

# Inglewood-Ramsay Area Redevelopment Plan

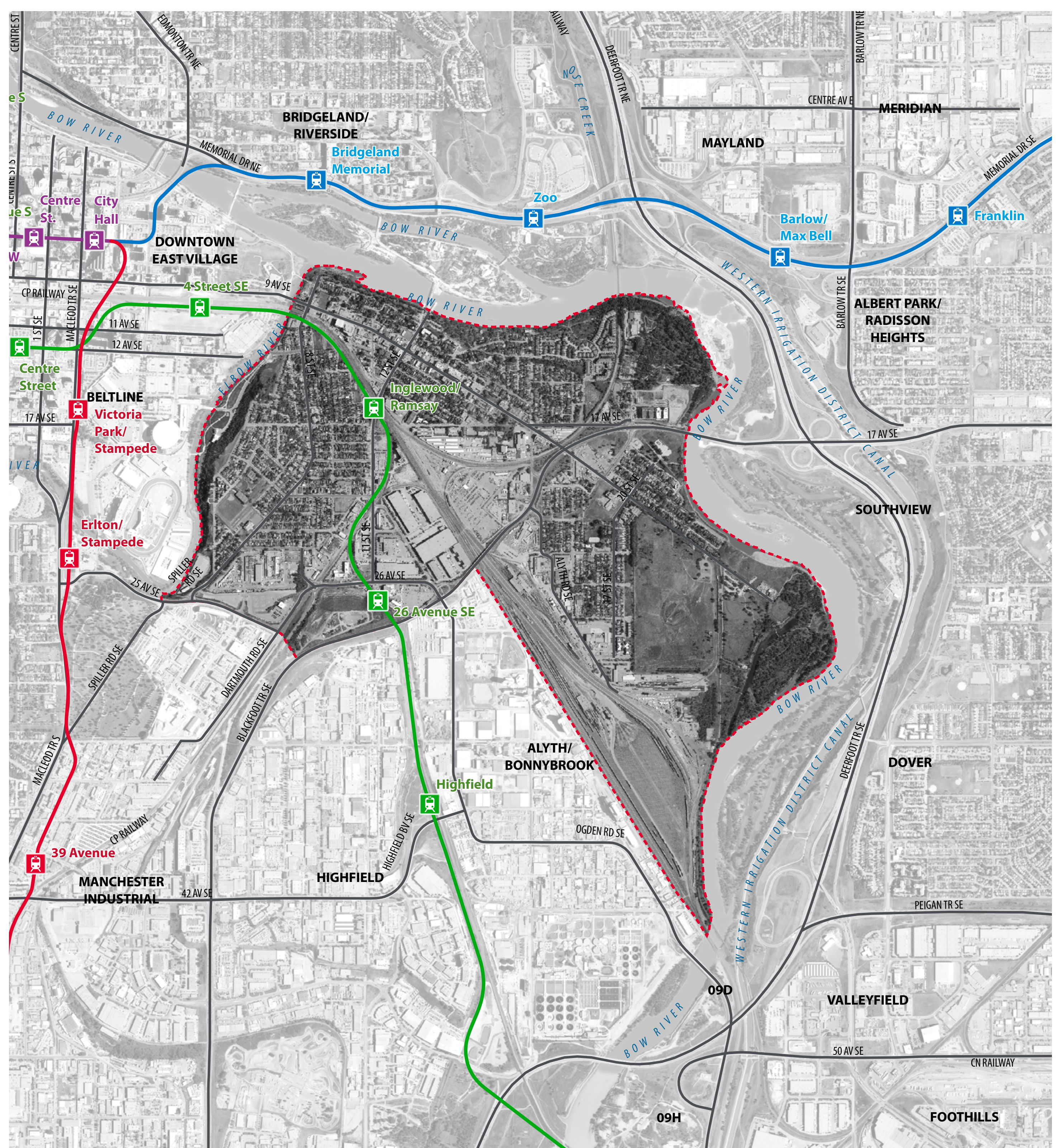
The City is drafting an Area Redevelopment Plan (ARP) for Inglewood-Ramsay.

At this session you can:

- Provide feedback to City staff on specific topics still open for input:
  - at one of the tables here tonight
  - by filling out the paper survey
  - by filling out the online survey at [calgary.ca/inglewoodramsay](http://calgary.ca/inglewoodramsay)
- Ask questions of City staff.
- Learn what feedback has been incorporated so far and next steps.

## Inglewood-Ramsay Area Development Plan boundary

The new plan area for the merged ARP combines the areas previously covered by the Inglewood ARP and Ramsay ARP.





# What is an Area Redevelopment Plan?

## What is an Area Redevelopment Plan?

- An Area Redevelopment Plan (ARP) is a long-range planning document that is collaboratively developed between City staff and stakeholders and approved by City Council. ARPs set out the vision for how an established community should change over time. They guide future development decisions, outlining land use and the form that development should take.
- The ARP for Inglewood-Ramsay will guide development and growth in these communities and account for the new Green Line LRT stations.

## Why did The City merge the Inglewood and Ramsay ARPs into one?

### Two policies into one

As of Q2, 2018, The City has decided to merge the two draft Area Redevelopment Plans (ARPs) for Inglewood and Ramsay. This allows the two communities to share a basic approach to growth while recognizing individual differences where appropriate. The plans share a lot of common policies and the two communities have been planned as a unit from the start of this process in mid-2015.

### How are the plans affected by the merge?

The ARP was merged in a way that reflects unique community policies while using common policy where it was similar in both documents. A new introduction to the overall document has been crafted to provide a sense of what's expected to happen in the plan area overall.

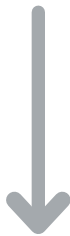
**The Historic East Calgary ARP is the name we think best reflects/represents the overall area. If you have a suggestion for another name, please let us know in the feedback form or online survey.**

# The City’s growth and development plans



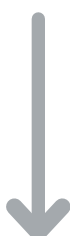
## Municipal Development Plan vol. 1 and Calgary Transportation Plan

Contains policy that will share how Calgary develops over the next 60 years. Based on public engagement done through ImagineCALGARY and PlanIt Calgary, these plans provide guidance for long-term growth to create a more compact and sustainable city.



