



# RAMSAY

## AREA REDEVELOPMENT PLAN

### OFFICE CONSOLIDATION

2025 November



THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



# OFFICE CONSOLIDATIONS

2025 November

The Blue Pages of this document contain supporting information and do not form part of the bylaw. For the purposes of electronic publications the Blue Pages are identified by the footer “Ramsay Area Redevelopment Plan - Supporting Information”.

# RAMSAY AREA REDEVELOPMENT PLAN

Note: This office consolidation includes the following amending Bylaws:

<b>Amendment</b>	<b>Bylaw</b>	<b>Date</b>	<b>Description</b>
1	1P95	1995 January 17	(a) Map 1 – Delete and replace (b) Map 4 - Delete and replace (c) Section B.3.1.4 – Delete (d) Table 1 – Delete (e) Map 7 - Delete and replace (f) Map 10 – Delete and replace (g) Section 5 – Delete (h) Add Map 12
2	10P2000	2000 May 8	(a) Section 3.1.2.2 – Amend text (b) Map 7 - Delete and replace
3	41P2008	2008 June 1	(a) Preface – Delete and replace text (b) Section 3.1.3.4 – Add text (c) Section A.3.1.4 – Delete and replace text (d) Table 2 (Sites 1, 2, 3, 5, 6) – Delete and replace text (e) Section 3.3.3.6 – Delete and replace text (f) Table 3 (Sites 1, 3) – Delete and replace text (g) Section 5.1.1 – Delete and replace text (h) Section 5.1.2.1 – Delete and replace text (i) Section 5.1.3.2 – Delete and replace text
4	19P2014	2014 July 21	(a) Section 3.1.2.3 – Add text
5	31P2015	2015 September 29	(a) Map 1 – Delete and replace (b) Section 1.3.4 – Add text (c) Add new Section 3.1.2.4 (d) Add new Section 3.1.3.4 (e) Map 4 – Delete and replace (f) Table 2 – Delete row 7
6	30P2015	2016 February 8	(a) Map 1 – Delete and replace (b) Section 3.2.2 – Delete and replace second bullet (c) Section 3.2.2 – Add text (d) Section 3.2.3.1 – Add new subsection C (e) Table 2 – Add new Site 5 (f) Table 2 – Delete Site 1

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

<b>Amendment</b>	<b>Bylaw</b>	<b>Date</b>	<b>Description</b>
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8	69P2019	2019 November 18	(a) Map 1 – Delete and replace
9	1P2020	2020 January 13	(a) Map 1 – Delete and replace (b) Section 3.1.2.3 – Add new text (c) Map 4 – Delete and replace (d) Add new subsection 3.1.4.3
10	8P2021	2021 February 8	(a) Map 1 – Delete and replace
11	81P2023	2023 November 14	(a) Map 1 – Delete and replace
12	18P2025	2025 February 4	(a) Section 3.1.3.3 – Add new text (b) Section 3.1.4.3 – Add new text
13	23P2025	2025 March 4	(a) Map 1 – Amend (b) Map 1 – Amend (c) Map 4 – Amend (d) Map 4 – Amend (e) Map 4 – Delete and replace
14	49P2025	2025 July 16	(a) Map 1 – Amend
15	50P2025	2025 July 16	(a) Map 1 – Amend
16	55P2025	2025 July 16	(a) Map 1 – Amend
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# **PREFACE**

## PREFACE

### i. What is an ARP?

Area Redevelopment Plans (ARP's) are planning documents adopted by by-law which set out comprehensive land use policies and other planning proposals that help to determine and guide the future of individual communities within the city. As such, an ARP is intended to supplement the Calgary Land Use By-law by providing a local policy context and, where appropriate, specific land use and development guidelines on which the Approving Authorities can base their judgement when considering community planning related proposals. While Land Use By-law districts (zones) and their rules apply uniformly throughout the City, an ARP provides a community perspective to both the existing land use districts and to the proposed redesignations of specific sites within a community. It also provides guidance for the City Administration in undertaking programs relating to the community. **Bylaw 41P2008**

The expected planning horizon of the Ramsay Area Redevelopment Plan is ten to fifteen years. However, the planning period may vary in relation to the general growth trends within the City or to specific trends in the planning area. Therefore, it is important that an evaluation of the plan's effectiveness in meeting its objectives be undertaken when circumstances warrant.

### ii. Format of the ARP

The Area Redevelopment Plan is made up only of the white pages in this document. The white pages are adopted as a by-law by City Council. Any changes to the policies or substantive changes to the implementation actions included in the white pages, require an amendment to the

ARP by-law with a public hearing and notification requirements as set out in the Planning Act.

The blue pages contain the background and supporting information to the Plan, and have no legal status.

### iii. Implementation

It is important to emphasize that public facilities and improvements proposed or recommended in the ARP are subject to Councils' capital budget priorities and approval process. Programs recommended in this Plan will be evaluated in relation to the needs of other communities and in relation to city-wide spending priorities.

*Note: This ARP was adopted by Council when the City of Calgary Land Use Bylaw 2P80 ("2P80") was in effect. As a result, the ARP references land use districts both in its text and its maps which are no longer current. New land use districts have been applied to all parcels in the City, pursuant to the City of Calgary Land Use Bylaw 1P2007 ("1P2007"), effective June 1, 2008, which transitioned 2P80 districts to the most similar 1P2007 district. Therefore, it is important for the user of this ARP to consult the new land use maps associated with 1P2007 to determine what the actual land use designation of a general area or specific site would be. Any development permit applications will be processed pursuant to the districts and development rules set out in 1P2007.*

*Notwithstanding the foregoing, the user should be aware that where the ARP guidelines and policies reference a 2P80 district in the ARP, the same guidelines and policies will be applicable to those lands identified by the district on an ongoing basis and must be considered by the approving authority in its decision making, notwithstanding that the 2P80 districts, strictly speaking have no further force and effect.* **Bylaw 41P2008**

# Ramsay Area Redevelopment Plan

## Map 1

### Action Plan - Executive Summary

#### Legend

- Low Density Residential
- Low Density Multi Unit Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Open Space, Park, School or Community Facility
- Public Open Space In The Long Term
- 1 Low Density Multi Units - R-CG District
- 2 Playground Open Space - R-CG District
- School
- Church
- Community Hall
- Proposed New Pathway
- Prop Road Closures

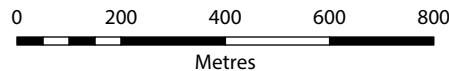


Amended: 78P2025

<p><b>Low Density Residential</b></p> <ul style="list-style-type: none"> <li>- maintain stability</li> <li>- encourage new development to reflect character of the streetscape through development guidelines</li> </ul>
<p><b>Low Density Multi-Unit Residential</b></p> <ul style="list-style-type: none"> <li>- retain existing multi-unit developments</li> </ul>
<p><b>Medium Density Residential</b></p> <ul style="list-style-type: none"> <li>- retain existing medium density subsidized housing and seniors housing</li> <li>- encourage additional seniors housing of medium density</li> <li>- encourage new development along 8 Street SE between 11 and 17 Avenue SE through site specific policy</li> </ul>

<p><b>High Density Residential</b></p> <ul style="list-style-type: none"> <li>- may include a limited range of support commercial uses at grade</li> <li>- building height should be sensitive to the context of surrounding development and natural features.</li> </ul>
---

<p><b>Commercial</b></p> <ul style="list-style-type: none"> <li>- existing local and convenience commercial designated sites are sufficient for the community's needs</li> <li>- support redesignation of existing I-2 sites along 11 St S.E. to DC (C-2) in order to establish a general commercial corridor</li> <li>- encourage mixed use commercial / residential uses along 11 St S. E. (west-side only)</li> <li>- ensure additional commercial traffic does not substantially impact residential areas</li> </ul>
--



<p><b>Open Space, Community Facilities, Schools</b></p> <ul style="list-style-type: none"> <li>- retain existing open space complement</li> <li>- recommend riverbank lands are used for public open space in the long term</li> <li>- 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</li> <li>- support the retention of both school sites in Ramsay</li> <li>- support open space improvements along heritage lines</li> <li>- support a new pathway section along the Elbow River</li> </ul>
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<p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>- support the community's involvement in the GoPlan process with respect to the South Downtown By-Pass</li> <li>- ensure identified traffic and parking issues are addressed through a Community Traffic Study</li> <li>- existing roads should retain their designations</li> <li>- ensure traffic infiltration into residential areas as a result of redeveloping commercial and industrial areas is minimized</li> </ul>
---

<p><b>Environmental</b></p> <ul style="list-style-type: none"> <li>- ensure floodway / floodplain is considered in development applications for affected areas</li> <li>- ensure A.V.P.A. is followed with respect to land uses</li> </ul>
--

<p><b>Heritage Conservation</b></p> <ul style="list-style-type: none"> <li>- promote portions of Ramsay as a "Special Character Area"</li> <li>- support the adaptive re-use of historically interesting structures</li> <li>- compile and inventory a list of historically interesting sites</li> <li>- promote a "Ramsay Heritage Committee" in its work to identify Ramsay as a historic district; evaluate various Ramsay sites for their historic significance</li> <li>- support an entry park endeavour</li> </ul>
---

<p><b>Industrial</b></p> <ul style="list-style-type: none"> <li>- support redesignation of I-3 sites to DC (I-2)</li> <li>- ensure light industrial / commercial uses develop</li> <li>- ensure pollution of industrial sites is addressed and land reclaimed if found to be contaminated</li> <li>- improve the industrial / residential interface through land uses, setbacks, height restrictions, and soft landscaping where appropriate</li> </ul>
---



# **1.0 INTRODUCTION**

## **1.0 INTRODUCTION**

### **1.1 Area Redevelopment Plan Boundaries**

The study boundaries of the Ramsay Area Redevelopment Plan are illustrated on Map 2. They are:

- West - the Elbow River
- North and East - CPR Mainline
- South - approximately 26 Avenue S.E.

In total, the Plan covers an area of approximately 100 hectares (245 acres).

### **1.2 Context**

The inner-city community of Ramsay, along with Inglewood, was in early days called East Calgary, and is referred to as the birthplace of the city. Ramsay is located 2 km east of downtown Calgary and within a reasonable walking distance. In 1992, the community had a population of 2,135 people.

This part of the original working class area of East Calgary reflects the City's residential evolution, from period examples of sandstone construction (1912), homestead and craftsman bungalows (teen's and twenties), historic mansions (1913), to 1950's bungalow development. Recently, both narrow and large lot infill development is occurring in Ramsay, in some cases taking advantage of City and mountain views on Scotsman's Hill.

In addition to this residential history, Ramsay has accommodated substantial industrial development (now largely vacant), providing employment, but also impacting on adjacent residential areas.

