



# RAMSAY-INGLEWOOD STATION AREA IMPROVEMENTS

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PUBLIC ENGAGEMENT  
SUMMARY



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# 1.0 ENGAGEMENT SUMMARY

## INTRODUCTION

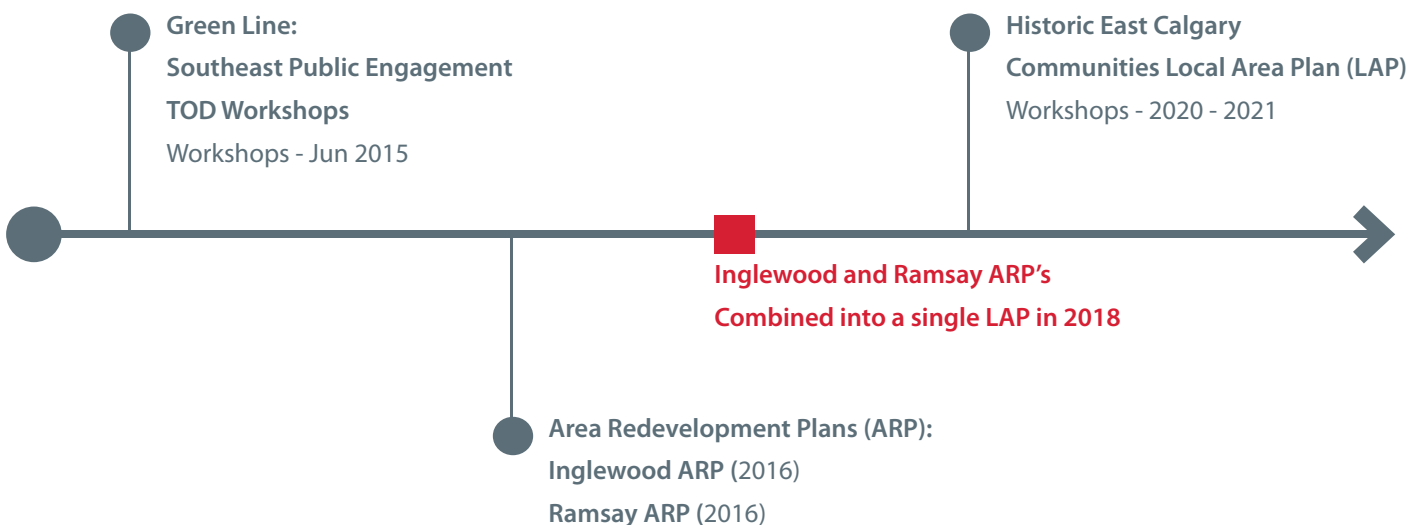
The following engagement summary includes an overview and results from four engagement events from 2015 - 2021 within the Ramsay-Inglewood Station Area. Each event includes a workshop summary community feedback overview. Engagement results included are relevant to the Station Area Improvement project and do not reflect the full results from the events. For additional information, links to the full documents are linked on each page.

The engagement events include:

- Green Line Southeast Public Engagement Workshops - Jun 2015
- Green Line TOD Workshops - Jun 2015
- Inglewood & Ramsay Area Redevelopment Plan (ARP) - Feb - Apr 2016
- Historic East Calgary Communities Local Area Plan (LAP) - Jun - Feb 2021

## HIGH-LEVEL THEMES HEARD

- Public realm improvements desired on 11 Street S.E. & 12 Street S.E.
- Underpass upgrades desired (at CP tracks)
- Desire to integrate multiple modes of transportation in area
- Open space improvements
- Better pedestrian connections
- Cycling infrastructure improvements
- Upgrades to lighting infrastructure





JUNE 2015

# 2.0 GREEN LINE SOUTHEAST PUBLIC ENGAGEMENT WORKSHOP

## WORKSHOP SUMMARY

The Green Line Southeast Public Engagement Workshops, which occurred in 2015, helped provide an understanding of the nuanced concerns and desires of local residents in each station area regarding existing community connectivity and gained feedback on station area improvements.

Participants were led through two exercises by drawing and writing on maps of the area. In the first exercise, participants were asked to list issues and mark those places on the plans which may be of special interest or a concern to them. During the second exercise, participants identified specific problems or obstacles impeding ease of movement along the route.

Click here for more information on this workshop including the complete *What We Heard Report*: <https://engage.calgary.ca/greenline1/south>

## COMMUNITY FEEDBACK OVERVIEW

### 11 STREET S.E.

A common thread through all discussions was the transformation of 11 Street S.E. into a **main street**. Improvements required for this to occur include:

- Widening and connecting existing sidewalks to form continuous walking corridors on both sides of the street, from the heart of Inglewood at 9 Avenue S.E. down to Crossroads Market.

### THE UNDERPASS

The underpass (at the CP tracks) must be upgraded with:

- Wider sidewalks,
- Pedestrian scale lighting (if it is to be used as a major connection between Inglewood and the Ramsay-Inglewood station),
- Pedestrian and bike safety is felt to be compromised there.