## Developed Areas Guidebook

A common set of policies to specifically guide redevelopment in a sensitive way within established communities. The Developed Areas Guidebook is part of the Municipal Development Plan.



## Local Area Plan

Local area plans, such as an Area Redevelopment plan, focus on the unique, local area policies that cannot be broadly applied to all areas or established areas of the city.

Local Area Plans outline **what could go where** and **what should be considered** if/when growth and change is proposed by a landowner in the area.

Land Use Districts (zones) – How it works

- If a land use concept” map in an ARP shows a different land use district (zone) that what currently exists, the site/property district (zone) will not change automatically with ARP approval.
- If a landowner decides they want to utilize the new district (zone) shown in the ARP, they would have to apply for a Land Use Redesignation and receive Council approval.



## Land Use Bylaw

Each property/site in Calgary currently has a land use district assigned to it (you can look up any address on [calgary.ca/LUB](http://calgary.ca/LUB)).

The LUB lists all land use district/zone that are possible to use in Calgary. Each land use district (zone) has associated rules that explain how sites with that district can be used and developed.



## Land Use Redesignation / Amendment

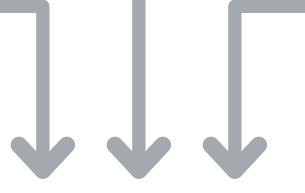
A redesignation takes place when the land use district of a parcel of land is changed to a different land use district.

If an ARP shows a new/different district than what currently exists in the Land Use Bylaw and if a landowner decides they want to build, develop or redevelop their land to align with the new district shown in the ARP, that landowner can apply for a “land use redesignation”.



## Outline Plan

Key tool for subdivision, Development Permits & Building Permits.