Today, Ramsay is a community grappling with its future in the face of difficult issues such as the proposed South Downtown By-Pass, the future of industrial land, protection and preservation of the historic residential community, the proximity of the Calgary Exhibition & Stampede, protection of riverbank lands and shortcutting traffic through the community.

This Plan defines the future role of Ramsay as a significant historic yet viable residential community in Calgary. The Plan builds on the framework of an earlier planning document prepared for Ramsay in 1974, the Ramsay Design Brief. It provides a community-based focus for city-wide goals and objectives found in the City Council approved General Municipal Plan, the Inner-City Plan, and Long-Term Growth Management Strategy.

### **1.3 Goals**

- 1.3.1 To implement the policies of the Calgary General Municipal Plan, the Inner City Plan, and the Long-Term Growth Management Strategy as they apply to Ramsay.
- 1.3.2 To establish a policy framework for directing and managing growth and change.
- 1.3.3 To improve community stability.



- 1.3.4 To maintain and enhance the continued viability and character of the community as a low density residential neighbourhood *while providing opportunities for medium and high density development where deemed appropriate.* **Bylaw 31P2015**
- 1.3.5 To encourage the conservation of the community's historic character and its potential heritage resources.
- 1.3.6 To ensure that new commercial and industrial development and the redevelopment of existing commercial and industrial uses are compatible with adjacent and existing residential land uses.
- 1.3.7 To identify and mitigate any adverse commercial/ industrial/major event generated traffic and parking impacts on residential areas.
- 1.3.8 To enhance the development of the community's physical environment and amenities as well as address noise, odour, and other environmental concerns.
- 1.3.9 To protect and enhance the quality of parks, open space, and recreational opportunities within Ramsay.

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# **2.0 HERITAGE CONSERVATION**

## **2.0 HERITAGE CONSERVATION**

### **2.1 Objective**

To encourage the conservation of the community's heritage resources through sensitive renovation and adaptive re-use.

### **2.2 Context**

As one of the two oldest Calgary communities, Ramsay contains good representative examples of historic residential, commercial, industrial, and institutional structures, as well as relatively intact period streetscapes. Residential development guidelines contained in Section 3.1.4 of this Plan are designed to protect existing residential character areas from insensitive and incompatible new development.

On 1983 October 03, City Council approved the Heritage Evaluation Policy Report. In that report, density transfer was identified as a tool to encourage the preservation of historic sites. In areas outside the downtown, City Council may consider incorporating density transfer for heritage preservation purposes, as part of a Direct Control application. The use of density transfer may be appropriate or become so for the old Dominion Bridge buildings, Ramsay School, and the early industrial buildings along 11 Street S.E. It may help to encourage the adaptive re-use of these structures.

As a result of a reconnaissance of the community, an initial list of historically interesting sites was compiled. Map 3 in the Plan, and Table 3 in Section 2.3.2 of the Background Section of the Plan, illustrates and lists these sites of historical interest or significance, as of the printing of this Plan. A more extensive list will be compiled once a Provincial Building Inventory of Ramsay is completed.

### **2.3 Policies**

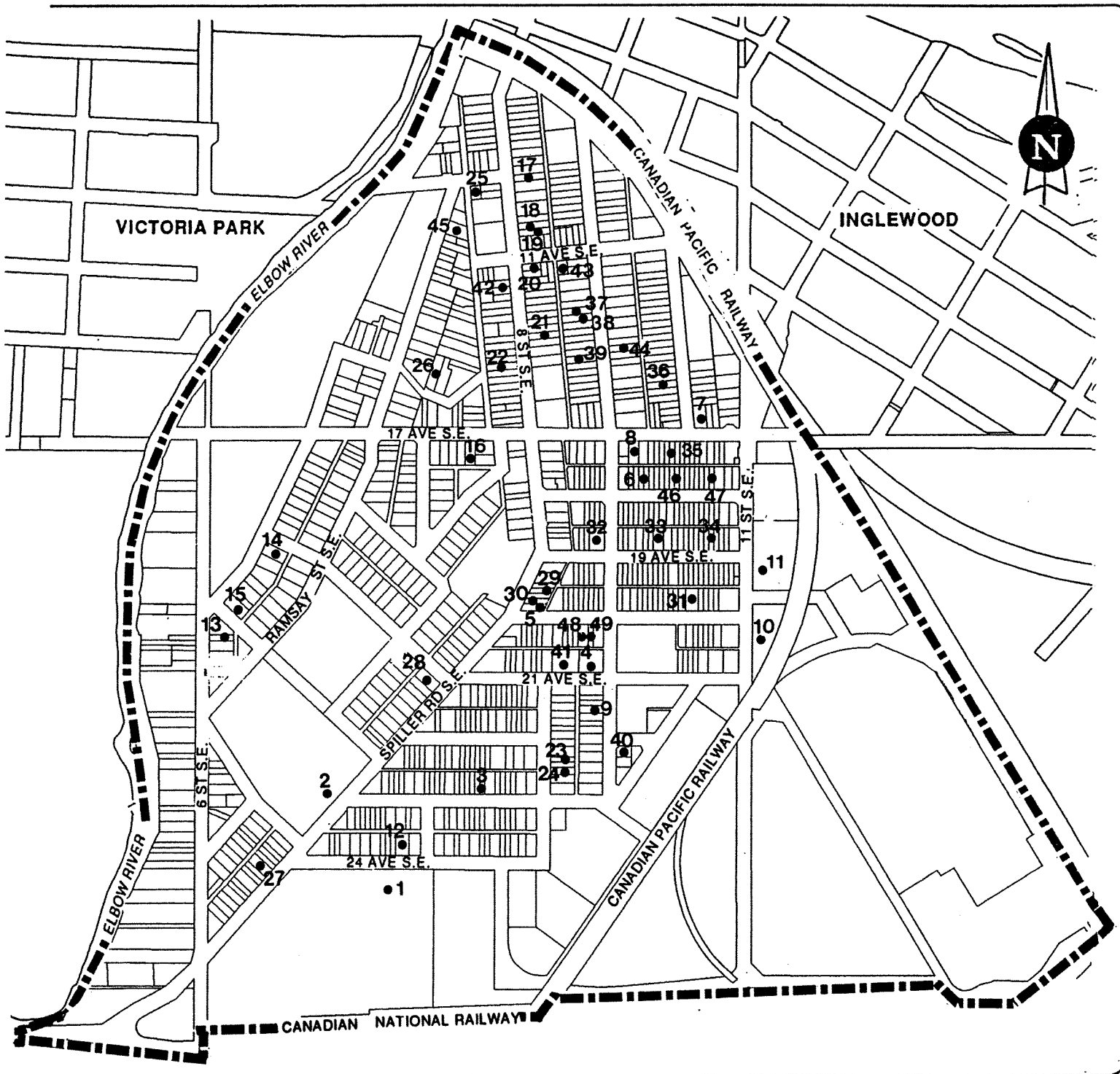
2.3.1 The City of Calgary will encourage the conservation of historic and heritage resources in Ramsay, as well as encourage the adaptive re-use of historically significant residential, commercial and industrial sites.

2.3.2 Where possible, additions, renovations and signage alterations to identified potential heritage or historically significant structures, should be of a nature and quality that respects the existing character of the site.

2.3.3 Portions of Ramsay should be considered for "Special Character Area" status in order to set in place the framework for future recognition of the historic character of the community and acknowledge Ramsay's unique contribution to the development of the city.

### **2.4 Implementation**

2.4.1 The Administration is directed to prepare a report to Council setting out its evaluation and recommendation identifying portions of Ramsay that could be declared a "Special Character Area".



**RAMSAY ARP**

**MAP  
3**

**HISTORIC INTEREST SITES\***

**LEGEND**

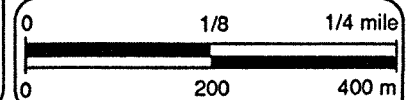
■■■■■ STUDY AREA BOUNDARY

SEE LISTING OF SITE  
NUMBERS IN SECTION  
2.3.2. OF BACKGROUND  
INFORMATION

NOTE: Site 14 is a Registered  
Historic Resource site.

\* as at 1993 October

DATE  
**OCTOBER 1993**



2.4.2 Upon adoption of this Plan, the Ramsay list of historic interest sites as illustrated in the background pages of the Plan, is to be brought forward to the Heritage Advisory Board for consideration for inclusion in its Inventory of Potential Heritage Sites.

2.4.3 The Approving Authorities should consider various incentives such as voluntary density transfer which may encourage the adaptive re-use of historically significant or interesting commercial and industrial structures.

2.4.4 With assistance from the City of Calgary, a Ramsay Heritage Committee or other similar community organization should be created to:

- coordinate “Special Character Area” research including beginning a study to document Ramsay’s history. The committee could then apply to the Heritage Advisory Board for consultation assistance in completing the study which would form the basis of a “Special Character Area” report to City Council;
- facilitate funding applications for heritage facade and signage improvements;
- with the assistance of Alberta Community Development, establish an on-going inventory of sites and streetscapes of historic interest;
- with the assistance of Alberta Community Development, consider production of a Ramsay walking tour brochure introducing the

historic significance of Ramsay to interested residents, visitors, prospective developers and the public at large; it should include liaison with Inglewood, building on the foundation of the “East Calgary” roots in the area;

- review on-going development in Ramsay to comment on design compatibility with the existing community;
- review signage proposals as part of development permit circulations;
- apply to the Heritage Advisory Board for the inclusion of Ramsay in the Community Heritage Plaque Program in order to recognize sites of importance in the community for city-wide interest.

2.4.5 Sites 1 (Dominion Bridge), 10 (C.C. Snowdon), 11 (Arman’s), and 18 (an intact apartment), should be encouraged as sites of adaptive re-use in order to preserve and utilize these fine examples of early residential, commercial and industrial development in Calgary.

2.4.6 It is suggested that, with the assistance of the City’s Heritage Planner and Calgary Parks & Recreation, various sites be explored for accommodation of community identification signs at both ends of the 8 Street/Spiller Road corridor, representing and illustrating that Ramsay occupies a special place in Calgary’s history (Refer to Section 3.4.4 - Open Space Implementation).

---

**3.0**

**LAND USE AND  
DEVELOPMENT**

## **3.0 LAND USE AND DEVELOPMENT**

This section outlines the objectives and context for each major land use type in Ramsay, as well as recommended policies and implementation actions required to ensure the goals and objectives of the Plan are accomplished.

### **3.1 Residential Land Use**

#### **3.1.1 Objectives**

To maintain and enhance the established low density residential character of the community by preserving the existing character, while encouraging compatible renovation and redevelopment.

To encourage the achievement of a demographically balanced and stable community.

To improve the interface between residential and non-residential development.

#### **3.1.2 Context**

Ramsay developed in the first half of this century, and began as one of the birthplaces of Calgary, along with the adjacent community of Inglewood. It is primarily a low density residential neighbourhood exhibiting a variety of residential character areas.

