed in a manner that causes minimal disruption to the pedestrian environment. At- and above- grade parking, other than along the southern boundary of the Site, should be wrapped by street front uses such as retail, commercial, office and residential development.

### **3.3.2.8 Inter-connectivity with Ramsay Community**

The Site will be designed to allow ease of movement for pedestrians and cyclists between the existing community and activities within the Site through the provision of appropriate pedestrian and cycle path connections to Spiller Road and 24 Avenue SE. The Spine Road will be designed to direct vehicles towards 25 Avenue SE. In addition, the Site may provide a maximum of two local vehicular street links to 24 Avenue SE. These links will be located and designed so as to discourage traffic moving through the community of Ramsay. Emergency vehicle only access points may be provided along Spiller Road and 24 Avenue SE where required for safety purposes.

### **3.3.2.9 Interface with Calgary Stampede “Back of House” Support Functions**

Buildings and uses on the southern and western edge of the Site will be designed to mitigate potential impacts of the Calgary Stampede “Back of House” support functions<sup>1</sup> on activities within the Site.

### **3.3.2.10 Building Design**

New development will be designed to create an appropriate pedestrian oriented edge to frame sidewalks and public spaces. Building facades should be punctuated by windows, entrances and lobbies.

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<sup>1</sup> “Back of House” support functions refer to those uses allowed under Direct Control Bylaw 4Z2006, Site 5 (approved by Council 2006 February 7).

### 3.3.2.11 Sustainable Buildings

Sustainable building features are encouraged. These features include tree planting, green roofs, housing diversity, use of renewable energy, reuse of existing structures, reduced construction waste, improved building energy efficiencies, efficient landscaping/water reduction, reduced development footprints and maintaining site porosity and storm water retention. LEED® certification is encouraged for all major new buildings.

### 3.3.3 Plan Concept

Having regard to Council's approved policies regarding:

- encouraging appropriate intensification within established areas;
- retention and reuse of heritage structures;
- the reuse of obsolete industrial uses; and,
- transportation and utility infrastructure,

it has been determined that the Ramsay Exchange Site is an appropriate location for a higher density mixed land use.

The form and intensity of such a development will be different than the established, primarily single family, community to the north and west, as the Plan seeks to incorporate residential, office and retail/commercial uses in a range of building heights, and densities while retaining a significant heritage industrial structure.

The objective is to create an urban community where one can live, work and play with less reliance on the automobile, by providing:

- an increased range of opportunities to create a diversity of housing forms and sizes;
- an increased range of retail and employment opportunities;
- appropriate integration with the adjacent community; and,
- a suitable interface with the adjacent low density residential areas to the north and west of the Site and Calgary Stampede "Back of House" support functions to the south.

Ensuring an appropriate interface with the established areas of the Ramsay community immediately north and west of the Site requires a sensitive development providing for transition of scale, form and character and this requires special attention to building height, form and shadow impact by:

- Focussing the highest intensity development along an east/west Spine Road connecting to both Spiller and Dartmouth Roads, which provide direct connections to 25 Avenue SE. Two secondary vehicular links to 24 Avenue SE and multiple pedestrian and cycle connections from the Site to both Spiller Road and 24 Avenue SE will provide interconnection between the Site and the community of Ramsay;
- Imposing building height and form restrictions based on increasing building height and intensity from north to south and west to east resulting in the more intensive and higher buildings being in the South East portion of the Site;
- Locating higher buildings so as to be sensitive to their visual impact on the existing low density community immediately north of 24 Avenue SE and west of Spiller Road; and,
- Utilizing a shadow guideline aimed at ensuring that no building casts a shadow beyond
  - the north curb line of 24 Avenue SE or
  - the west curb line of Spiller Road north of 6 Street SEbetween the hours of 11 AM and 3 PM Mountain Daylight Time on September 21.

#### **3.3.4 Land Use**

It is proposed to accommodate between 700 and 1500 residential units along with commercial and office development on the Site.

The following is a description of the proposed distribution of uses on the Site:

- Grade-oriented multiple family, townhouses and live/work units along the northern and western edges of the Site on Spiller Road and 24 Avenue SE, except for the location of the Riverside Iron Works building, which will be retained;
- High density medium rise residential structures immediately south of the ground oriented multiple family uses;
- The retention, refurbishment and reuse of the former Riverside Iron Works building, primarily for retail/commercial and office uses in the central part of the Site. Commercial uses will also be located to the south and west of the Riverside Iron Works building and in the base of office and residential buildings elsewhere on the Site;
- High density, high rise residential and office buildings and retail uses along the southern edge of the Site; and,
- A series of open spaces distributed throughout the Site including municipal reserve parcels and other public open spaces to which the public will have access.

### 3.3.4.1 Policies

The following policies will be implemented through the use of appropriate land use designations:

- Provided that the Riverside Iron Works building is designated a Municipal Historic Resource and is the subject of an agreement with The City regarding its renovation and restoration, the maximum amount of gross floor area (GFA) that may be provided on the Site is 200,000 square metres. This may include up to 1500 residential units and a maximum of 20,000 square metres GFA of retail/restaurant/commercial and 55,000 square metres GFA of office.
- Table 3 provides a description of the intent and allocation of density and height to each Sub-Area shown on Map 6.
- Table 4 provides the allocation of density and heights to sites within Sub-Area 4.