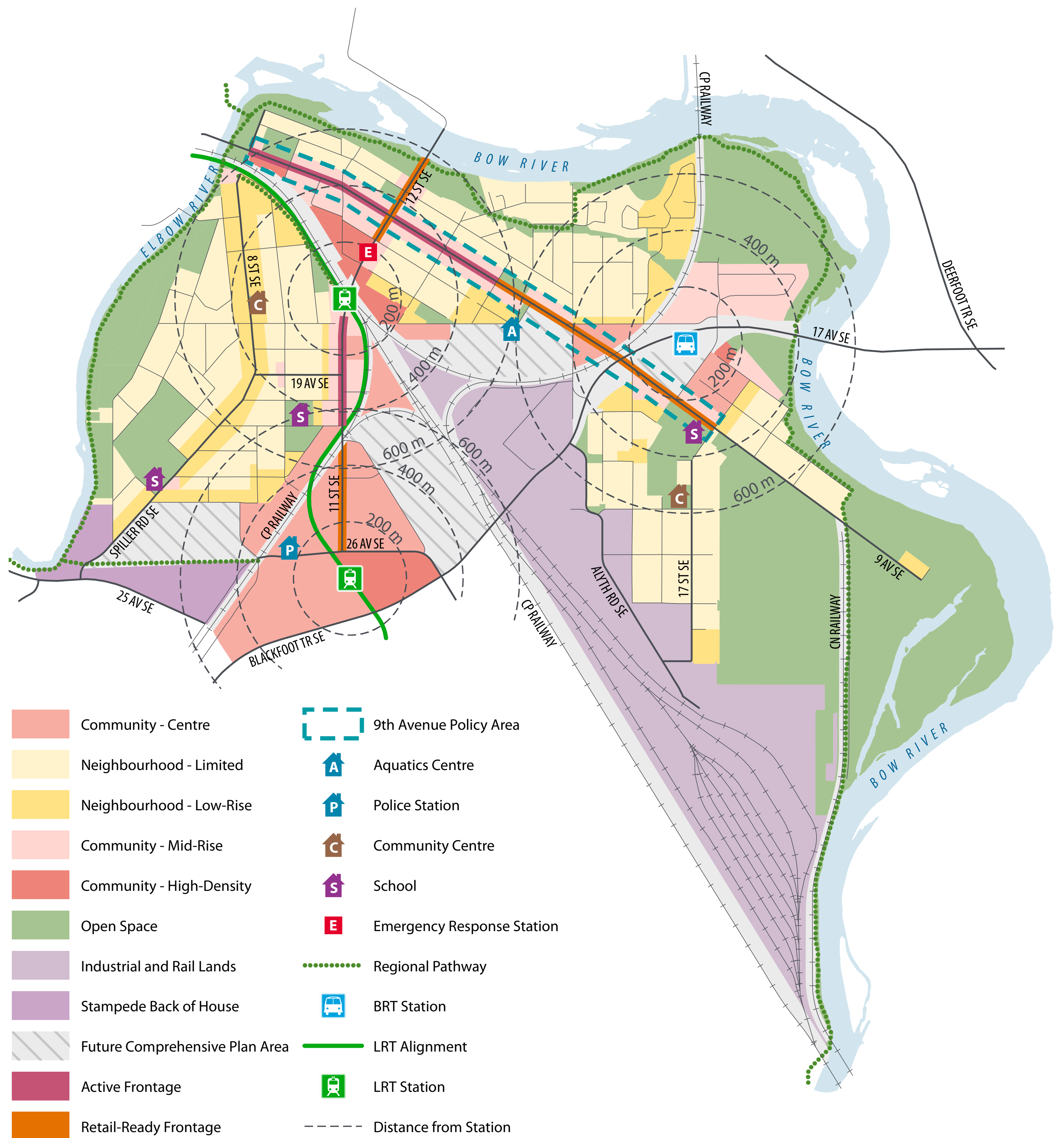
## Development Permit



## Development Construction



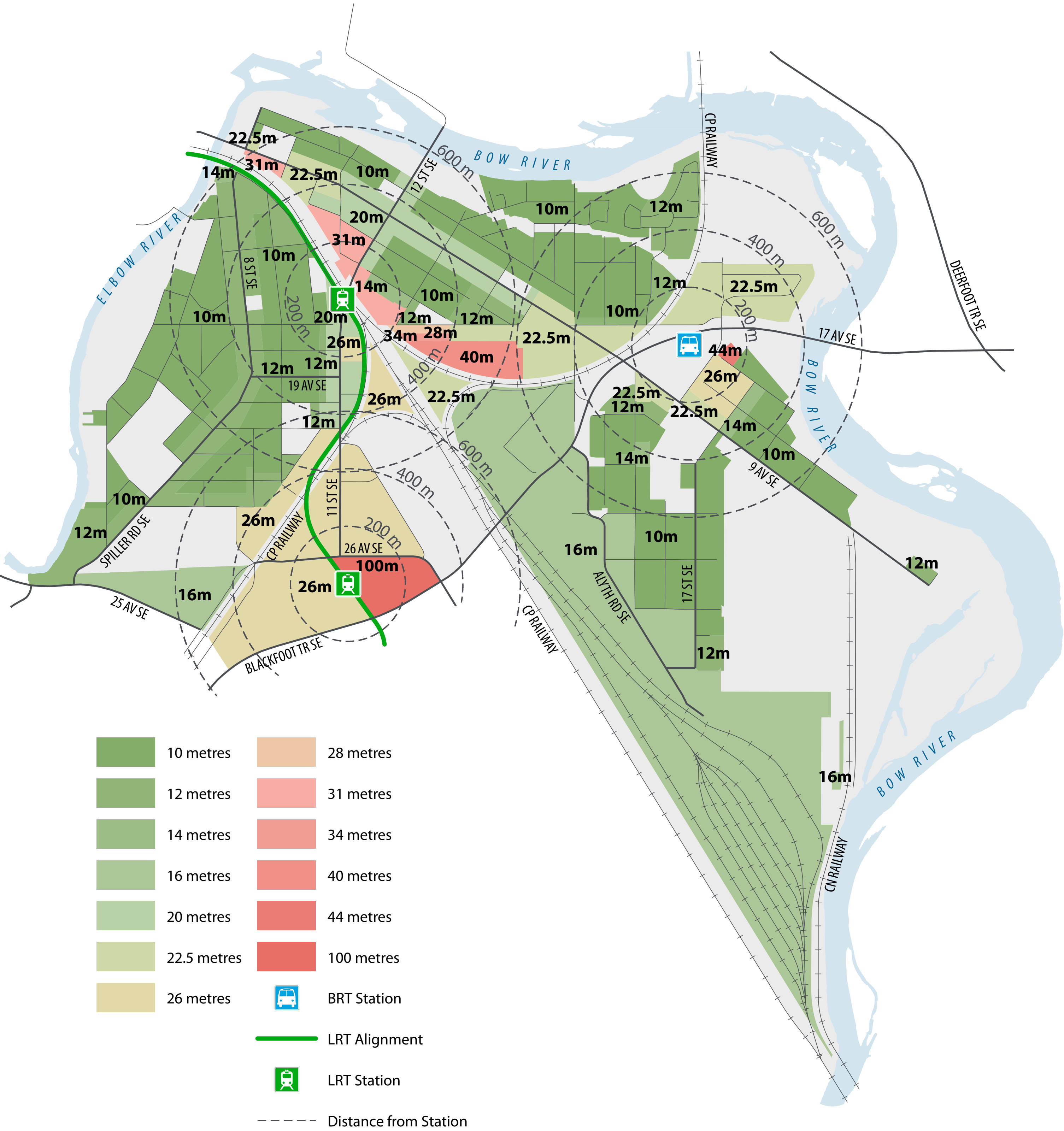
Please speak with staff here tonight or fill out the paper or online surveys to provide your input on specific land use concerns.



# Land Use Concept – building heights

Please speak with staff here tonight or fill out the paper or online surveys to provide your input on building heights in specific areas.

## Proposed building heights





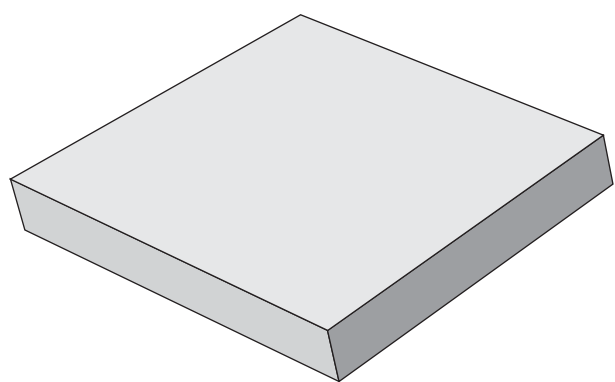
# Land Use Concept

## – floor area ratio

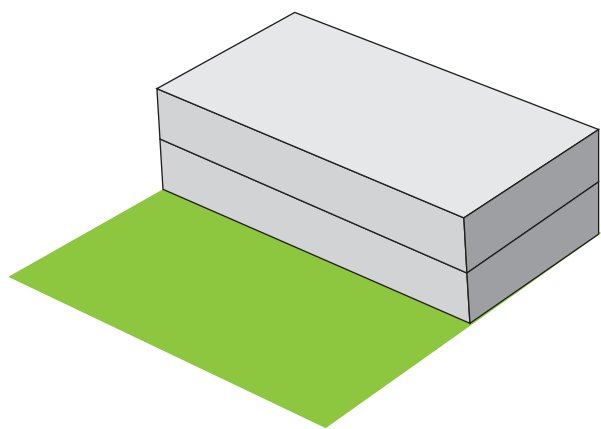
Please speak with staff here tonight or fill out the paper or online surveys to provide your input on floor area ratio in specific areas.