Developed as a working class community some 80 years ago, this part of “East Calgary” has experienced on-going pressure that has

destabilized the residential community. The impacts include the significant (now mostly vacant) industrial presence and interface pressures, truck route problems, property maintenance problems, insensitive residential redevelopment, and spillover traffic and parking from the neighbouring Stampede Park activities throughout the year.

The housing stock reflects a varied historical background, with many forms of low density residential development including single-detached, converted, semi-detached and duplexes. In addition, the community exhibits a number of multi-family developments, both low and medium density, generally scattered throughout the community.

##### **3.1.2.1 Low Density Residential**

The R-2 designation and low density residential development is the dominant land use and form of housing in Ramsay. The stock is generally older, with most of residential Ramsay developed by 1914. It is primarily reflected in single-family housing, with substantial conversion of single-family to two family housing, duplex, and semi-detached. The type of housing is varied, from hipped roof bungalows, to two-storey gable-end dwellings, to dutch barns (gambrel roof design). Because of the varied building form and character in many areas, and varied lotting patterns and sizes, Ramsay has been divided into residential sub-areas for more detailed analysis. Development guidelines have been designed for residential sub-areas to ensure future development is sensitive and compatible with particular streetscapes throughout Ramsay.

### 3.1.2.2 Low Density Multi-Dwelling Residential

Within Ramsay, there are examples of low density, multi-unit developments that offer alternative building forms and tenures to single-family housing, yet maintain a comparable density. One example is the Ramsay Heights Cooperative Housing project on Spiller Road. The density achieved is 15 units per acre on the site (38 units on 2.48 acres).

A second site is the Calgary Housing Authority townhousing at 1041 - 8 Street S.E. The site was redesignated as a result of the Ramsay Design Brief, from RM-4 to R-2A to accommodate family social housing needs.

*In addition, there is one yet to be developed site under DC (RM-2) designation that calls for a townhouse development. This site at 22 Avenue and 9 Street SE allows up to 12 units of townhousing with RM-2 guidelines. The DC guidelines provide for a 9 Street frontage in order to configure the townhouses away from the I-2 sites to the east, thereby acting as a buffer between residential and industrial uses.*

**Bylaw 10P2000**

### 3.1.2.3 Medium Density Residential

There are three RM-3 medium density sites in Ramsay. The Calgary Housing Authority maintains one site of 12 units of subsidized family townhousing at 1031 - 8 Street S.E. The Alberta Mortgage and Housing Corporation maintains the others with a total of 29 self-contained units in Hamilton Manor and Jenkins Court, both utilized as subsidized seniors housing at 906 - 17 Avenue S.E. and 923 - 19 Avenue S.E. respectively. The need for additional senior's housing will only increase as the city's population ages. This Plan supports additional senior's housing in the medium density range.

*In addition, the site comprising of 1703, 1705 and 1709 8 Street SE was redesignated from RC-2 to M-CGd94 to accommodate medium density residential development of low height and low density in close proximity or adjacent to low density residential development. The M-CG district also requires at grade units in a multi-residential development to have direct unit access to the street. However, given significant grade on the site and the narrow lot size the specific number of units or size of units achievable within the maximum density indicated will be determined at the Development Permit stage. Impacts to pedestrian movement on the sidewalk by motor vehicle access from the site should be minimized (e.g. number of driveways reduced) and the impact of mass on adjacent properties should be minimized by working with the slope (stepped massing to follow the slope).*

**Bylaw 19P2014**

*In addition, the site comprising of 1105 - 1147 8 Street SE (except for 1127 8 Street SE), 1110 and 1120 Maggie Street SE, and 803 and 805 - 11 Avenue SE was redesignated to accommodate medium density residential development. Redevelopment may occur on individual parcels or comprehensively across a number of parcels. Considering the site's proximity to downtown and a proposed LRT station, a broad range of building forms including low-rise multi-residential developments (with direct access to grade for ground floor units), character home retention developments, rowhouses, and townhouses are appropriate. Generally, vehicular access should be from Maggie Street SE. Where land assembly and comprehensive redevelopment is proposed, limited vehicular access from 8 Street SE may be considered, where impacts to pedestrian, cyclist, and vehicular circulation are mitigated, at the discretion of the Development Authority.*

**Bylaw 1P2020**

**3.1.2.4 High Density Residential**

*The former Penguin Car Wash site, located at 1001 8 Street SE has been redesignated to a Multi Residential – High Density Low Rise (M-H1) District in order to accommodate a redevelopment proposal for a six-storey residential building.*

**Bylaw 31P2015**

**3.1.3 Policies**

**3.1.3.1 Low Density Conservation**

The Selective Conservation and Redevelopment Policy of the Inner City Plan (1979) is reaffirmed

for the majority of residential lands in Ramsay corresponding to the R-2 land use designation. The intent of a low density conservation policy is to retain the existing neighbourhood quality and character, while permitting redevelopment to occur that is compatible with the surrounding streetscape. Existing structures in good repair should be conserved while those in structurally poor condition should be rehabilitated or redeveloped.

**3.1.3.2 Low Density Multi-Dwelling Policy**

A low density multi-dwelling policy is affirmed for the existing R-2A, RM-1 and DC (RM-2) sites. The intent of this policy is to provide for low density multi-units in order to increase the population of Ramsay and draw families by making various residency options (e.g. ownership, rental, cooperative) available to the community.

**3.1.3.3 Medium Density Policy**

A medium density multi-dwelling residential land use policy is reaffirmed for the existing fully developed RM-3 and DC (RM-3) sites. The intent of this policy is to accommodate the existing seniors housing and subsidized family housing developments. The Plan encourages additional seniors housing in the future; however, no sites have been identified.

*The area comprising 1117, 1121, 1123, 1125 – 8 Street SE and 1120 Maggie Street SE is appropriate for grade-oriented multi-residential development. Most of the properties have dual frontages facing both 8 Street SE and Maggie Street SE.*

**Bylaw 18P2025**

# Ramsay Area Redevelopment Plan

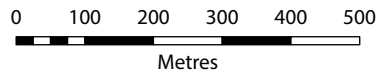
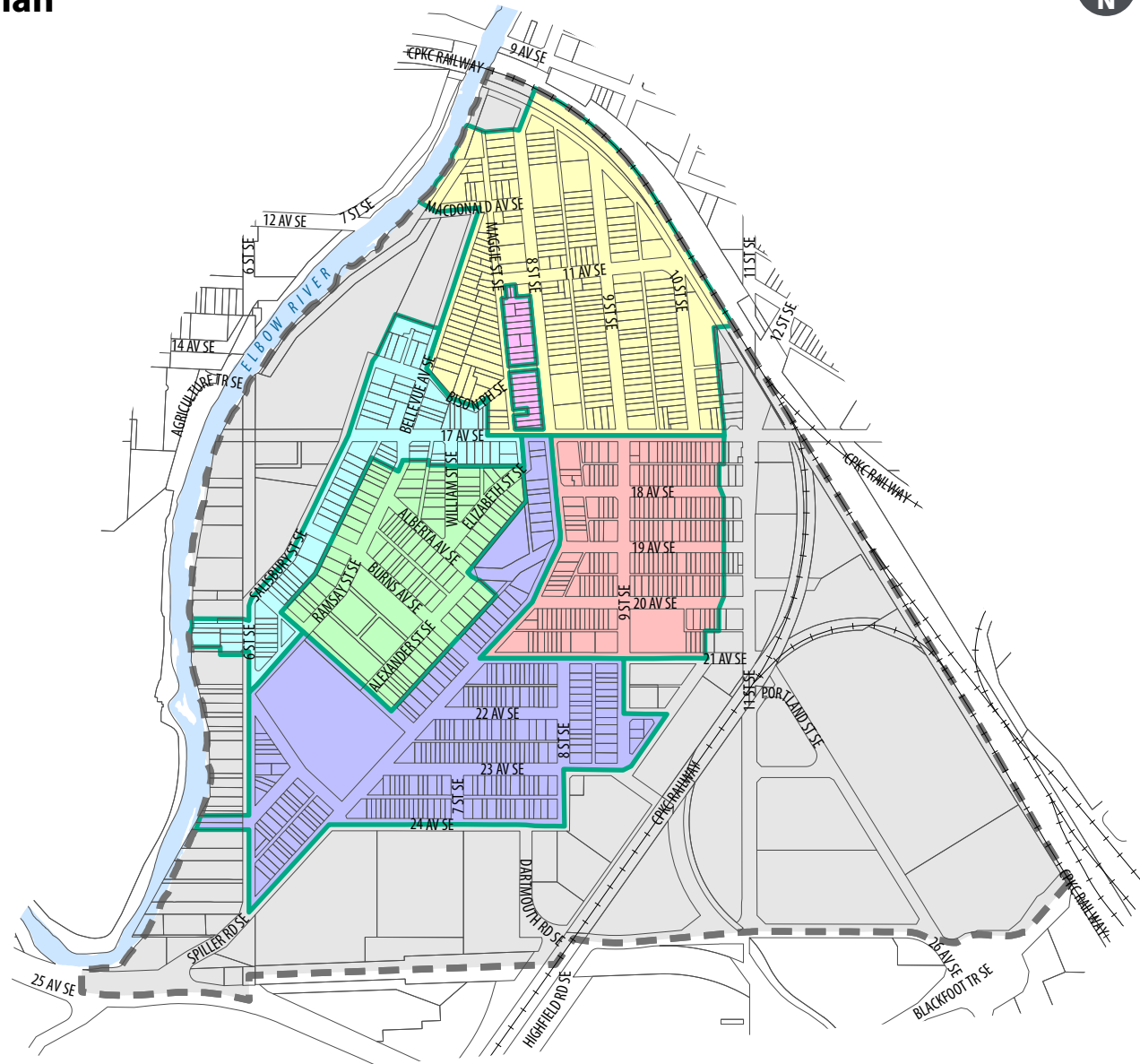
Map 4

Residential Sub-Areas and  
Sites Under Policy Review



## Legend

- Sub-Area 1
- Sub-Area 2
- Sub-Area 3
- Sub-Area 4
- Sub-Area 5
- Sub-Area 6
- Study Area



Amended: 23P2025

3.1.3.4 *High Density Residential*

*As projects like the Green Line contribute to the ongoing evolution of Ramsay, opportunities for a broader range of housing types that include high density residential continue to grow. Where high density residential is proposed, it should be sensitively integrated into the existing community fabric. Design of high density residential redevelopment should considering the following:*

- *High density multi-residential development is intended to be located at community nodes and transit and transportation corridors and nodes;*
- *Buildings may contain limited range of support commercial uses at grade;*
- *At grade units that face the public sidewalk, whether residential or commercial, should provide individual entries and walkways connecting directly to the public sidewalk; and*

*Building height should be sensitive to the context of surrounding development and natural features.*

**Bylaw 31P2015**

3.1.3.5 The Low Density Residential Housing Guidelines for Established Communities

The Low Density Residential Housing Guidelines for Established Communities are designed to ensure new development is sensitive to and compatible with the existing streetscape and should be considered by the Approving Authority when reviewing discretionary use development permit applications for low density residential development.