## Ramsay Area Redevelopment Plan

Map 6

Ramsay Exchange  
Land Use Concept Plan Sub-Areas

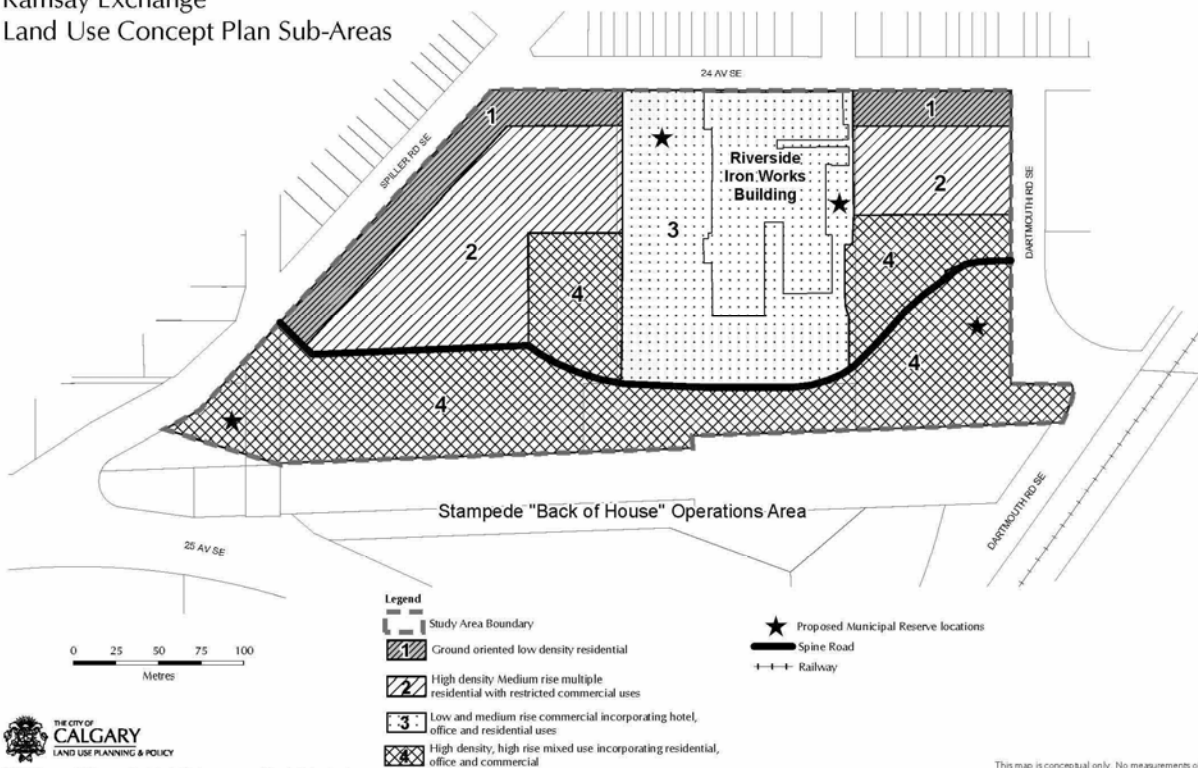


Table 3: Urban Mixed Use Policy Sub-Areas

<b>Sub Area</b>	<b>Land Use</b>	<b>Provisions in addition to the Design Guidelines set out in Section 3.3.6</b>	<b>Minimum Density or GFA</b>	<b>Maximum Building Height</b>	<b>Tower floor plate restrictions</b>
1	Ground Oriented low density multiple residential development	Provide an appropriate interface with the established low density residential development on the other side of 24 Avenue and Spiller Road; Street Oriented townhouse format is encouraged; and, Parking facilities to be accessed from rear of properties.	75 units per hectare (uph)	12 metres	No floor plate restrictions
2	High density medium rise multiple residential with restricted commercial uses	Building Design should provide an appropriate transition from low density residential to the north and west to the high rise mixed use area to the south; Commercial use where provided should be oriented to street frontages on major pedestrian routes; and, Buildings adjacent to Riverside Iron Works building should be sensitive to the heritage attributes of that building.	150 uph	35 metres	No floor plate restrictions
3	Low and medium rise commercial development incorporating hotel, office and residential uses	The focus of this site will be the retention and adaptive reuse of the Riverside Iron Works building, a significant historic resource and a potential designated Municipal Historic Resource and provision of a significant urban open space (plaza); Uses within the Riverside Iron Works building could include commercial, office, and residential; and, Development outside of the Riverside Iron Works building could include full range of commercial, office and residential use and a hotel of approximately 100 rooms.	23,000 square metres	Riverside Iron Works Building 14 metres  All other structures 35 metres	No floor plate restrictions
4	High density, high rise mixed use incorporating residential, office and commercial uses. For detailed restrictions refer to Table 4	Residential and office structures may incorporate commercial uses on the first two floors. A stand alone retail development may be allowed on Site 4c.	Refer to Table 4	Refer to Table 4	Refer to Table 4

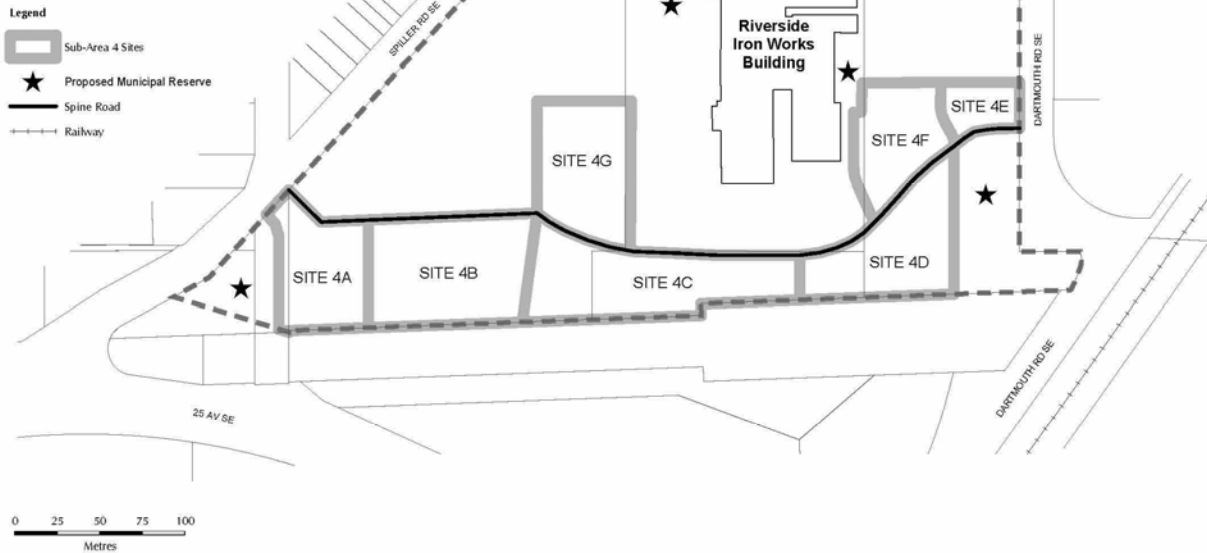
Table 4: Urban Mixed Use Policy Sub-Area 4 Site Allocations