**Floor area ratio (FAR)**  
An example of 1.0 FAR

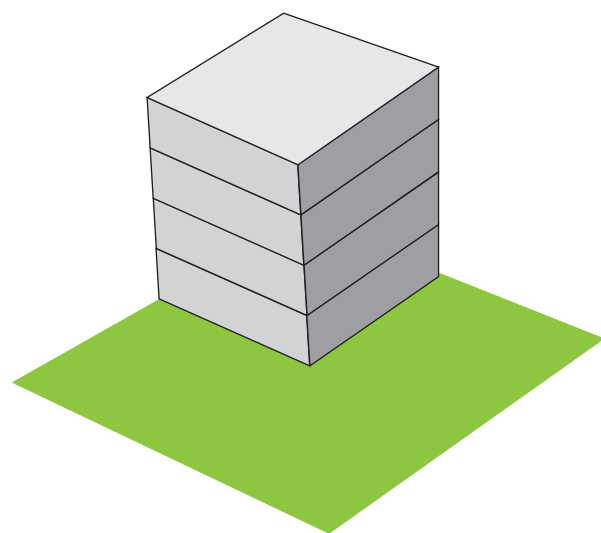
$$\text{FAR} = \frac{\text{floor area}}{\text{lot area}}$$



1 storey  
(100% lot coverage)



2 storey  
(50% lot coverage)

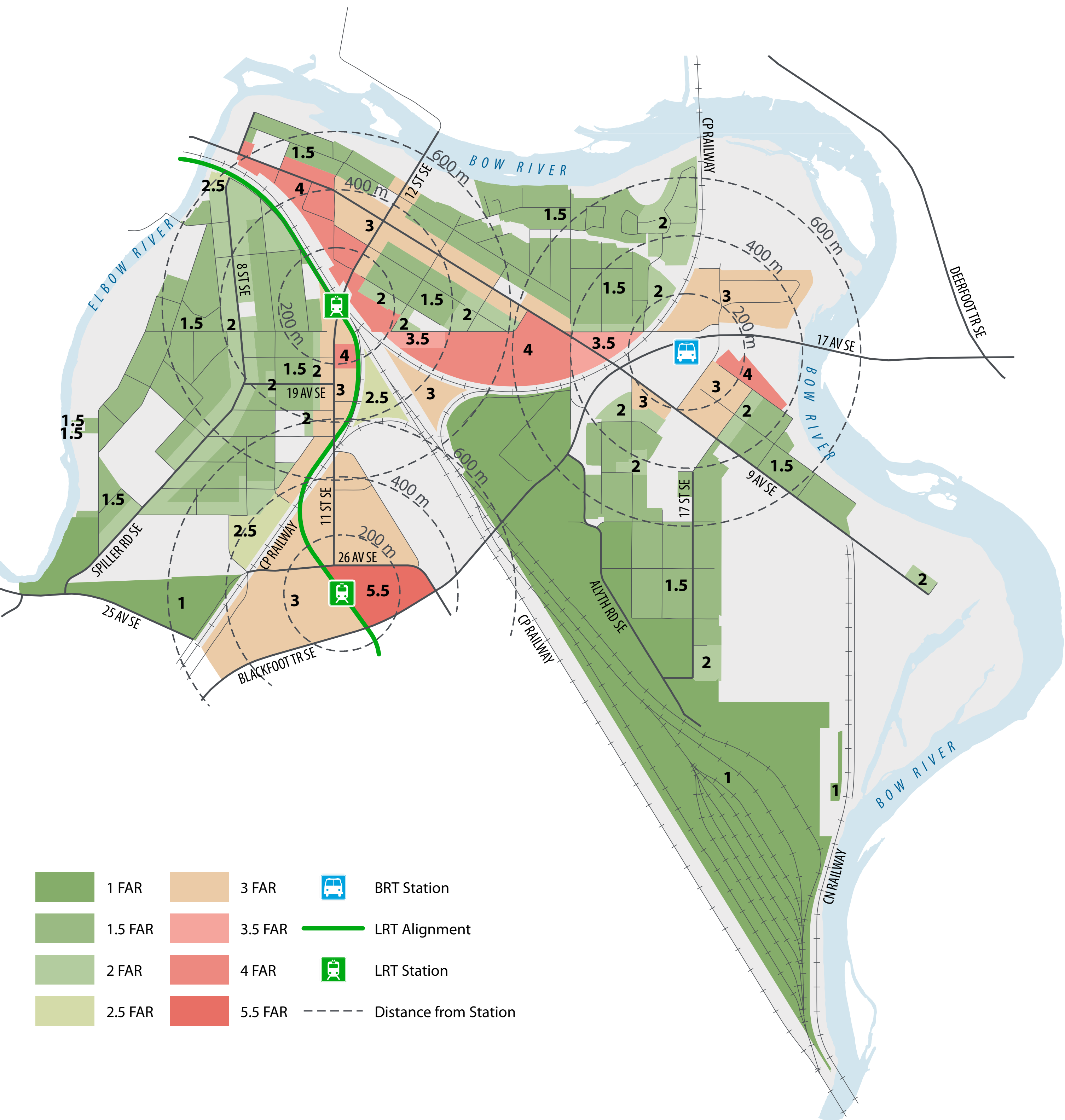


3 storey  
(25% lot coverage)

### What is floor area ratio?

Floor area ratio is a measure of how much square footage can be built on a given piece of land. It refers to the ratio of a building’s total square footage to the size of the property it is built on. For example, a floor area ratio of 1.0 indicates that the total square footage of all the buildings on the property can be up to one times the total square footage of the property. FAR measures the building density on the site that’s being developed.

### Proposed floor area ratio





# Transportation

Some of the transportation and mobility questions that have been asked through the ARP engagement process are too detailed to address in a high-level land use policy document such as an ARP, but we realize the need to address these questions.