**Bylaw 41P2008**

3.1.3.6 Historic Character

New development should reference the historic character of the community. Refer to Figures 12 and 13 in the Background Section of the Plan for illustrations of typical housing and suggested design elements that can assist in the design of new developments.

3.1.3.7 Re-subdivision

Re-subdivision of existing lots should respect the general development and subdivision pattern of adjacent streets with respect to parcel size, dimension and orientation. In terms of multi-dwellings, innovative lot and dwelling configuration may be considered between residential and non-residential uses, in order to achieve a more appropriate interface.

3.1.3.7 Residential Rehabilitation Assistance Program (R.R.A.P.)

The Property Standards and Rehabilitation Section of the Planning & Building Department should continue to provide the Residential Rehabilitation Assistance Program (R.R.A.P.) to qualified residents as a way to improve the existing housing stock.

3.1.3.9 Property Maintenance

The Existing Building and Property Standards By-law will continue to be enforced by the City on a complaint basis.

### 3.1.4 Implementation

In order to implement the residential policies of this Plan, this section recommends the appropriate development guidelines and land use districts which best reflect the intent of the residential land use policies.

#### A. Development Guidelines

An analysis of historical development, building forms, lotting patterns, lot sizes and street orientation has produced five residential sub-areas in Ramsay (Map 4).

Development guidelines are designed to ensure that future development references the character of the area. *The guidelines are to be used to supplement the Calgary Land Use Bylaw and Low Density Residential Housing Guidelines for Established Communities when the Approving Authority reviews discretionary use development permit applications for low density residential.* The Ramsay guidelines are meant to provide additional, more specific references to Ramsay, not reproduce what are already established guidelines for the established communities (Figures 12 and 13 in the Background Section of the Plan).

**Bylaw 41P2008**

#### 3.1.4.1 Sub-Areas 1 and 2 - Development Guidelines

Sub-area 1 contains the earliest housing stock in Ramsay. The street layout is a standard east-west grid pattern with differing block lengths. The predominant lot sizes are 7.62 m (25') frontages, 34.13 m (113') depths and 1.2 m (4') side yards.

Sub-area 2 consists of a mixture of older housing on 10.05 m (33') frontages and 45.7 m (152') depths, newer housing on larger lots of 15.08 m (50') frontages, as well as recent narrow lot infill (mostly 33' frontages). The street layout is also a standard grid, with a north-south orientation of very long blocks perpendicular to the sub-area 1 layout. Corner lot perpendicular subdivision has also occurred at block ends in this sub-area.

Development guidelines are detailed as follows:

#### Height and Privacy

- The Calgary Land Use By-law allows a height maximum of 10 m (33') in R-2 areas. Building to this height may disrupt the rhythm of many Ramsay streets especially where low profile bungalows set the precedent. The Low Density Residential Housing Guidelines for Established Communities should be followed with respect to minimizing height discrepancies on low profile streets. Techniques such as adding a front porch with the porch roof reflecting the height and angle of adjacent homes and stepping back the second storey to reduce the visual mass, should be used to minimize height differences between a new infill and the adjacent dwelling.
- In evaluating the height of an infill house, the effect of shadowing on adjacent homes should be considered, especially on the east side of streets in Sub-Area 2, and the north side of avenues in Sub-Area 1, where substantial shadowing problems may occur. The Approving Authority should consider ways to reduce impact.

- New developments should be carefully evaluated for adjacent rear yard privacy problems where building height, raised deck height and orientation, and rear yard setback differences contribute to overlooking of neighbours backyards. These components should be designed so as to avoid rear yard privacy problems.

#### Roof Form

- In sub-areas 1 and 2, a common roof line is the 12/12 pitch (45° angle gable), with the gable-end facing the street. New developments should preserve the existing rhythm with respect to roof pitch and materials. Gable-ends that exhibit detail work is encouraged. Where a block does not exhibit a consistent streetscape, roof treatment of new developments should reflect, but not necessarily replicate, details of adjacent structures.

#### Front Entrances

- Both sub-areas 1 and 2 exhibit widespread use of porches, both open and enclosed where the building form is a 1.5 storey, 1.75 storey homestead and 2 storey structure. Small front entrance porches are also common. New developments of these types should provide a formal entryway (e.g., front porches).
- Front doors should be located on the front of structures only, and oriented parallel to the street.

#### Detailing

- The dominant window treatment in sub-areas 1 and 2 is the double hung window. New developments should reference this pattern with respect to orientation, proportion, dimension (e.g., twice as high as wide) and structural mullion features.
- Common to these areas are narrow clad siding (3" - 5" predominant), stucco and brick. Exterior cladding should reference the established street pattern of finishes.
- Bay windows including box bays are common in these sub-areas, on 1.5 storey and 2 storey houses. New developments should consider these features where a block exhibits this detailing.

#### Landscaping/Fencing

- Front yard fencing and hedges are very common in sub-areas 1 and 2 in Ramsay. One metre high pickets, stone and hedges are encouraged for new developments where the context dictates, while chain link fencing is discouraged.

#### Accessory Buildings

- In addition to the requirements under the Land Use By-law, accessory building design should be sensitive to the existing principal dwelling on the site.

#### General

- Mirror - image infills are discouraged.

### 3.1.4.2 Sub-Areas 3, 4 and 5 - Development Guidelines

Sub-area 3 developed during the 1950's and exhibits the most uniform lotting pattern and structure type in the community. The most common dimensions are 15 m (50') lot frontages and 36 m (120') lot depths. Virtually all of the housing stock is comprised of 1950's bungalows. The street layout is a combination of standard grid and an angular pattern which follows the topography.

Sub-area 4 is the most visible of the sub-areas comprised of housing along Scotsman's Hill. There is a range of lot sizes from 7.62 m (25'), to 26 m (88') with 45' to 60' the most common. Because of the large lots, subdivision and redevelopment potential is especially great in this area.

As in sub-area 1, sub-area 5 contains some of the earliest housing stock in Ramsay. The street layout is a grid pattern, with both east/west and north/south orientations. Unlike sub-area 1, there is a varied and fairly even mix of lot sizes on all blocks, with frontages from 7.62 m (25'), to 11.43 m (38'), to 15.24 m (50'). As a result, there is also a varied mix of housing styles and ages, exhibiting possibly the most varied mix of all the sub-areas.

These sub-areas are best served by considering the Low Density Residential Housing Guidelines for Established Communities in future redevelopment. In addition, accessory building design should be sensitive to the existing principal dwelling on the site, and mirror-image infills are discouraged.

**B. Table 1 - Deleted.**

**Bylaw 1P95**

### 3.1.4.3 Sub-Area 6 - Development Guidelines

*Sub-area 6 is intended for a broad range of building forms that allow for an increase in density that is compatible with the existing community and street character. The range of appropriate building forms include low-density forms, low-rise multi-residential developments with direct access to grade for ground floor units, character home retention developments, rowhouses, and townhouses. Development in this sub-area must consider the interface with Maggie Street SE and incorporate building and design elements that contribute to maintaining a residential street experience.*

**Bylaw 1P2020**

*The following development guidelines apply to the sites located at 1117, 1121, 1123, 1125 – 8 Street SE and 1120 Maggie Street SE.*

- *Development should be designed to be street-oriented and incorporate windows, doors, balconies, and other architectural elements to enhance building façades adjacent to 8 Street SE and Maggie Street SE.*
- *For units that are not visible from the street, connections to those units from the public sidewalk should include pathways, landscaping, lighting and address signs to assist in wayfinding.*
- *Additional setbacks should be provided along Maggie Street SE to accommodate a sidewalk and landscaping to maintain a residential street experience and to calm vehicular traffic.*

- *Garages fronting onto Maggie Street SE should be designed to be unobtrusive, with minimized driveway dimensions, to create a more pedestrian-friendly streetscape.*

#### *Heritage Assets*

*There are a number of heritage assets in Sub-Area 6 that are not currently on the Inventory of Evaluated Historic Resources. These heritage assets are typically constructed prior to 1945 and have retained their original form, architectural details and/or building materials. These heritage assets exhibit historic stylistic architectural value and contribute to the overall historic values to the areas. Some of these heritage assets in Sub-Area 6 are located on 8 Street SE and Maggie Street SE, between 11 and 17 Avenue SE.*

- *Development should draw design references from nearby heritage assets on 8 Street SE and Maggie Street SE, between 11 Avenue SE and 17 Avenue SE by referencing the building façade, building materials and architectural designs such as windows, porches and roof styles.*
- *Development should provide a front projection, such as porches, patios, verandas, sunrooms etc. on the main floor that may be covered or enclosed, and visible from the street.*
- *Building massing on upper storeys should be reduced for development that is larger than nearby heritage assets.*

- *The primary rooflines visible from the street should be pitched. Flat roofs are discouraged where visible from the street.*
- *Development should provide distinct rooflines that accentuate individual units for developments with more than one unit.*

**Bylaw 18P2025**

## **3.2 Commercial Land Use**

### **3.2.1 Objectives**

To establish the extent and role of commercial areas within the community and encourage commercial development that is compatible with the nature and scale of surrounding residential areas.

To maintain and improve the quality of existing commercial areas.

To ensure that new development or existing commercial development will not cause undue traffic or parking impacts on surrounding residential areas.

To provide opportunities for commercial development for the purpose of serving residents and workers of Ramsay.

### 3.2.2 Context

Commercial land uses do not occupy a substantial portion of the land in Ramsay, and existing commercial establishments are widely scattered throughout the community. As a result of the 1980 general land use reclassifications arising out of the Ramsay Design Brief recommendations, commercial land use designations were restricted to existing uses. In addition, numerous commercially zoned sites not utilized as commercial were redesignated R-2. A commercial strip along the west side of 11 Street S.E. was created through redesignations of I-2 land to Direct Control. The general intent of these reclassifications was to create a more appropriate commercial buffer for the R-2 areas to the west. This commercial transition zone imposed height limits and side yard minimums.

In the 1980 general reclassification, a number of industrial sites were redesignated to commercial land use, and commercial sites to residential. Potential site contamination from past industrial and commercial uses is an important issue and it is important that the Approving Authority and/or Alberta Environmental Protection assess this matter when development applications are reviewed. Map 9 and Table 4 in the Background section of the Plan identifies these areas.