Site	Primary Land Use	Minimum Density or FAR	Maximum Gross Floor Area (GFA)	Maximum Building Height	Tower Floor Plate restrictions
4A	Office	2.0 FAR	20,000 square metres	50 metres	Office above 26 metres: 2150 square metres GFA Residential above 26 metres: 750 square metres GFA
4B	Residential	150 uph	22,000 square metres	70 metres	Residential above 26 metres: 900 square metres GFA
4C	Retail/Office	1.0 FAR	5,000 square metres	20 metres	No floor plate restrictions
4D	Office/ Residential	2.0 FAR 300 uph	34,000 square metres	100 metres	Office above 26 metres: 2,150 square metres GFA Residential above 26 metres: 900 square metres
4E	Residential	300 uph	13,000 square metres	50 metres	Residential above 26 metres: 850 square metres GFA
4F	Residential	300 uph	15,000 square metres	60 metres	Residential above 26 metres: 750 square metres GFA
4G	Residential	300 uph	14,500 square metres	60 metres	Residential above 26 metres: 750 square metres GFA

## Ramsay Area Redevelopment Plan

Map 7

Ramsay Exchange  
Sub Area 4 Sites A-G



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This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved:  
Amended:

### 3.3.5 Urban Design and Built Form

New development within the Site should be designed and sited to contribute to the creation of a pedestrian-oriented precinct. While architectural variety is strongly encouraged, individual sites and buildings should be developed to work together to create an urban neighbourhood. In general, buildings should relate well to the street and to each other, foster a vital and active pedestrian-oriented street life, maintain sunlight penetration to streets and open spaces, and contribute to a fine-grained, pedestrian-oriented urban form.

Design that enhances the safety and security of public spaces and that responds to the conditions of a winter city, should be prime considerations in the design of the public realm.

#### 3.3.5.1 Policies

- a) New development should contribute to the creation of pedestrian-oriented street and public areas through the following:

- i) locating active uses at-grade along all major pedestrian frontages;
  - ii) encouraging the design of buildings that front the Spine Road to accommodate retail/commercial uses at grade;
  - iii) aligning buildings to relate directly with the primary pedestrian frontage with lobbies and building entries oriented toward the sidewalks;
  - iv) modulating building faces in width, height, and finishing materials to visually break up large building walls. The inclusion of smaller commercial retail units (CRUs) into the building facades of large retail tenants is encouraged;
  - v) providing a minimum of 70 percent of non-residential building facades at-grade with transparent glazing (doors and windows);
  - vi) providing canopies or other forms of shelter for pedestrians; and,
  - vii) locating individual buildings adjacent to the sidewalk or other public spaces to create an active edge and to enclose the street or public space to form a 'public room'.
- b) Maximum building setbacks from the edges of the pedestrian walkway should be:
- i) Commercial (Office/Retail): 0 to 3 metres; and,
  - ii) Residential: 1.5 to 3.0 metres.
- c) The area between the building setback and the pedestrian walkway should be occupied by building entryways, outdoor seating areas for restaurants, seasonal display, bicycle parking, and residential front porches or yards.
- d) Residential buildings should be designed based on the following:
- i) at-grade residential units that front a sidewalk should have individual, primary entrances (e.g. front doors) providing direct access to and from that sidewalk;
  - ii) at-grade residential units to be designed should provide visual privacy from any public or internal sidewalk without the need for high or non-transparent privacy fences or walls that detract from the active street edge; and,
  - iii) new residential units should be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at- or above-grade.
- e) Upper storey building elements, including penthouse floors and mechanical rooms should be stepped or shaped to contribute to a distinctive skyline. Such building elements should follow accepted design practices to minimize risk to migratory and resident bird populations.

- f) Tall building elements and massing should be organized to maximize sunlight penetration and access to sky views throughout the Site.
- g) Towers should be stepped-back or located on the building podium in a manner that allows sunlight to filter to the street level.
- h) Towers above 26 metres containing residential units should be a minimum of 24 metres from any other tower.
- i) New buildings should be designed to ensure universal access for all citizens. Where feasible, buildings should be designed to eliminate the need for access ramps. Where this is not feasible, the ramps should be designed to have minimal impact on the sidewalk.
- j) New development should strive for a LEED® rating through consideration of sustainable built forms and an integrated approach to building infrastructure systems. The following design concepts, development practices, and technologies are encouraged:
  - i) construction waste management, i.e., recycling to divert material from landfill sites;
  - ii) optimizing building energy performance;
  - iii) use of renewable energy sources;
  - iv) use of innovative wastewater technologies;
  - v) storm water management techniques including reduction of quantity, collection, filtering and reuse;
  - vi) provision of water efficient landscaping;
  - vii) provision of occupant transportation alternatives;
  - viii) provision of a high quality of indoor air quality and thermal comfort;
  - ix) maximizing day lighting;
  - x) use of building materials with a high recycled component;
  - xi) use of durable and rapidly renewable materials;
  - xii) encouragement of innovation in the design of buildings, their systems and their site considerations;
  - xiii) provision of green roofs; and,
  - xiv) developments should make provision for the collection and pick-up of recyclable materials.

- k) Design outdoor lighting to minimise light intrusion on adjacent blocks, e.g., by applying down-lighting and low reflectance ground covers, selecting lighting locations that contain light within the block, and employing lamp fixtures that do not allow direct-beam illumination to leave the block.
- l) New development should be designed in accordance with the principles of Crime Prevention Through Environmental Design (CPTED) including:
  - i) clear identification of the public and semi-private realms;
  - ii) clear sight lines along public pathways and in public spaces;
  - iii) opportunities for natural surveillance of lanes, sidewalks, streets and other public spaces;
  - iv) provision of adequate security lighting of pedestrian and cycling routes, car parking areas and other public spaces; and,
  - v) ensuring that landscaping does not compromise security by preventing clear views from streets to pathways, open space or car parking areas.
- m) Weather protection should be incorporated into streetscape design. This can be achieved with the use of canopies, shelters and street trees, by providing protection from wind, rain, and snow with plant screens, walls and canopies and by maximizing sun exposure for public areas (especially in winter months) through careful location of seating, plantings, building elements especially higher structures.
- n) Pedestrian connections should incorporate durable paving that is resistant to salt and snowplough damage. Consider use of heat tracing in selected areas and/or ice resistant surfaces to keep critical areas clear of snow and ice build-ups.
- o) Consider use of color, light, urban furniture and natural materials to counter effects of long winter nights.
- p) Design and position buildings to minimize wind tunneling and the creation of uncomfortable microclimates. A development pattern with careful spacing of taller building elements is encouraged to ensure wind movements are kept at higher elevations and 'smoothed' over low density areas.