### 11/12TH STREET UPGRADES:

- A cycle track extending from the pathway along the Bow River south on 11 Street S.E., turning east along 26 Avenue S.E. to Blackfoot Trail,
- Traffic calming and reduction of truck traffic is favored,
- Currently, there are many pedestrian connectivity issues in the vicinity of the existing traffic circle,
- Marked crosswalks and more traffic calming is required as well as, connection of missing links in the sidewalk network and the improvement of pedestrian crossings in the traffic circle,
- Improved intersection pedestrian crossing at 11 Street S.E. and 21 Avenue S.E. and CP rail tracks,
- Pedestrian connections between Ramsay and Inglewood were discussed, connecting:
  - 11 Street S.E. in Inglewood to Jeffries Park,
  - connecting the station plaza on 11 Street S.E. with 17 Avenue S.E.

Refer to appendix A for the **public engagement connectivity and feedback map**.



JUNE 2015

# 3.0 TOD COMMUNITY CONCEPT PLAN CHARETTE

## WORKSHOP SUMMARY

The Transit Orientated Development (TOD) Charette held in 2015 provided valuable insight into what the public wanted to see for their communities in terms of future growth and development.

The community members participated in a series of “boardgames”, which included area maps and board pieces that established what types of developments were desirable in certain areas, as well as establishing the level of density and amenities that they felt was appropriate for those areas. The result of these games were compiled into area maps that were then presented back to the communities to show the results of their feedback.

Click here for more information on this workshop including the complete *What We Heard Report*:

<https://engage.calgary.ca/greenline1/south>

## COMMUNITY FEEDBACK OVERVIEW

### TRANSPORTATION OPPORTUNITIES

Being able to integrate multiple modes of transportation:

- Walking,
- Cycling,
- Public transit, and
- Private vehicles.

The above were deemed as important factors in establishing a successful TOD area. The included maps indicate key areas and types of transportation that should be improved in order to accommodate the level of desired development.

### OPEN SPACE OPPORTUNITIES

Open spaces provide areas for gathering, hosting local events, or be used as a landmark. Additionally, they create areas of relief from what could be a continuous, homogeneous street front of development. These spaces also have the capacity to become part of the communities’ identity.

Refer to appendix B for the ***public engagement feedback map***.



FEBRUARY - APRIL 2016

# 4.0 INGLEWOOD & RAMSAY AREA REDEVELOPMENT PLAN (ARP)

## WORKSHOP SUMMARY

The engagement results from the Green Line S.E. charrettes were used as a basis for the Area Redevelopment plan (ARP) amendment for Inglewood and a new ARP for Ramsay. An information cafe was held in 2016 to share information about the ARPs for these two neighbourhoods and gain feedback on the information gathered to date.

Click here for more information on this workshop including the complete *What We Heard Report*:  
<https://engage.calgary.ca/greenline1/ramsay-arp>

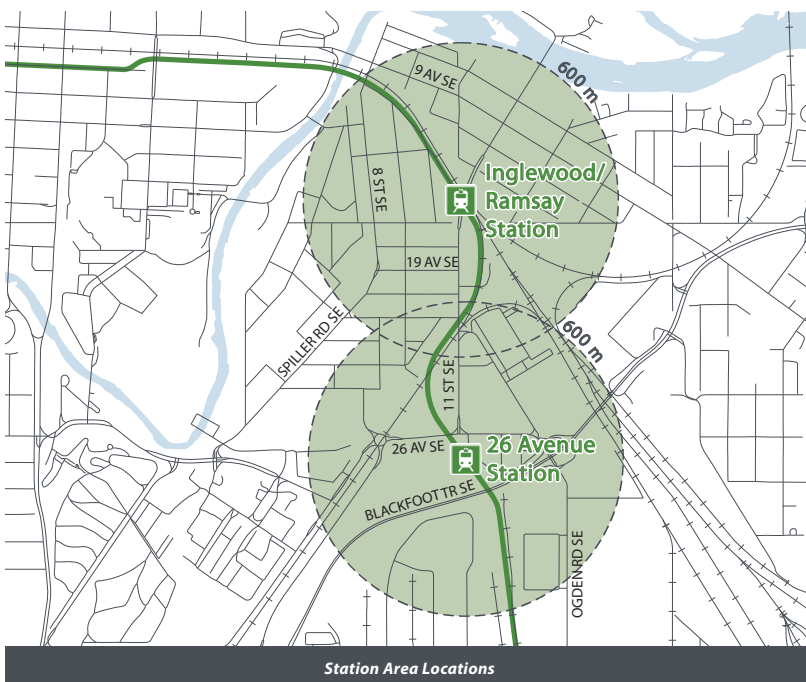
## COMMUNITY FEEDBACK OVERVIEW

### TRANSPORTATION

- Desire for increased walkability and pedestrian safety through active transportation routes and infrastructure,
- Interest in seeing some active traffic calming in the community,
- Interest in cycling infrastructure, but concern over how they are integrated into the community,
- Debate over parking, cycling, traffic-flow precedence on 11th street,
- Interest in seeing strategies for greater vehicle connectivity described in more details in the document.