Ramsay exhibits two main concentrations of commercial activity, as well as a few scattered convenience commercial sites:

- 11 Street S.E. (west side) - DC #62Z80

The most intensive commercial area in Ramsay is located along the west side of 11 Street S.E. The intent of this Direct Control district is to provide a transitional buffer between I-2 uses to the east and R-2 uses to the west. Various commercial establishments are located along this strip including the Shamrock Hotel, an autobody shop, a Chinese take-out, and warehousing. Height limits and minimum side yards are in force to soften the interface with residential areas.

- Spiller Road/8 Street S.E. commercial areas

This corridor is dotted with commercial sites, primarily serving local needs. Land use designations range from a DC to allow a service station, C-1 and C-1A uses, and two convenience commercial sites providing local grocery and convenience shopping. In addition, there is a non-conforming automotive parts store operating in an R-2 district. This site on 24 Avenue S.E. was originally R-2, redesignated in 1959 to a light industrial use, then redesignated back to R-2 in the general Design Brief redesignations of 1980.

**Bylaw 30P2015**

In concert with Heritage Conservation policies, opportunities exist to preserve and rehabilitate structures through adaptive re-use. Such an approach could achieve the maintenance of an historically interesting structure, while providing an economic incentive to do so. One such potential

site is the apartment structure at 1040 - 8 Street S.E. Storefront commercial opportunities could make the rehabilitation of the structure viable while providing potential rental housing on upper floors. *Another site is the Black & White Meat and Groceries property at 1702 - 8 Street S.E. In order to allow for the preservation and adaptive re-use of the building, 1702, 1708 and 1710 - 8 Street S.E. were redesignated to M-X1 to accommodate comprehensive multi-residential development with support commercial uses.* **Bylaw 30P2015**

### **3.2.3 Policies**

#### **3.2.3.1 Local Commercial Policy**

- A. A local commercial policy is considered appropriate for those commercial sites currently utilizing the CC, C-1, and C-1A land use designations. These commercial areas provide the day to day convenience grocery, local retail commercial, and personal services needs of the residents of Ramsay. Additional local commercial designated sites are not considered to be needed at this time.
- B. In order to preserve the historically interesting building, an adaptive re-use policy is supported in principle by this Plan for the apartment structure located at 1040 - 8 Street S.E. Future commercial at-grade development could be considered with apartment uses above.

- C. *An M-X1 land use designation is considered appropriate for the site comprising of 1702, 1708 and 1710 - 8 Street S.E. to allow for the preservation and adaptive re-use of the Black & White Meat and Groceries building as part of a comprehensive multi-residential development with support commercial uses.*

**Bylaw 30P2015**

#### **3.2.3.2 General Commercial Policy**

A general commercial policy is affirmed for those sites designated Direct Control with C-2 guidelines. This policy is intended to provide a wide variety of commercial and personal services to the community and an area which extends beyond the community. Typical uses can include speciality shops, office and retail uses. *A mix of commercial and residential uses are considered for the west-side of 11 Street SE; commercial uses are considered most appropriate for the east-side of 11 Street SE, however residential development may be considered as long as sites are deemed safe from an environmental perspective and design of buildings mitigate noise and other concerns related to the adjacent rail lines.*

**32P2015**

- 3.2.3.3 Potential ground and/or groundwater contamination from past commercial and industrial uses should be assessed.

3.2.3.4 Pursuant to the Environmental Protection and Enhancement Act, Chapter E-13.3, Contaminated Sites and Conservation and Reclamation Sections, sites identified by this ARP as potentially contaminated based on past use, as well as any additional sites identified in the future, should be brought to the attention of the Director as designated by the Alberta Minister of the Environment, for consideration as a contaminated site(s).

3.2.3.5 Signs

- Signs should reflect the early commercial, industrial, or residential character of the area, depending on the sign context.
- Underground electrical power supply requirements should not be relaxed by the Approving Authority.
- A comprehensive signage proposal should be submitted as part of any development permit application.
- Front-lit signs are preferred.
- Roof signs should be architecturally integrated into the design of the building and should not be able to be substantially viewed from a residential area.

**3.2.4 Implementation**

This section implements the commercial policies for specific sites as described in Table 2 and Map 5. The Approving Authorities shall also consider the applicable transportation requirements set out in Section 4.0 of this Plan.

3.2.4.1 An environmental site assessment, prepared by a qualified consultant, will be requested to be submitted pursuant to the Land Use Redesignation and the Development Permit processes for any site that has been identified as being potentially contaminated. This assessment will be forwarded to Alberta Environmental Protection and Calgary Health Services for their review and comment.

3.2.4.2 Upon Council’s adoption of this Plan, Map 9 and Table 4 in the background section of the Plan listing the potentially contaminated sites, will be forwarded to the Director for consideration as a contamination site(s) pursuant to Section 110 of the Environmental Protection and Enhancement Act.

**TABLE 2: COMMERCIAL POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS**

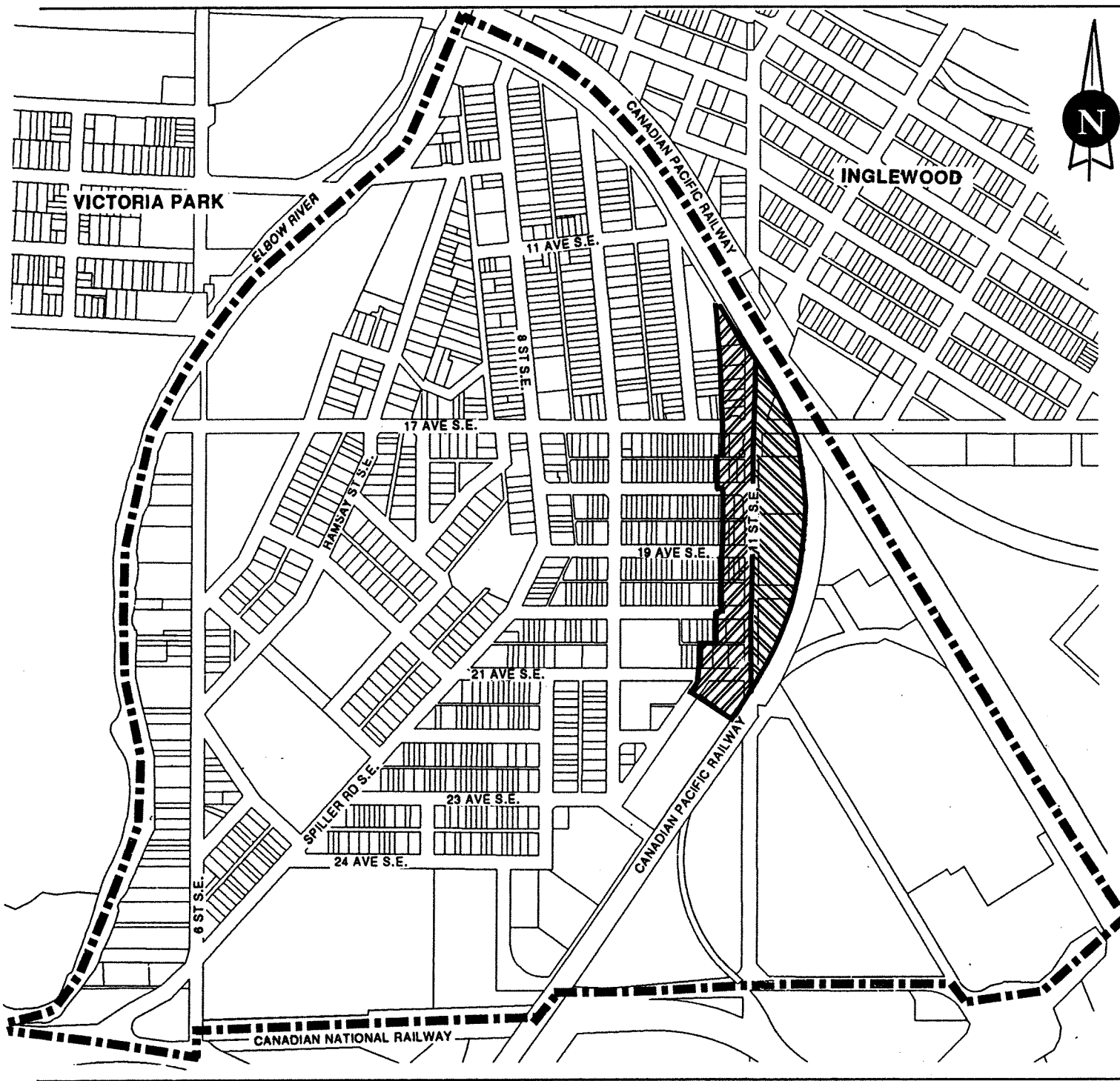
Site	Existing Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
1. 922 - 19 Avenue S.E. 2. 703 - 23 Avenue S.E. <b>Bylaw 30P2015</b>	CC	Local Commercial	<p><i>The General Rules of Part 7, Division 1 and the specific Rules outlined in the appropriate commercial land use divisions (2-12) of the Land Use Bylaw shall apply.</i> <b>Bylaw 41P2008</b></p> <p>The following is to be encouraged:</p> <ul style="list-style-type: none"> <li>• Redevelopment should be of a character and design that reflects the history of the surrounding residential community. The “corner store” style should be maintained.</li> </ul> <p>Signs:</p> <ul style="list-style-type: none"> <li>• Fascia, Projecting, and Temporary signs (e.g. A-Boards, banners, flags, inflatables) should be scaled for the pedestrian.</li> <li>• Third party advertising signs are discouraged.</li> <li>• Refer to signage Figures 1 and 2 for illustrations of recommended elements.</li> </ul>	No redesignations required.
3. 1040 - 8 Street S.E. <b>Bylaw 30P2015</b>	R-2	Local Commercial	<p>This Plan supports in principle an owner initiated redesignation to DC (C-1) to accommodate locally oriented mixed uses in order to preserve and re-use the existing structure.</p> <ul style="list-style-type: none"> <li>• The following mixed uses are encouraged:                             <ul style="list-style-type: none"> <li>- specialty retail or office at grade;</li> <li>- apartment residential above;</li> <li>- personal service businesses at-grade.</li> </ul> </li> </ul>	No implementation action is required at this time.
4. 1702, 1708 and 1710 - 8 Street S.E. <b>Bylaw 30P2015</b>	M-X1	Local Commercial	<ul style="list-style-type: none"> <li>• <i>The Approving Authority may consider landscaping requirement relaxations to facilitate the adaptive re-use of the Black &amp; White Meat and Groceries building.</i></li> <li>• <i>In order to provide an uninterrupted pedestrian connection to transit on 8 Street S.E, no vehicular access is permitted to or from 8 Street S.E.</i></li> <li>• <i>To reduce potential pedestrian/vehicle conflict points, vehicular access to or from 17 Avenue S.E. should be minimized.</i></li> <li>• <i>Motor vehicle parking and loading stalls must not be located between a building and a public street.</i></li> </ul>	No implementation action required at this time.