### **3.3.6 Streetscape and Open Space Design**

One of the most important elements of creating attractive streetscapes is the presence of trees. Calgary has a particularly harsh climate for the survival of trees and therefore it is essential that tree planting be conducted in a manner to ensure that trees can thrive over many years.

#### **3.3.6.1 Policies**

- a) Landscaping should provide trees and bushes appropriate to the Calgary climate including a variety of genus, species and cultivar.

- b) The planting of deciduous trees is encouraged throughout the Site.
- c) Incorporate coniferous trees into landscape design to provide natural color in winter and act as a valuable wind-screen.
- d) A coherent design theme specific to the Site shall be applied to all streetscape elements and open space including the reconstruction of the pedestrian-oriented portions of Spiller Road, 24 Avenue SE and Dartmouth Road adjacent to the Site.
- e) Street furniture, lighting, signage and landscaping should be oriented towards the pedestrian.
- f) Opportunities for public art should be incorporated throughout the Site.
- g) Parks, plazas and other publicly used open space should be positioned to maximize their exposure to sunlight and surrounded by development that contains active ground floor uses to provide “eyes on the space”.
- h) Small plazas and places open to the public should have clear and legible public access, either through signage or inviting design elements and be designed for social interaction and passive recreation.

### 3.3.7 Reserve Land

The Site is currently held in seven separate titles by one owner. Four of these parcels are currently less than 0.8 hectares in size and are therefore not obligated to provide reserve land under the provisions of the Municipal Government Act (MGA). All parcels greater than 0.8 hectares in size are required to provide reserve land in accordance with the MGA at the time of subdivision.

The following Municipal Development Plan policies are relevant to this situation:

- *Policy 2-2.2.5A – Require that ten percent of the gross developable area of lands to be subdivided be dedicated for the purpose of providing municipal reserve (MR), and/or school reserve (SR) and/or municipal and school reserve in accordance with the provisions of the MGA.*
- *Policy 2-2.2.5D – dedicate additional municipal, school, or municipal and school reserve where the density of land being subdivided may exceed 30 units per hectare (12 units per acre) and where deemed appropriate, subject to the limitations of the MGA.*

Section 668(2) of the MGA provides that in specific circumstances a Subdivision Authority may require additional reserve lands where the proposed subdivision would result in a density of 30 dwelling units or more per hectare of developable land.

Given the intensity of residential development proposed for the Site it is appropriate to consider applying both of these policies to the land.

#### 3.3.7.1 Policies

- a) It is estimated that the Municipal Reserve obligation of ten percent will require the dedication of approximately 0.76 hectares (1.89 acres) of land. This obligation should be met by the dedication of unencumbered land either within the Site, or on other land in the immediate vicinity acceptable to the Subdivision Authority, with the following characteristics:
- i) one parcel within the Site of approximately 0.20 hectares in size on the eastern portion of the Site with a minimum dimension of 50 metres on one side, designed to provide opportunities for informal recreation activities with appropriate interface with surrounding development;
  - ii) the balance of reserves owing may be provided in smaller parcels (0.10 hectares in size is the preferred minimum) designed to meet a variety of community needs; and,
  - iii) if any reserve lands are developed with non-standard features, (e.g., fountains, gazebos, etc.) the developer will be required to enter into special arrangements for ongoing maintenance.
- b) The Subdivision Authority shall ensure that the ten percent obligation is provided.
- c) Provided agreements are in place to guarantee the long-term retention of the Riverside Iron Works building, the Subdivision Authority may apply a deferred reserve caveat for the reserves owing from a maximum of 1.22 hectares of land on the site of the heritage building.
- d) The intensity of residential development on the Site warrants requiring the dedication of additional land as provided for in Policy 2-2.2.5D of the Municipal Development Plan. The Subdivision Authority should require the dedication of this land. The Subdivision Authority may allow alternate arrangements to reserve dedication for the provision of this open space where it is satisfied that suitable arrangements are in place to ensure the provision of appropriate additional amounts of publicly accessible open space within the Site.
- e) Reserve Land shall be:
- i) located so as to be accessible to residents of the Site and the surrounding community;
  - ii) designed to facilitate a variety of activities including informal active recreation; and,
  - iii) developed in accordance with the City of Calgary Parks specifications.

### **3.3.8 Interface with Calgary Stampede “Back of House” Support Functions**

The Site is located immediately north of land that is to be used for the Calgary Stampede “Back of House” support functions. The lands are designated Direct Control (with I-2 District Guidelines) and include vehicle storage and animal accommodation. These uses have the potential to impact the users of the Site.

Opportunities such as building placement and design, incorporation of special

equipment, etc., on both the Site and the Calgary Stampede lands offer the potential to mitigate these impacts. Discussions with Calgary Health Region have determined that odours and other impacts associated with livestock confinement can be mitigated to a compatible level in an urban context through building technology and operational measures.

The Developer has committed to registering caveats on the titles of residential parcels adjacent to the Calgary Stampede lands, notifying residents of future development intended for those lands. The City encourages this to occur.

### 3.3.8.1 Policies

- a) Prior to the approval of the first new building on the Site, the applicant shall prepare a study, with terms of reference approved by the Development Authority, based upon the existing and potential uses of the Calgary Stampede lands lying between the Site and 26 Avenue SE from Spiller Road to Dartmouth Road. Such study shall determine if there are any potential negative impacts from the existing and potential uses of the Calgary Stampede lands on any uses proposed in the Site and if so, recommend mitigation measures for such impacts. Such measures may relate to the Site or the Calgary Stampede lands. In the case of the latter, the Applicant shall be responsible for determining the practicability of the Calgary Stampede to implement such measures.
- b) The Development Authority shall have regard to the results of this study in considering development permit applications on the Site.
- c) Buildings and structures on the Site should be designed to mitigate potential adverse impacts identified in the study. Buildings adjacent to the Stampede lands should be designed so as to not create noise, venting or excessive lighting that adversely impacts the Calgary Stampede "Back of House" support functions.
- d) The Development Authority may require, as part of considering future development permits, that the study be updated in the event of a significant change in the nature or location of development on the Stampede lands.