**We have indicated below where, when and/or how specific transportation and mobility topics will be addressed and through which projects and policies:**

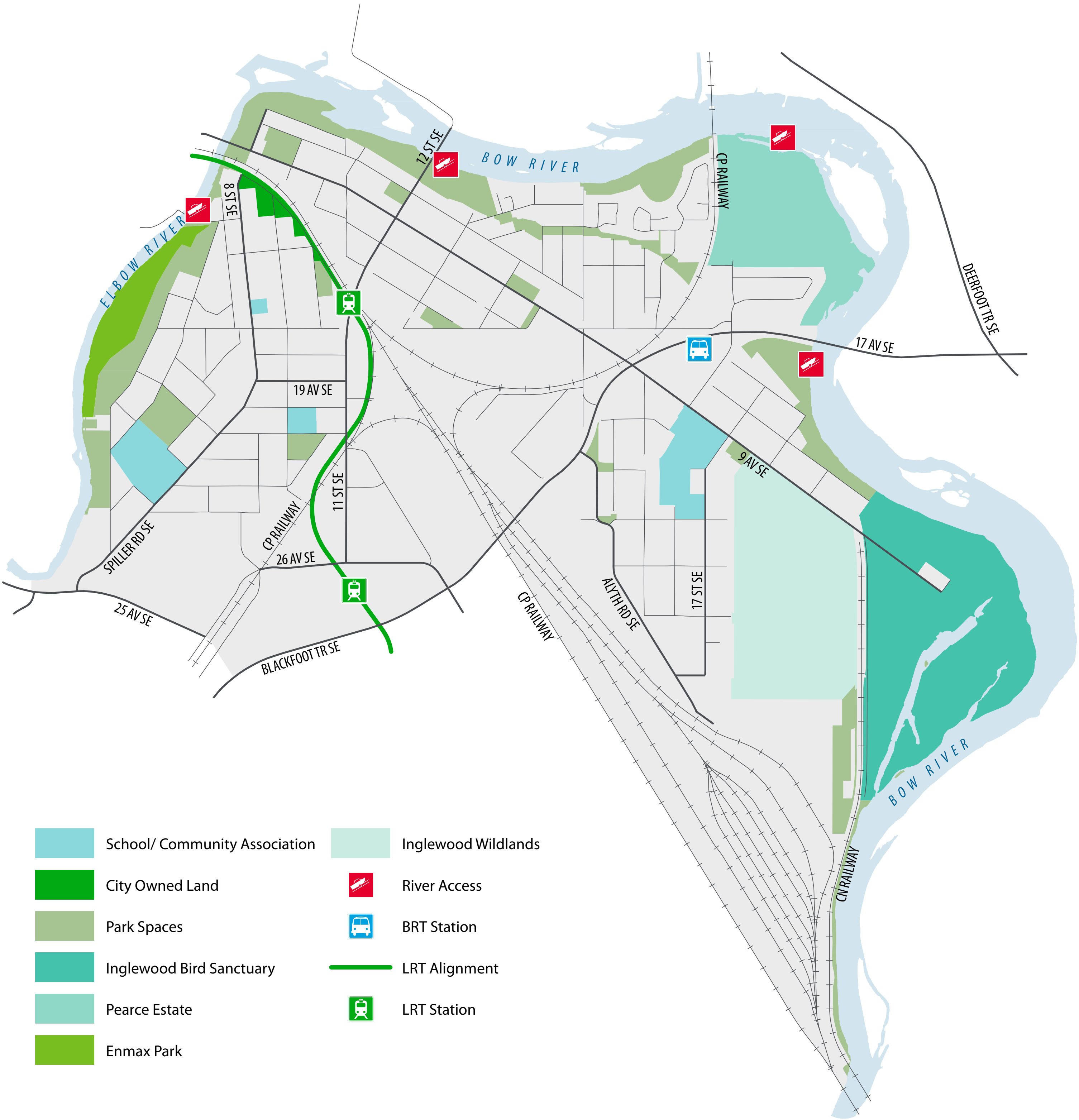
Your Question	Answer
Where is pedestrian safety and accessibility addressed?	<ul style="list-style-type: none"><li>▪ Addressed in Council-adopted Step Forward and Safer Mobility Plans, which shape planning and design decisions. City standards include accessibility requirements like wheelchair ramps.</li><li>▪ 9 Avenue S.E. Streetscapes project will address pedestrian safety and accessibility on the main street.</li><li>▪ Outside of active projects, accessibility issues could be addressed through infrastructure life-cycle upgrades and other redevelopment projects.</li></ul>
Pedestrian and cycle network: What projects or policy documents will help improve pedestrian connections in the community?	<ul style="list-style-type: none"><li>▪ ARP identifies pedestrian and cycling network, which is cross-referenced with City-wide pathways/bikeways plan. Pathways/bikeways plan is being updated this year.</li></ul>
Are there any plans to improve traffic flow outside of policies in the ARP?	<ul style="list-style-type: none"><li>▪ Projects in the area looking at traffic flow include:</li><li>▪ 17 Avenue S.E. BRT, 25 Avenue S.E. LRT Grade Separation Study, Memorial Drive ramp two-way widening, extension of 17 Avenue S.E. into Stampede Grounds, 5 Street S.E. Underpass .</li><li>▪ Once some of these projects are completed, The City will re-evaluate area traffic .</li></ul>
Parking concerns: What plans or projects are underway to examine or address parking issues in the community?	<ul style="list-style-type: none"><li>▪ The City has proposed an area-wide parking pilot program. It is not yet funded but is anticipated to be implemented in the summer of 2018.</li><li>▪ The pilot will look at on-street commercial paid/residential parking permits, angle parking on 13 Street S.E.,14 Street S.E. and temporary paid parking along 11 Street S.E. The ability to share on-street and off-street parking is an option, but would require participation from landowners.</li></ul>
Is there work happening parallel to the ARP that is looking at what makes the most sense on 11 Street S.E. in terms of parking, cycling and traffic flow?	<ul style="list-style-type: none"><li>▪ 11 Street S.E. will require a masterplan exercise to address these issues in more detail. This work is not currently planned or funded.</li></ul>
Are opportunities to improve traffic connections in Ramsay being examined through other projects or programs?	<ul style="list-style-type: none"><li>▪ The City is evaluating the traffic connections into and through Ramsay. Some items under consideration include:<ul style="list-style-type: none"><li>▪ Proposed 5 Street S.E. Underpass connection (led by CMLC Rivers District Master Plan).</li><li>▪ Closure of 7 Street S.E. during construction of new 9 Avenue S.E. Bridge.</li><li>▪ Permanent closure of 8 Street S.E. CP crossing (closure date TBD).</li><li>▪ Emergency access impact and mitigation.</li></ul></li></ul>
Are there plans to address the at-grade CP crossing at 11 Street S.E.?	<ul style="list-style-type: none"><li>▪ This would be part of an 11 Street S.E. masterplan exercise, which is not currently resourced.</li></ul>
Can you share more details about how the transit plaza will be designed and built?	<ul style="list-style-type: none"><li>▪ The design and construction process for Green Line transit plazas has not yet been determined.</li></ul>