Site	Existing Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
6. 11 Street S.E. - Commercial Policy Area: (Map 5) Continued....			<ul style="list-style-type: none"> <li>• Residential developments shall only be considered if:               <ul style="list-style-type: none"> <li>- Documentation of appropriate soil quality is provided to the Approving Authority; and</li> <li>- All residential buildings and site plans are designed to mitigate noise and other concerns related to the adjacent rail line.</li> </ul> </li> <li>• Building design should be of a scale and character that is compatible with the surrounding community.</li> </ul> <p>Signs</p> <ul style="list-style-type: none"> <li>• Freestanding Identification Signs               <ul style="list-style-type: none"> <li>- One or two storey commercial building: six metres maximum sign height.</li> <li>- Three storeys or more: nine metres maximum sign height.</li> </ul> </li> <li>• Third Party Signs               <ul style="list-style-type: none"> <li>- Freestanding, freestanding flush, wall-mounted advertising signs:                   <ul style="list-style-type: none"> <li>- size: maximum 3 metres by 6 metres or 3.6 metres by 4.8 metres;</li> <li>- should utilize historic and/or theme components, e.g., lattice, front-lit lighting, pediments; soft landscaping (foliage) at the base is encouraged;</li> <li>- where lattice is used to enclose the area below a sign, the sign should be configured so that both sides can be seen from the adjacent thoroughfare, to alleviate safety concerns.</li> </ul> </li> </ul> </li> <li>• Refer to signage figures 4-7 for illustrations of recommended elements.</li> </ul>	<b>Bylaw 32P2015</b>

Site	Existing Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
<p>6. 11 Street S.E. - Commercial Policy Area: (Map 5) Continued....</p>			<p><b>Site 6(a)</b> <b>11 Street S.E. - West Side (DC C-2(12))</b></p> <p>In addition to the Common Guidelines, the following shall also apply to the west side of 11 Street:</p> <ul style="list-style-type: none"> <li>• Mixed use commercial/residential developments are encouraged.</li> <li>• The maximum building height shall be 12 metres at the eaveline.</li> <li>• Development shall be oriented to 11 Street S.E. excepting sites not fronting on or adjacent to 11 Street.</li> <li>• Development that fronts on or is adjacent to 11 Street shall provide the main access to the site only from 11 Street.</li> <li>• Customer vehicle access to and from commercial sites to laneways shall be prohibited except where commercial uses abut both sides of the laneway.</li> <li>• Access to and from residential portions of mixed-use developments may be from adjacent avenues to the satisfaction of the Approving Authority.</li> <li>• Isolated commercial sites oriented to avenues with no access from 11 Street should either be assembled with 11 Street frontage sites or develop with low traffic generating uses such as: <ul style="list-style-type: none"> <li>- mixed use office/residential;</li> <li>- personal service businesses;</li> <li>- home occupations.</li> </ul> </li> <li>• The Approving Authority shall be satisfied that proposed developments do not excessively shadow or overlook adjacent residential properties.</li> <li>• Commercial development proposals shall include soft landscaping details for the required 5 metre rear and side yards.</li> <li>• Parking <ul style="list-style-type: none"> <li>- Front parking is encouraged in order to improve the rear and side yards adjacent to R-2 areas.</li> </ul> </li> </ul>	

Site	Existing Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
6. 11 Street S.E. - Commercial Policy Area: (Map 5) Continued...			<p><b>Site 6(b)</b>  <b>11 Street S.E. - East Side (DC C-2(16))</b></p> <p>In addition to the Common Guidelines, the following shall also apply for the east side of 11 Street:</p> <ul style="list-style-type: none"> <li>• The maximum building height shall be 16 metres at the eaveline.</li> <li>• Residential developments shall be prohibited.</li> </ul> <p><b>General</b></p> <p>The following is to be encouraged:</p> <ul style="list-style-type: none"> <li>• The Arman's building at 1902 - 11 Street S.E. and the C.C. Snowdon building at 2010 - 11 Street S.E. should be adapted and re-used for commercial developments in order to preserve and enhance these examples of early commercial and industrial architecture in Calgary.</li> <li>• Comprehensive redevelopment of the 11 Street commercial corridor may consider a development theme which could reflect the early industrial and residential beginnings of the community.</li> </ul>	
<i>deleted</i>				<b>Bylaw 31P2015</b>




**RAMSAY ARP**      **MAP 5**


**COMMERCIAL SITES  
REQUIRING  
IMPLEMENTATION ACTION**


**LEGEND**

Site 6 (a)

 DC to DC C-2 (12)  
COMMERCIAL /  
RESIDENTIAL  
MIXED-USE POLICY

Site 6 (b)

 I-2 to DC C-2 (16)  
COMMERCIAL  
POLICY

 STUDY AREA  
BOUNDARY

**DATE**  
**OCTOBER 1993**

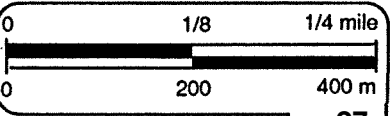


FIGURE 1

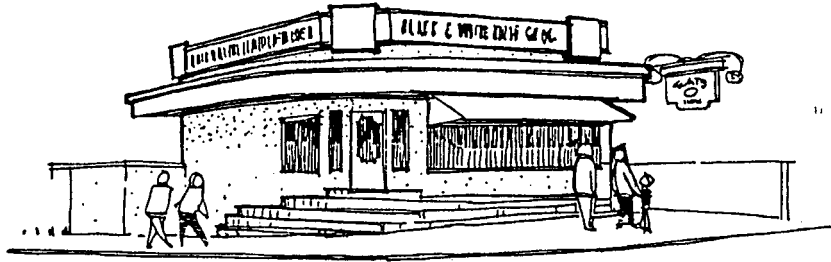


FIGURE 2



FIGURE 3

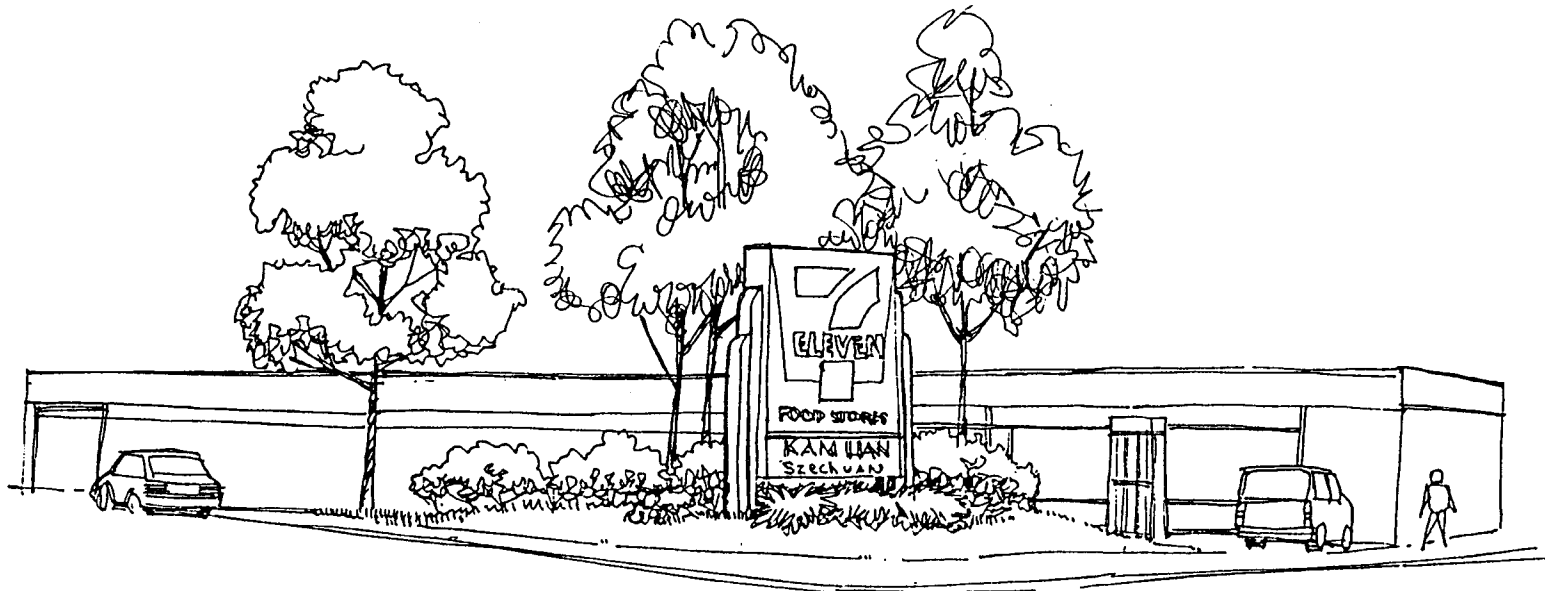


FIGURE 4

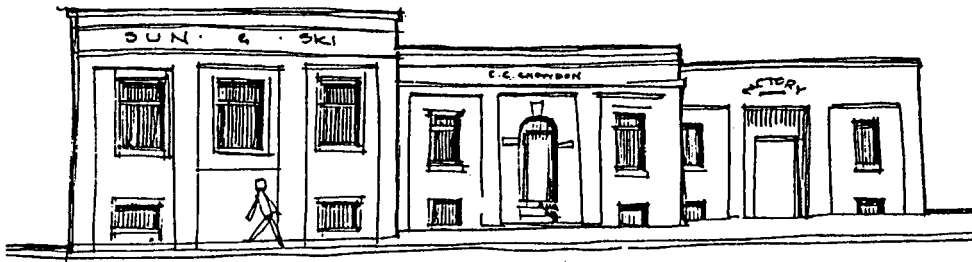


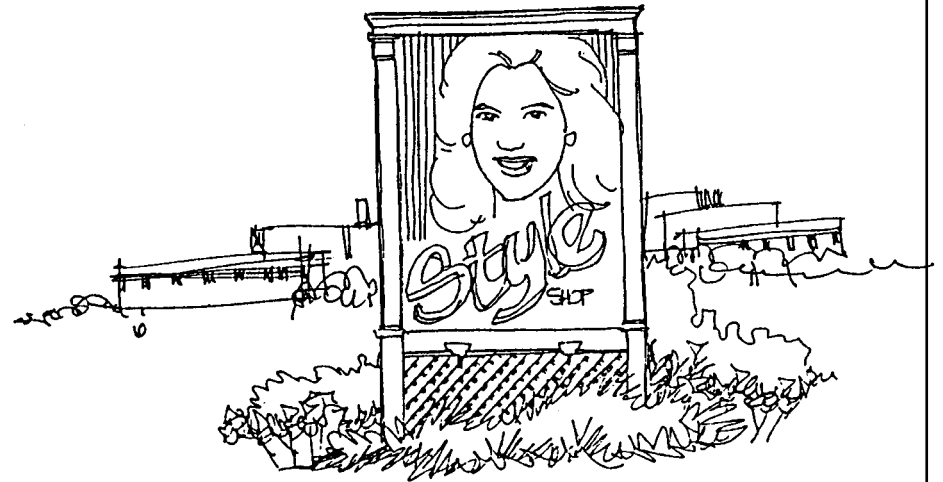
FIGURE 5



FIGURE 6



FIGURE 7



### **3.3 Industrial Land Use**

#### **3.3.1 Objectives**

To identify the future land use potential of vacant industrial land.