### 3.3.9 Heritage

The Site was first developed for industrial uses in the 1920s and the existing buildings and structures reflect the history of the evolution of heavy metal fabrication in Calgary over the past 90 years.

The Riverside Iron Works building, the red brick structures dating from the 1920s, is designated as a Category B Site on The City of Calgary's Inventory of Evaluated Historic Resources. City policy encourages the retention and renovation of Class B buildings. In calculating the allowable density on the Site, it has been proposed that the building become a designated Municipal Historic Resource with a commitment to its renovation in accordance with accepted heritage practices. The owner is proposing to enter into an agreement with The City to support the designation of the structures as a Municipal Historic Resource under the *Historical Resources Act* and to commit to the expenditure of \$14 million in the renovation of the structures over a mutually acceptable time line. It is proposed that the Riverside Iron Works building be appropriately renovated and used for retail, restaurant and office uses.

### 3.3.9.1 Policies

- a) Identification of appropriate portions of the Riverside Iron Works building as a designated Municipal Historic Resource under the provisions of the *Historical Resources Act* following approval of the above-mentioned agreement with the owner is strongly encouraged.
- b) Prior to approval of development permits for new buildings on the Site, a heritage interpretive program to record and display the industrial history of the Site should be developed in consultation with The City's Heritage Planner. Such a program should be implemented as part of subsequent development permit approvals.

### 3.3.10 Transportation and Parking

Key to mitigating the impact of development of the Site on the established areas of Ramsay is reducing the amount of traffic generated directing as much of it as possible to 25 Avenue SE, via Spiller and Dartmouth Roads.

This is to be accomplished by encouraging the use of alternative transportation to that of the private automobile and the creation of a Spine Road linking Spiller and Dartmouth Roads as the main movement corridor into and through the Site. This road must be designed to accommodate pedestrian, cycling, transit connections and vehicular movement.

#### 3.3.10.1 Policies

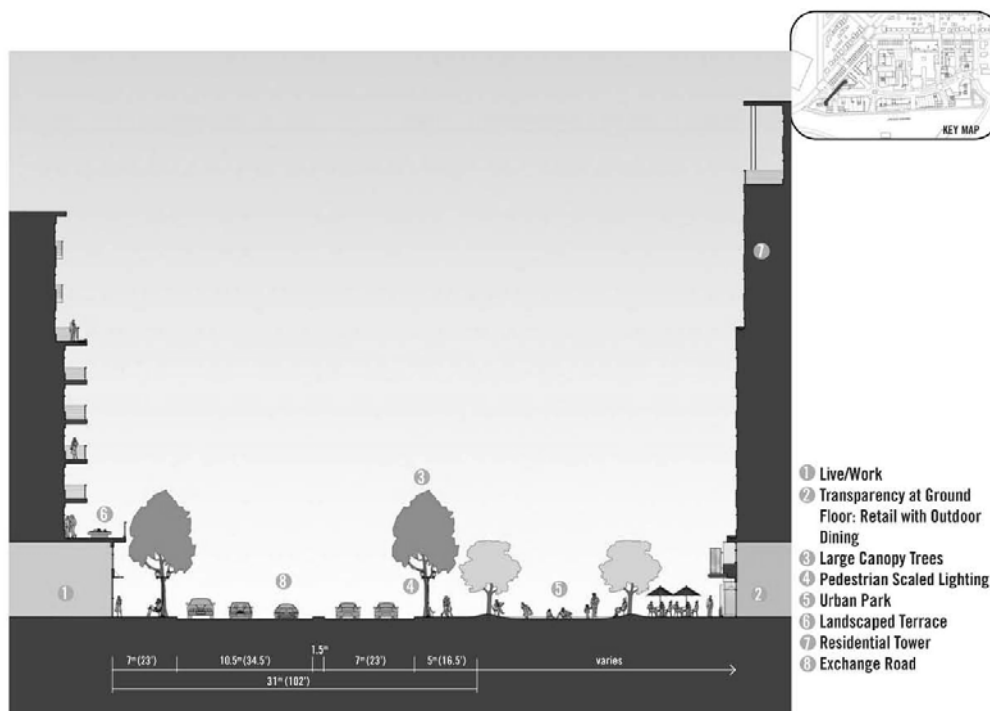
- a) The portions of Spiller Road, Dartmouth Road and 24 Avenue SE adjacent to the Site shall be reconstructed to the satisfaction of the Approving Authority incorporating pedestrian facilities, landscaping and lighting compatible with the equivalent facilities provided within the Site.
- b) The spine road shall connect to Spiller Road at the existing intersection with 6 Street SE and with Dartmouth Road. A maximum of two additional local street connections from the spine road may be made to 24 Avenue SE: one between 7 Street SE and Spiller Road and one between Dartmouth Road and 7 Street SE. These connections shall be designed to minimize their attractiveness to vehicles wishing to proceed from the Spine Road in a northbound direction.
- c) Figures 8, 9 and 10 indicate the desired scale and character of the Spine Road. The Approving Authority shall have regard to these drawings in considering any development permit applications in conjunction with the Spine Road.
- d) Prior to approval of a plan of subdivision or development permit for the first new building on any of Sub-Area 2, 3 or 4, development permits or a concept plan tied to the plan of subdivision, shall be approved.
- e) The approval of any new building on any one of Sub-Area 2, 3 or 4 shall include the construction of an appropriate access to either Spiller Road or Dartmouth Road. Approval of any subsequent buildings shall include commitments regarding the timing of the provision of the connection of the Spine Road to both Spiller Road and Dartmouth Road.