### OPEN SPACES

- Requests for wayfinding signage at Jeffries Park,
- Open spaces are a necessary buffer,
- Incorporate urban orchards,
- Need for stronger/safer connections to river pathway,
- Interest in maintenance of open space to ensure safety.





JUNE - AUGUST 2020

# 5.0 HISTORIC EAST CALGARY COMMUNITIES LOCAL AREA PLAN (LAP)

## WORKSHOP SUMMARY

The City conducted virtual stakeholder and public engagement with residents, local industry and the general public in 2020 and again in early 2021.

Click here for more information on this workshop including the complete *What We Heard Report*:

<https://engage.calgary.ca/GreenLineCommunities/IR>

## COMMUNITY FEEDBACK OVERVIEW

### BETTER PEDESTRIAN CONNECTIONS

- Connection of Ramsay and Inglewood for foot traffic through the green line station,
- Provide pedestrian connections to link residents of Ramsay and Inglewood to the future Ramsay-Inglewood LRT Station. While having some of the greatest TOD potential for the LRT station the Brewery Flats neighbourhood suffers from poor connectivity/fragmented public realm,
- The CP Rail bisects Inglewood and Ramsay and extends through Brewery Flats from 12 to 15 Street S.E., limiting E-W connectivity with 12 Street S.E. acting as the only remaining north-south link between the two communities.

### BETTER CYCLING INFRASTRUCTURE

- The adaptive pathway on 11/12 Street S.E. is working fairly well and should continue to be upgraded and maintained,
- Policy 3.2.3.2 speaks to streetscape improvements along 11/12 Street S.E. including the incorporation of active modes into the streetscape.

### LIGHTING INFRASTRUCTURE

- Upgraded street lighting (especially along 9 Avenue S.E. and 11/12 Street S.E.) should be another unifying focus of beautification / pedestrian improvements.





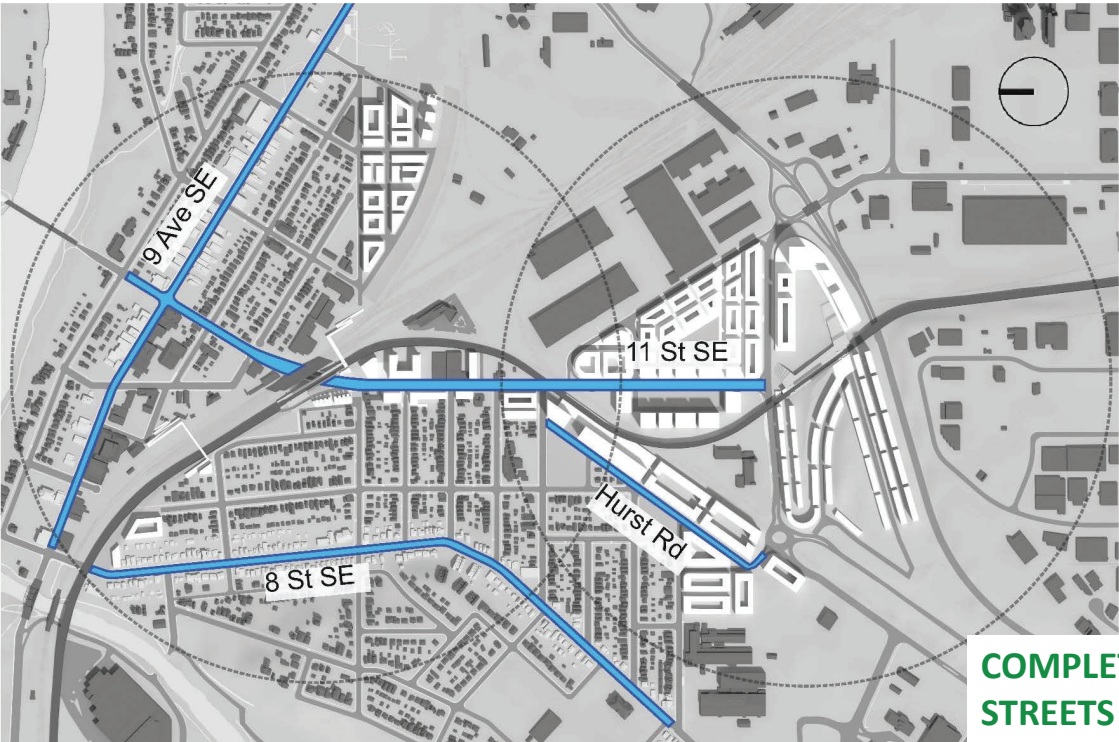


Transportation Focus Areas



GL-SE  
STATIONS

Transportation Focus Areas



COMPLETE  
STREETS



**Transportation Focus Areas**



**Transportation Focus Areas**





Transportation Focus Areas

TOD



Open Space Focus Areas

TOD