# Parks and open spaces

## What we are doing

- Parks is currently investigating the mapping to see what areas should be included as open space.
- Park and redevelopment opportunities around the Lillydale Chicken processing facility will be investigated on an opportunity basis.

## Open spaces

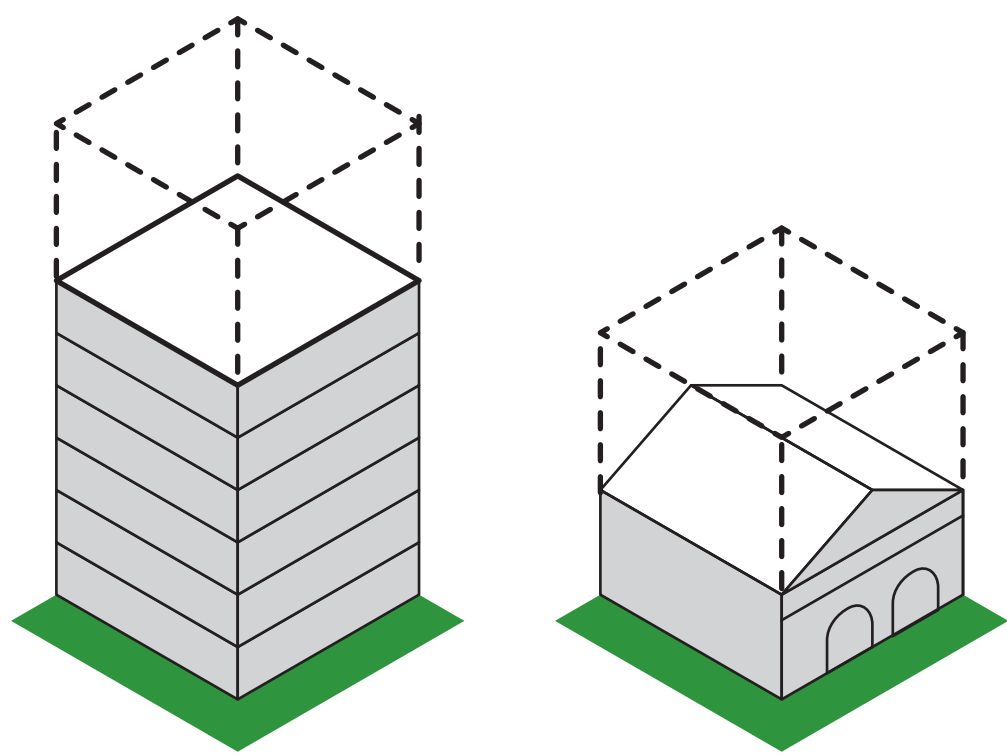




# Heritage conservation

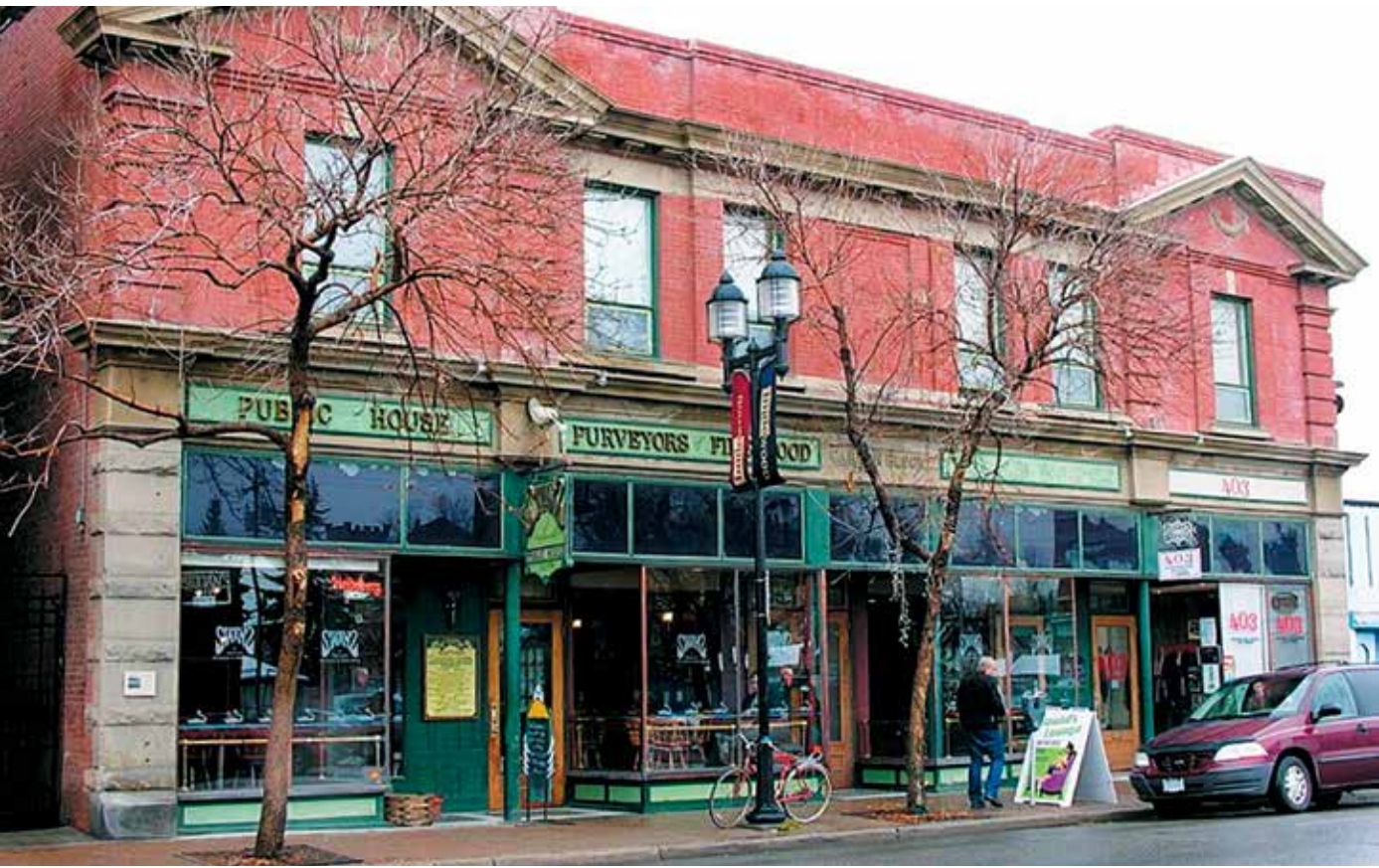