- f) The Site shall be responsible for any necessary changes including, but not limited to: traffic control devices and transit priority signals etc., required in the surrounding road system, including 25 Avenue SE that are determined to be required to accommodate the Site without changing the road designation of Spiller Road and 24 Avenue SE as set out in Section 4.3.1 of this Plan. Such changes or devices, etc., may be required as part of the land use redesignation, subdivision and or development permit approval process.
- g) There shall be no direct access to off-street parking or loading stalls from Spiller Road, 24 Avenue SE or Dartmouth Road. Direct access to parking or loading stalls from the Spine Road should be avoided.
- h) All parking structures should be accessed from streets within the Site that are connected to the Spine Road.
- i) Parking and loading should be provided in accordance with the Land Use Bylaw requirements. The Approving Authority may have regard to the following policies when considering a relaxation of the parking and loading requirements:
  - i) The total amount of parking provided for a development should be minimized by employing various measures to reduce parking demand for a particular project. These may include provision of car-pooling stalls, shared parking with complementary developments, shared cars, cycling facilities including showers and lockers, or other methods acceptable to the Development Authority;
  - ii) Parking requirements may be further reduced, subject to City approval, by provision of parking facilities that serve multiple uses to enable efficient use of space over the course of the day and for car co-op provision; and,
- j) Temporary surface parking may be allowed as part of a phased plan for a comprehensive development scheme. Any portion of the surface parking lot that is adjacent to a pedestrian route should provide adequate edge conditions allowing for screening and natural surveillance of the parking area.
- k) On-street parking is encouraged on all streets except where transit needs dictate otherwise. Maximize on-street parking efficiency by managing time limits to correspond with daily activity patterns and through the use of pay machines.
- l) With the exception of temporary surface parking facilities described above, on-site parking is not permitted in front of buildings and interior parking areas should be accessed via rear lanes.
- m) All at-grade, permanent parking areas, including structures, shall be separated from streets and other open spaces with active uses such as commercial or residential development.
- n) At- and above-grade parking structures shall be screened from streets and public areas by active uses to at least the first storey and architectural treatments above that make the parking areas indistinguishable from the rest of the building façade. The Development Authority may relax this requirement for buildings on

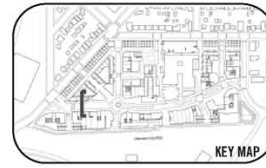
the southern edge of Sub-Area 4 on Map 6 where such parking is provided to create a suitable interface with the Calgary Stampede lands.

- o) The area for above ground parking structures is included in the calculation for the total gross floor area of a development.
- p) Above grade parking structures that do not abut streets or public areas should be screened from adjacent developments to the satisfaction of the Approving Authority.
- q) Exhaust vents for parking structures should be directed away from any public street frontage and adjacent residential uses.
- r) Loading activities should occur at the rear of buildings with suitable access provided. If unique loading arrangements are required to service the Riverside Iron Works building they should be located and designed to minimize their impact on adjacent residential units.

**Figure 8**



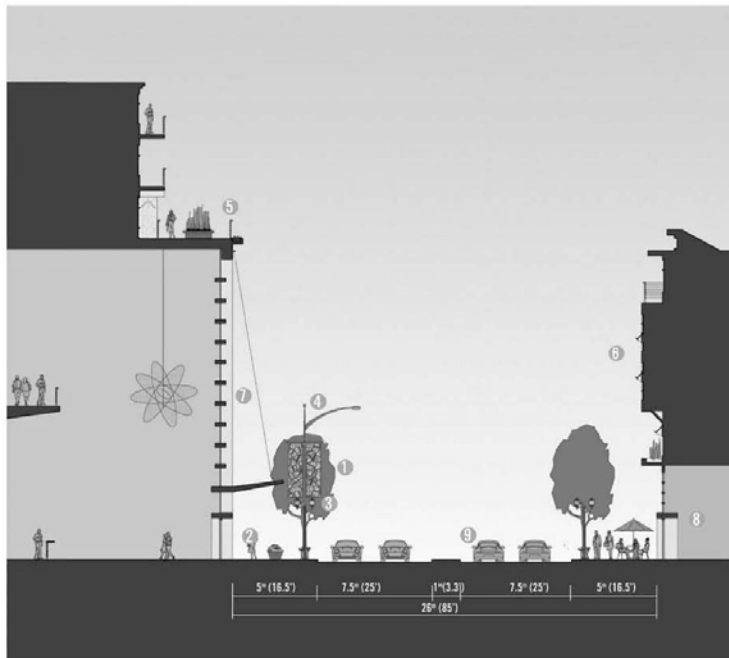
**Figure 9**



- ① Transparency at Ground Floor:  
Retail or Live/Work
- ② On-Street Dining
- ③ Large Canopy Trees
- ④ On Street Parallel Parking, Pedestrian  
Scaled Lighting
- ⑤ Exchange Road
- ⑥ Street Lights
- ⑦ Landscaped Terrace
- ⑧ Residential Tower with Balconies

PRELIMINARY CONCEPT SUBJECT TO DETAILED DESIGN

Figure 10



- ① Canopy Trees
- ② Wide Sidewalks with Outdoor Dining
- ③ Pedestrian Scaled Lighting
- ④ Vehicular Lights
- ⑤ Terraced Setbacks at 15.2 - 19.8m  
(50'-65') above Street Level
- ⑥ Bay windows and Balconies
- ⑦ Brise-Soleil: Control Solar Gain at  
Hotel Lobby
- ⑧ Retail / Restaurants  
at Ground Floor
- ⑨ Exchange Road

NTS

PRELIMINARY CONCEPT SUBJECT TO DETAILED DESIGN

### 3.3.11 Environmental Remediation and Landfill Setbacks

#### 3.3.11.1 Policies

- a) Prior to Subdivision or Development Permit approval being granted for any site located within a land use district that allows for residential uses or food establishment uses within the 300 metre setback from the inactive Manchester landfill to the south, written consent to vary the setback contained in Section 13 of the *Subdivision and Development Regulation* shall be obtained by the Subdivision Authority or Development Authority from the Deputy Minister, Alberta Environment.
  - b) The developer shall be responsible for submitting the appropriate site assessment, environmental management and mitigation and risk management analysis necessary to address site contamination issues prior to development proceeding. The required reports shall be provided at the appropriate stages of the planning approval process to the satisfaction of the Approving Authority.
  - c) Environmental information will need to be submitted by the developer in support of the waiver. The information may include but not be limited to Environmental Site Assessments, a Remedial Action Plan, Risk Management Plan or an Environmental Risk Assessment. All report(s) are to be prepared by a qualified professional and will be reviewed to the satisfaction of Subdivision or Development Authority.
6. Renumber existing Section “3.3” (entitled Industrial Land Use) to Section “3.4” (entitled Industrial Land Use) and renumber subsequent sections and subsections and any references throughout the Plan accordingly.
  7. In the second paragraph of the newly renumbered Section 3.4.2 (entitled Context) delete the words “one-third of the land area of Ramsay, totaling 37 ha. ± (92 ac. ±)” and replace with “approximately 28 ha ± (70 ac ±)”.
  8. Delete the newly renumbered Section “3.4.3.5” (entitled Residential Potential – Saddlevue Site) and renumber the newly renumbered Section “3.4.3.6” to “3.4.3.5”.
  9. Delete existing “Map 6” (entitled Industrial Sites Requiring Implementation Action) and replace with revised “Map 8” (entitled Industrial Sites Requiring Implementation Action) attached hereto as Schedule B.
  10. Delete all references to “Map 6” (entitled Industrial Sites Requiring Implementation Action) and replace with “Map 8” (entitled Industrial Sites Requiring Implementation Action).
  11. Under Table 3 (entitled “Industrial Policy Areas – Recommended Development Guidelines and Actions) delete “Site 1” (including Site, Existing Land Use Designation, Land Use Policy, Development Guidelines and Proposed Designation/Action) and renumber Sites 2 and 3 accordingly.