To address the extent and location of pollution from industrial uses, possible contamination, and implications for future land uses.

To address the impacts of existing and future industrial development on adjacent residential areas.

#### **3.3.2 Context**

As one of the original Calgary communities, Ramsay has experienced the growth of industry which has provided both employment as well as impacts to the adjacent residential areas. The 1974 Ramsay Design Brief sought to improve the industrial/residential interface with measures including land use redesignations and truck zone and route removal.

Industrial zoning comprises one-third of the land area of Ramsay, totalling 37 ha.± (92 ac.±). Approximately 50 acres of this industrial land is now vacant due mainly to the closing of Burns Meats operations and the Calgary Stockyards.

Since this area has seen considerable industrial development over much of its 80 year history, there is the potential for industrial contamination both on and under many sites. The recently implemented Environmental Protection and Enhancement

Act and regulations enforce stricter controls on industrial land use with respect to pollution and reclamation, as well as more pervasive liability requirements.

The I-3 land use classification, allowing the heaviest and most intensive industrial development, is generally thought to be incompatible with the adjacent residential community. Due to this incompatibility as well as the substantial vacant land component, potential pollution history, and reduced economic demand for heavy industrial land generally in Calgary, a light industrial and commercial designation is appropriate.

Because of the large tracts of vacant industrial land, there is the potential for assembling large contiguous parcels for redevelopment as one major use. In these cases, significant traffic and other impacts can occur on nearby residential areas. It is essential for a liveable residential environment that traffic and other impacts from major uses be addressed so as to not adversely affect these areas.

#### **3.3.3 Policies**

3.3.3.1 A general light industrial policy is considered appropriate for those industrial sites utilizing the I-2 land use designation. In addition, a number of DC (I-2) areas are also proposed to implement the intent of this policy, as well as to eliminate the existing I-3 heavy industrial land use designations. These industrial areas are to accommodate industrial and commercial uses that have minimal impact on adjacent residential areas.

3.3.3.2 Potential ground and/or groundwater contamination from past industrial and commercial uses should be assessed.

3.3.3.3 Pursuant to the Environmental Protection and Enhancement Act, Chapter E-13.3, Contaminated Sites and Conservation and Reclamation Sections, sites identified by this ARP as potentially contaminated based on past use, as well as any additional sites identified in the future, should be brought to the attention of the Director as designated by the Alberta Minister of the Environment, for consideration as a contaminated site(s).

3.3.3.4 Signs

- Signs should reflect the early commercial or industrial character of the area, depending on the sign context.
- Underground electrical power supply requirements should not be relaxed by the Approving Authority.
- A comprehensive signage proposal should be submitted as part of any development permit application.
- Roof signs should be architecturally integrated into the design of the building and should not be able to be substantially viewed from a residential area.

3.3.3.5 Residential Potential - Saddleview Site

Long-term residential uses may be appropriate for all or a portion of the Saddleview Industrial Park site located at 803 - 24 Avenue S.E. as shown on Map 7. The Plan supports this concept in principle; no implementation action is proposed at this time. Requirements would include subdivision, redesignation to an appropriate residential land use designation and comprehensive concept planning addressing any residential/industrial interface, as well as an environmental review. Locations for residential uses may include the perimeter interface area along Spiller Road and 24 Avenue S.E. adjacent to residential districts.

Some forms of residential/industrial mixed uses may be appropriate for the site under certain circumstances, e.g., loft apartments above cottage or artisan light industries. The Plan supports the concept in principle. Requirements would include redesignation to Direct Control for the specific mixed use, and an environmental review to ensure residential uses would be compatible mixed with or adjacent to industry. It must be noted that I-2 uses that can occur on the Saddleview site under the proposed DC may include industrial activities that could make living conditions difficult; this impact should be considered as part of the Land Use Amendment and Development Permit processes.

3.3.3.6 In the event of a major development proposal for large portions of the vacant industrial lands, the following requirements shall be satisfied:

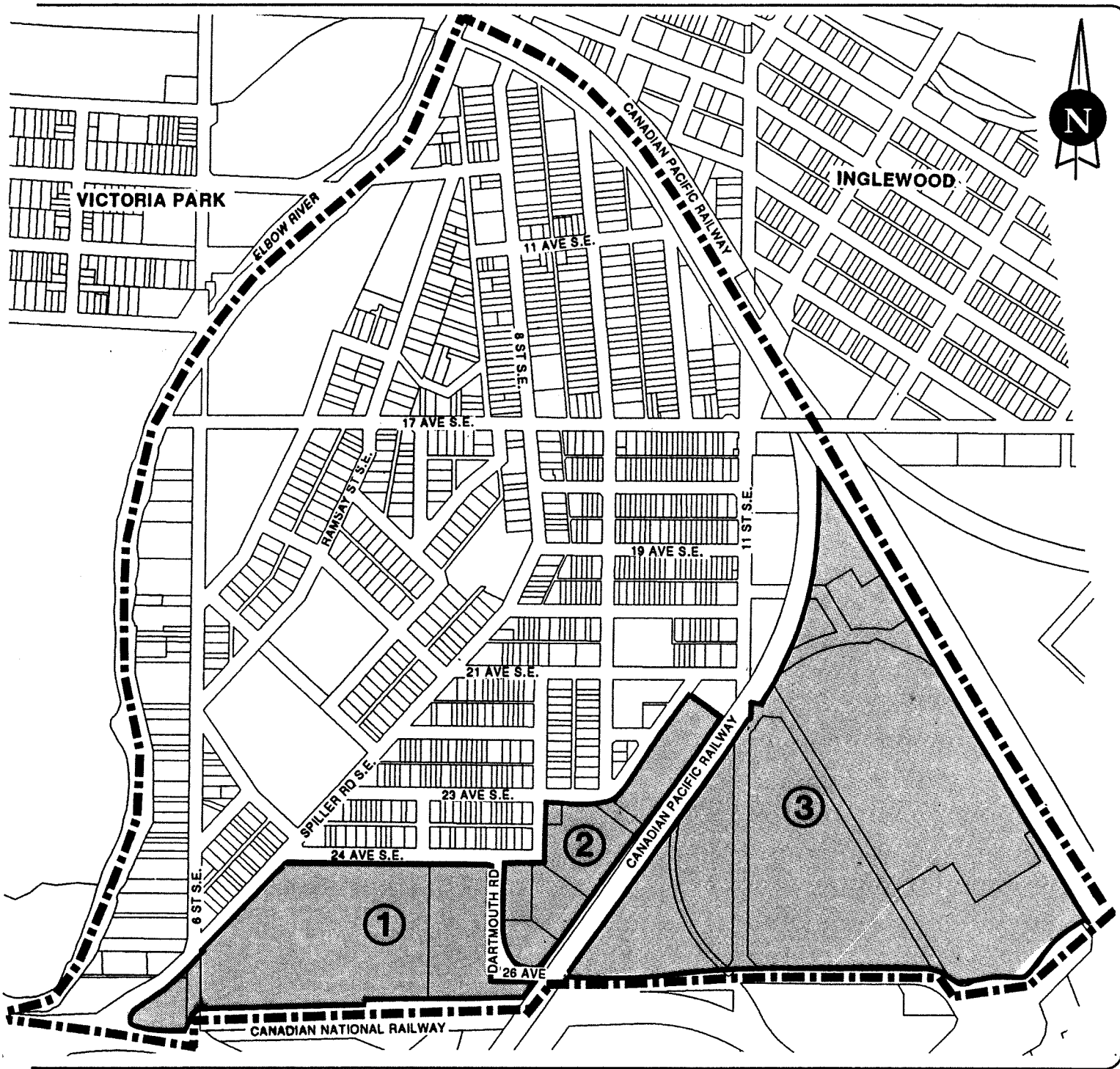
- *If significant outdoor operations are required, the Approving Authority may require the applicant to undertake studies to determine the range of impacts, and then to address those issues through conditions attached to the development permit. **Bylaw 41P2008***
- A concept and site plan shall be submitted addressing the interface with adjacent residential areas e.g. berming, landscape buffers, setbacks.
- Traffic and Parking
  - A Comprehensive Traffic Study completed in consultation with the community and the City's Transportation Department shall be submitted as part of a land use amendment or development permit application.

### 3.3.4 Implementation

This section implements the industrial policies on a site specific basis as described in Table 3 and Maps 6 and 7 (see also Section 3.2 Commercial Land Use for policies and implementation actions affecting industrial land).

3.3.4.1 An environmental site assessment, prepared by a qualified consultant, will be requested to be submitted pursuant to the Land Use Redesignation and the Development Permit processes for any site that has been identified as being potentially contaminated. This assessment will be forwarded to Alberta Environmental Protection and Calgary Health Services for their review and comment.



3.3.4.2 Upon Council's adoption of this Plan, Map 9 and Table 4 in the background section of the Plan listing the potentially contaminated sites, will be forwarded to the Director for consideration as a contaminated site(s) pursuant to Section 110 of the Environmental Protection and Enhancement Act.