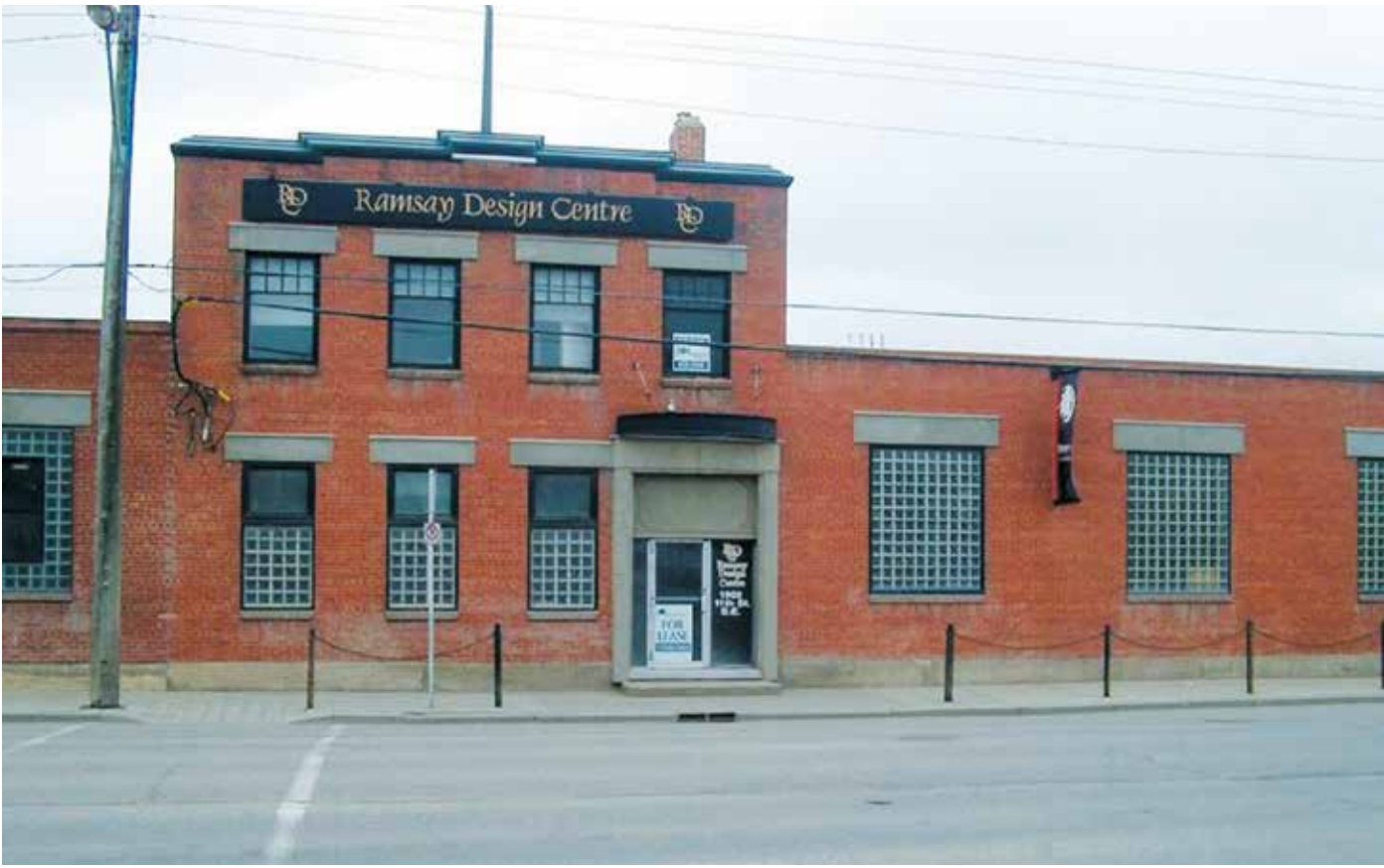
To achieve the new Maximum Proposed Densities, the amount of additional density above the Base Densities (to be determined) must be acquired through one of three heritage conservation approaches:

- 1. **Heritage Density Transfer** –by selling unused, residual density from protected Municipal Historic Resources to a development site.