12. Under Table 3 (entitled Industrial Policy Areas – Recommended Development Guidelines and Actions), under the Development Guidelines heading for the new Site 1, 4<sup>th</sup> bullet – Signs, delete the words “Development Guidelines as in Site 1 are to be encouraged” and replace with the following:
  - third party signs: freestanding, freestanding flush, wall-mounted advertising signs:
    - signs should utilize historic and/or theme components, e.g., lattice, front-lit lighting, pediments; soft landscaping (foliage) at the base is encouraged;
    - where lattice is used to enclose the area below a sign, the sign should be configured so that both sides can be seen from an adjacent thoroughfare, to alleviate safety concerns; and,
13. Delete all references to “Table 3” (entitled Industrial Policy Areas – Recommended Development Guidelines and Actions) and replace with “Table 5” (entitled Industrial Policy Areas – Recommended Development Guidelines and Actions).
14. Delete existing Map 7 (entitled Saddlevue Industrial Park – Concept Plan).
15. Renumber existing Section “3.4” (entitled Open Space, Recreation and Community Facilities) to “3.5” (entitled Open Space, Recreation and Community Facilities) and renumber subsequent sections and subsections and any references throughout the Plan accordingly.
16. Delete all references to “Map 8” (entitled Open Space System and Community Facilities) and replace with “Map 9” (entitled Open Space System and Community Facilities).
17. Delete all references to “Map 9” (entitled Open Space: Sites Requiring Specific Land Use Redesignation & Other Actions) and replace with “Map 10” (entitled Open Space: Sites Requiring Specific Land Use Redesignation & Other Actions).
18. Delete all references to “Table 4” (entitled Open Space – Recommended Actions) and replace with “Table 6” (entitled Open Space – Recommended Actions) and add the title to the Table which immediately follows the newly renumbered Map 10.
19. Renumber existing Section “3.5” (entitled School Facilities) to “3.6” and renumber subsequent sections and subsections accordingly.
20. Delete all references to “Map 10” (entitled Transportation Network) and replace with “Map 11” (entitled Transportation Network).
21. Delete all references to “Map 11” (entitled South Downtown By-Pass Alignment and Protected Right-of-Way) and replace with “Map 12” (entitled South Downtown By-Pass Alignment and Protected Right-of-Way).
22. Delete all references to “Map 12” (entitled Airport Vicinity Protection Area / Noise Exposure Forecast Contour) and replace with “Map 13” (entitled Airport Vicinity Protection Area / Noise Exposure Forecast Contour).
23. Renumber the existing Map 8 to Map 9, Map 9 to Map 10, Map 10 to Map 11, Map 11 to Map 12 and Map 12 to Map 13.

**SCHEDULE A**

**Open Space, Community Facilities, Schools**  
 -retain existing open space complement  
 -recommend riverbank lands are used for public open space in the long term  
 -support an ARP amendment requirement should either school and the Ramsay school playground site be deemed surplus to school needs and not purchased by the City for open space and community needs  
 -support the retention of both school sites in Ramsay  
 -support open space improvements along heritage lines  
 -support a new pathway section along the Elbow River

**Transportation**  
 -support the community's involvement in the CoPlan process with respect to the South Downtown By-Pass  
 -ensure unidentified traffic and parking issues are addressed through a Community Traffic Study  
 -existing roads should retain their designations  
 -ensure traffic infiltration into residential areas as a result of redeveloping commercial and industrial areas is minimized

**Environmental**  
 -ensure floodway / floodplain is considered in development applications for affected areas  
 -ensure A.V.P.A. is followed with respect to land uses

**Heritage Conservation**  
 -promote portions of Ramsay as a "Special Character Area"  
 -support the adaptive re-use of historically interesting structures  
 -compile and inventory a list of historically interesting sites  
 -promote a "Ramsay Heritage Committee" in its work to identify Ramsay as a historic district; evaluate various Ramsay sites for their historic significance  
 -support an entry park endeavour

**Urban Mixed Use**  
 -encourage the development of a comprehensively designed mixed use area that contributes to and respects the history and character of the community

**Industrial**  
 -support redesignation of I-3 sites to DC (I-2)  
 -ensure light industrial / commercial uses develop  
 -ensure pollution of industrial sites is addressed and land reclaimed if found to be contaminated  
 -improve the industrial / residential interface through land uses, setbacks, height restrictions, and soft landscaping where appropriate