Transfer of density

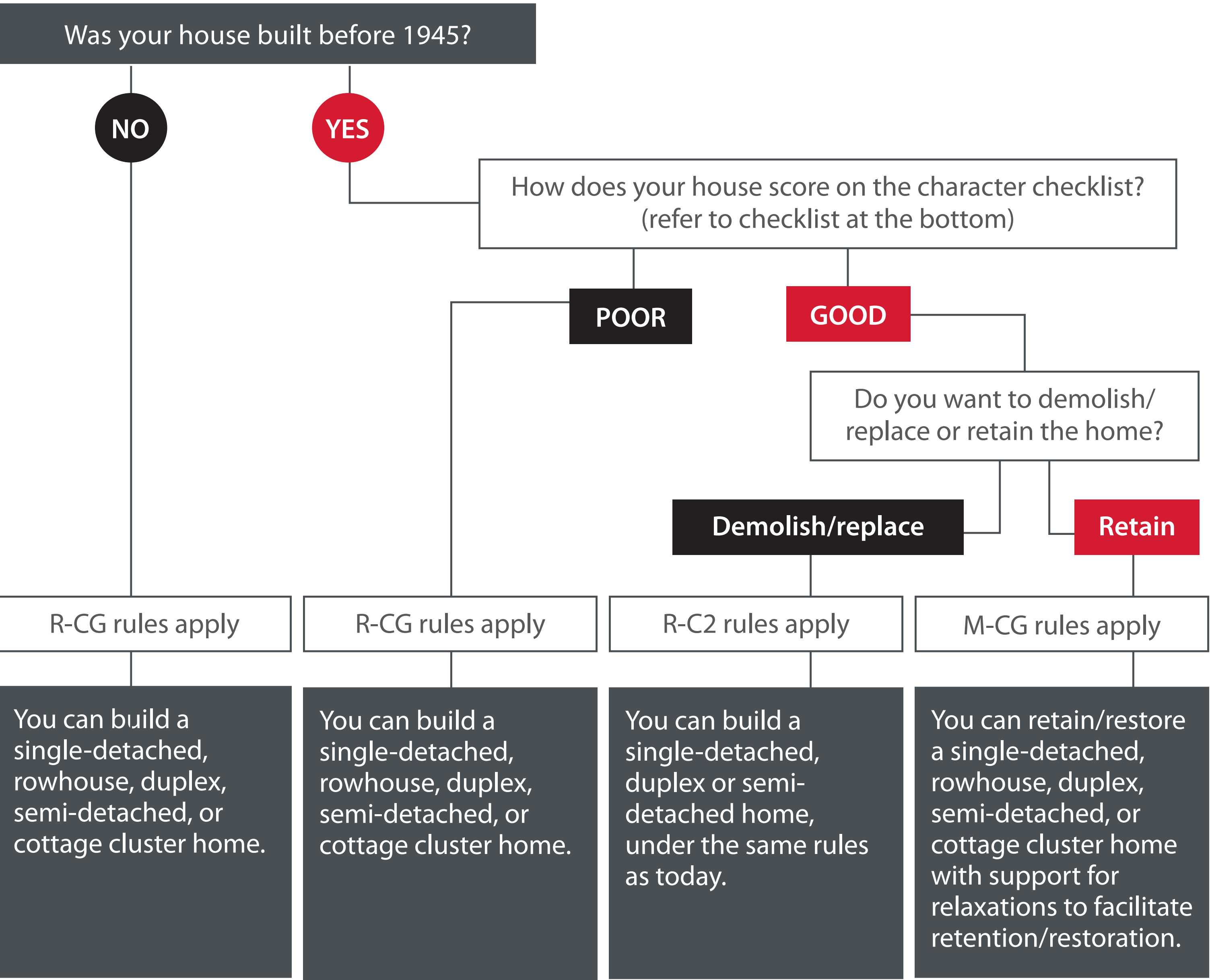
- 2. **Contribution to a Community Heritage Conservation Investment Fund** – by making a financial contribution to this fund. This fund will support a Community Heritage Conservation Grant Program for heritage resources within this Plan area’s boundaries that have been / will be protected as Municipal Historic Resources. The grant program will support the restoration/ rehabilitation of heritage resources. The contribution rate has not yet been determined.
- 3. **On-site conservation of a Municipal Historic Resource** - a development project may increase density by claiming any unused, residual density from an on-site heritage resource that has been designated as a Municipal Historic Resource. An allowance will be made to recognize the additional costs of retaining a heritage building in a larger development (if applicable). The allowance will be in the form of a reduction in the amount of density which must be acquired through a heritage density transfer or contribution to a Community Heritage Conservation Investment Fund.





# Heritage conservation

**New incentives for character home retention** - the proposed incentive allows different forms of development depending upon the presence (or absence) of a character home on a site. This means that sites without a character home can create additional housing while sites that do have a character home have different options depending upon whether the home is retained or demolished. **Please refer to policy 3.14.4 (pg. 47) of the draft ARP for more information on the definition of a character home.**



Required

☒ Pre-dates 1945

Both required

☒ Original form, scale, massing, and roof profile

☒ Over 50% original fenestration on main facade

One required

☒ Original cladding, or cladding of a historic nature

OR

☒ A majority of original exterior finishes

2 or more required

☒ Soffits, rafters and/or beams

☐ Majority of window sashes

☒ Front door / assembly

☒ Front porch with majority details



# Next Steps

## Provide your input

- Fill out the survey before you leave here tonight.
- Visit [calgary.ca/inglewoodramsay](https://calgary.ca/inglewoodramsay) and fill out the online survey from May 7 to 21.

## Stay involved

Over the coming months, we will be finalizing the draft ARP which we will share in the fall before presenting to Calgary Planning Commission and Council.

- Visit [calgary.ca/inglewoodramsay](https://calgary.ca/inglewoodramsay) to view upcoming dates and details, sign up for email updates and review the latest draft ARP.
- If you have any questions, please contact Planner **Chris Wolfe** at The City of Calgary: [chris.wolfe@calgary.ca](mailto:chris.wolfe@calgary.ca) or **403.268.3654**.