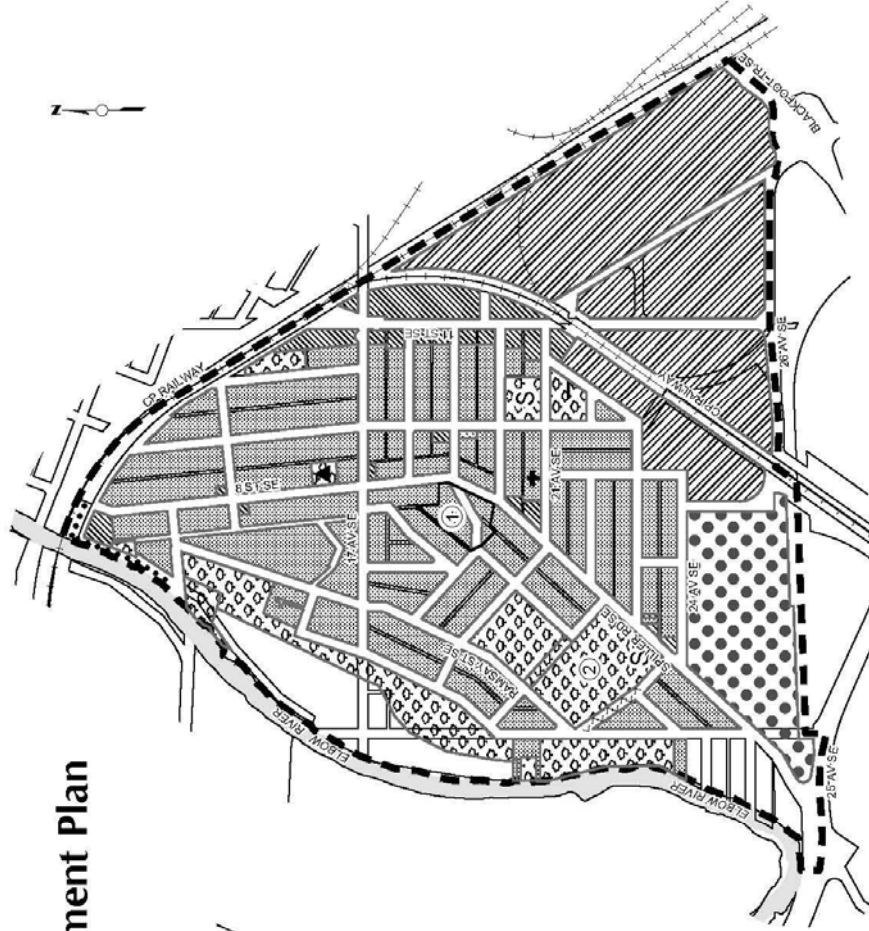
**Commercial**  
 -existing local and convenience commercial designated sites are sufficient for the community's needs  
 -support redesignation of existing I-2 sites along 11 S.E. to DC (CO2) in order to establish a general commercial corridor  
 -encourage mixed use commercial / residential uses along 11 S.E. (westside only)  
 -ensure additional commercial traffic does not substantially impact residential areas

**Low Density Residential**  
 -maintain stability  
 -ensure historic character of community is maintained  
 -encourage new development to reflect character of the streetscape through development guidelines

**Low Density Multi-Unit Residential**  
 -retain existing multi-unit developments

**Medium Density Residential**  
 -retain existing medium density subsidized housing and seniors housing  
 -encourage additional seniors housing of medium density

**Ramsay Area Redevelopment Plan**  
 Map 1  
 Action Plan - Executive Summary



- Legend**
- LOW DENSITY RESIDENTIAL
  - MEDIUM DENSITY RESIDENTIAL
  - COMMERCIAL
  - URBAN MIXED USE
  - INDUSTRIAL
  - OPEN SPACE, PARK, SCHOOL OR COMMUNITY FACILITY
  - PUBLIC OPEN SPACE IN THE LONG TERM
  - S SCHOOL
  - CHURCH
  - COMMUNITY HALL
  - PROPOSED ROAD CLOSURE
  - PROPOSED NEW PATHWAY
  - LOW DENSITY MULTI UNITS - R-2 DISTRICT
  - PLAYGROUND OPEN SPACE - R-2 DISTRICT
  - STUDY AREA BOUNDARY

This map is conceptual only. No measurements of distances or areas should be taken from this map.



Approved:  
Amended:

### SCHEDULE B



Approved  
Amended



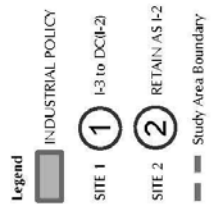
## Ramsay Area Redevelopment Plan

### Map 8

### Industrial Sites Requiring Implementation Action

Legend

- INDUSTRIAL POLICY
- SITE 1 I-3 to DC(I)-2
- SITE 2 RETAIN AS I-2
- Study Area Boundary



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This map is conceptual only. No measurements of distances or areas should be taken from this map.



November 28, 2008

Ms. Grace Lopushinsky  
Mr. Doug MacDonald  
Land Use Planning and Policy  
Alderman Joe Ceci  
City of Calgary

By Email Only

**Re: ARP Amendment of November 24 and Land Use Application LOC2007-0060**

The Civic Affairs Committee (the Committee) of the Ramsay Community Association (RCA) wishes to express the community's enthusiasm and support in principle for the concept of the development of the Ramsay Exchange site and the desire for increased communication, collaboration, and dialogue between all stakeholders, the applicant, the Calgary Exhibition and Stampede, the City, and the residents of the community of Ramsay.

The Committee acknowledges receipt of the November 24 third draft of the Ramsay ARP Amendment, with a request for comment by December 2. While we understand the urgency of a fixed CPC hearing date of December 13, we must emphasize that such urgency does not allow for proper community consultation on the finalized amendment document. Therefore our comments are general in nature and not exhaustive.

Aspects of the development proposal that we can support include the adaptive re-use of the Riverside Iron Works building, higher density mixed uses in appropriate land use districts, affordable multi-family housing, townhouses along the site perimeter that are contextual with adjacent low-rise residential, and potential community amenities including a community-scaled grocery store to support a sustainable inner city community.

As documented in previous correspondence with City Planning, it is the opinion of the Committee that several issues remain unresolved. These include: a comprehensive revised Concept Plan; environmental concerns; interface with Calgary Stampede Back of House Support Functions; and a revised Traffic Study (TIA).

In reference to the November 24 draft Amendment, the specific policy sections that we cannot support at this time include:

- 3.3.2.8 Inter-connectivity with Ramsay Community
- 3.3.4 Land Use
- 3.3.8 Interface with Calgary Stampede "Back of House" Support Functions
- 3.3.9 Heritage
- 3.3.10 Transportation and Parking
- 3.3.11 Environmental Remediation and Landfill Setbacks

The Committee and the community of Ramsay look forward to continuing dialogue with the applicant and other stakeholders to resolve these important quality of life and human health issues in the spirit of collaboration towards building a healthy, vibrant and diverse mixed use development.

The Community of Ramsay welcomes sustainable development that respects the history and emerging character of the neighborhood, complies with the Area Redevelopment Plan and bylaws, and will be a benefit to the people who live here.

Respectfully,

Michael Benoit  
VP External / Chair Civic Affairs  
Ramsay Community Association

Judy Hellevang  
President  
Ramsay Community Association