**RAMSAY ARP**      MAP 6

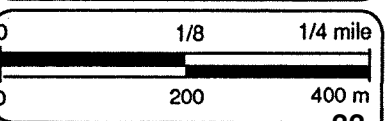
**INDUSTRIAL SITES  
REQUIRING  
IMPLEMENTATION ACTION**

**LEGEND**

-  INDUSTRIAL POLICY
- SITES ① & ③ I-3 to DC(I-2)
- SITE ② RETAIN AS I-2
-  STUDY AREA BOUNDARY

DATE  
**OCTOBER 1993**

 **THE CITY OF CALGARY**  
PLANNING & BUILDING DEPARTMENT



**TABLE 3: INDUSTRIAL POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS**

Site	Existing Land Use Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
<p>1. See Map 6 and accompanying Concept Plan- Saddleview Industrial Park (Map 7)</p>	<p>I-3</p>	<p>General Light Industrial</p>	<ul style="list-style-type: none"> <li>• The intent of this policy is to permit the development of a range of light industrial and commercial uses compatible with an adjacent residential community; provide a land use concept plan framework so that when industrial and commercial development does re-occur it will do so in a way that does not substantially impact adjacent residential uses.</li> <li>• <u>Perimeter Interface Area</u> <ul style="list-style-type: none"> <li>- no shadowing should be permitted by proposed developments to extend beyond the opposite curb line along Spiller Road and 24 Avenue S.E. adjacent to the perimeter interface area, as follows: on September 21 (M.D.T.) at 12:00 noon;</li> <li>- stepped-back building facades are encouraged to reduce the visual mass and shadowing;</li> <li>- as the perimeter interface area develops, building design should reference the character of the existing original Dominion Bridge structures.</li> <li>- signs: fascia and projecting signs of a historic character should be utilized along the 24 Avenue S.E. frontage of the site, and should be front-lit.</li> </ul> </li> <li>• Outdoor storage details shall be submitted as part of a development permit and to the satisfaction of the Approving Authority.</li> </ul>	<ul style="list-style-type: none"> <li>• The site should be redesignated to DC (I-2).</li> <li>• <del>Deleted</del> <b>Bylaw 41P2008</b></li> <li>• Existing uses in existing buildings and building heights are deemed to be conforming.</li> <li>• <i>The Rules included in Parts 3 and 4, along with Part 8, Division 1 and the appropriate Land Use Divisions within Part 8 of the Land Use Bylaw shall apply, unless otherwise noted below:</i> <b>Bylaw 41P2008</b></li> <li>• <u>Perimeter Interface Area</u> - in addition to the rules of the general district, the following shall also apply: <ul style="list-style-type: none"> <li>- the intent of this interface area is to provide a transition of height and use intensity between residential areas and industrial operations;</li> <li>- perimeter interface area depth - 30 metres (see concept plan);</li> <li>- no outside operations;</li> <li>- restaurants shall be limited to a maximum of 93 m<sup>2</sup> +/- (1,000 square feet +/-) net floor area, excluding kitchen;</li> <li>- the number of access and egress points should be limited to four along 24 Avenue S.E.</li> </ul> </li> </ul>

Site	Existing Land Use Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
<p>1. See Map 6 and accompanying Concept Plan-Saddleview Industrial Park (Map 7) Continued....</p>			<ul style="list-style-type: none"> <li>• The corner visibility triangle requirements for the Spiller Road/24 Avenue S.E. intersection should be to the satisfaction of the Approving Authority in consultation with the Transportation Department.</li> <li>• Signs <ul style="list-style-type: none"> <li>- third party signs: freestanding, freestanding-flush, wall-mounted advertising signs: <ul style="list-style-type: none"> <li>- signs should utilize historic and/or theme components, e.g., lattice, front-lit lighting, pediments; soft landscaping (foliage) at the base is encouraged;</li> <li>- 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;</li> </ul> </li> <li>- Refer to signage figures under Commercial Land use for illustrations of recommended elements.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Ancillary Commercial Uses: <ul style="list-style-type: none"> <li>- for single industrial uses with a net floor area of 929 m<sup>2</sup> (10,000 square feet +/-) or less, ancillary commercial uses shall not exceed 20% of the net floor area of the primary use, to a maximum of 56 m<sup>2</sup> (600 square feet +/-);</li> <li>- for single industrial uses with a net floor area greater than 929 m<sup>2</sup> (10,000 square feet), ancillary commercial uses shall not exceed 10% of the net floor area of the primary use, to a maximum of 279 m<sup>2</sup> (3,000 square feet +/-).</li> </ul> </li> <li>• Restaurants shall not exceed a maximum of 186 m<sup>2</sup> +/- (2,000 sq ft +/-) net floor area, excluding kitchen.</li> <li>• All parking shall be screened from residential areas with fencing or soft landscaping.</li> <li>• Any outside operations, e.g., sandblasting, should be located in interior portions of the site or adjacent to off-site industrial designated lands.</li> <li>• Outside operations should be screened from residential areas.</li> <li>• Building height in interior areas of the site and adjacent to off-site industrial designated lands may be to a maximum of 16 metres.</li> </ul>

Site	Existing Land Use Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
1. See Map 6 and accompanying Concept Plan- Saddleview Industrial Park (Map 7) Continued....			<ul style="list-style-type: none"> <li>• The following is to be encouraged: <ul style="list-style-type: none"> <li>- truck access to the site should occur on the Spiller Road frontage to minimize the impact on residential areas;</li> <li>- where the site abuts residential uses, landscaping should include soft landscaping to the satisfaction of the Approving Authority;</li> <li>- the original Dominion Bridge buildings should be adapted and re-used for new light industrial and commercial uses in order to preserve and enhance these examples of early industrial architecture in Calgary.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Signs <ul style="list-style-type: none"> <li>- Freestanding Identification Signs: <ul style="list-style-type: none"> <li>- one or two storey industrial or commercial building - six metres maximum sign height;</li> <li>- three storeys of more - nine metres maximum sign height.</li> </ul> </li> <li>- Third Party Signs: <ul style="list-style-type: none"> <li>Freestanding, freestanding flush, wall-mounted advertising signs: <ul style="list-style-type: none"> <li>- size: maximum 3 metres by 6 metres or 3.6 metres by 4.8 metres.</li> </ul> </li> </ul> </li> </ul> </li> </ul>
2. See Map 6	I-2	General Light Industrial	<p>In the review of discretionary development permit applications, the Development Officer should consider the following:</p> <ul style="list-style-type: none"> <li>• Parking shall be contained on-site and no parking relaxations should be allowed.</li> <li>• Where development abuts a thoroughfare adjacent to residential uses, stepped-back facades are encouraged to reduce shadowing.</li> <li>• A comprehensive outdoor storage proposal should be submitted as part of a Development Permit and be to the satisfaction of the Approving Authority. Details should include the nature of the screening, height and location.</li> </ul>	No redesignations required.

Site	Existing Land Use Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
2. See Map 6 Continued....	I-2	General Light Industrial	<ul style="list-style-type: none"> <li>• Signs: <ul style="list-style-type: none"> <li>- Development Guidelines as in Site 1 are to be encouraged.</li> <li>- Refer to signage figures under Commercial Land Use for illustrations of recommended elements.</li> </ul> </li> <li>• Where these sites abut residential uses, landscaping should include soft landscaping to the satisfaction of the Approving Authority.</li> <li>• Truck traffic is encouraged to utilize 11 Street S.E., 26 Avenue S.E. and Dartmouth Road where possible, in order to minimize interaction with residential areas.</li> </ul>	

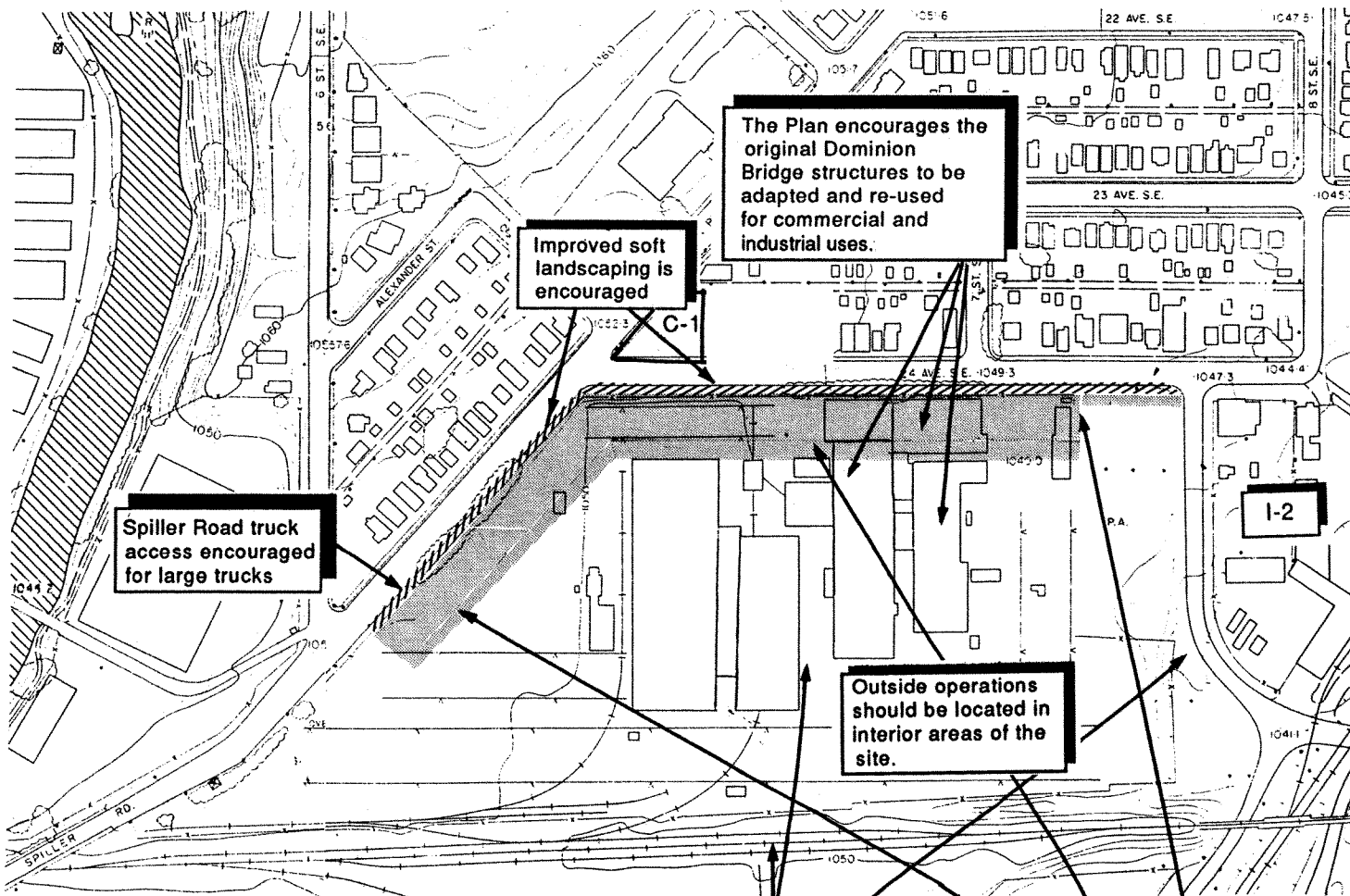
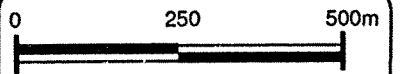
Site	Existing Land Use Designation	Land Use Policy	Development Guidelines	Proposed Designation/ Action
3. See Map 6	I-3	General Light Industrial	<ul style="list-style-type: none"> <li>• The intent of this policy is to permit the development of a wide range of light industrial and commercial uses while discouraging the development of small-scale business establishments better suited to the C-2 commercial corridor along 11 Street S.E.</li> <li>• Parking shall be contained on-site.</li> <li>• A comprehensive outdoor storage proposal should be submitted as part of a Development Permit and should be to the satisfaction of the Approving Authority. Details should include the nature of the screening, height and location.</li> <li>• Signs: <ul style="list-style-type: none"> <li>- Signs should reference the scale and proportions of signage in the adjacent C-2 corridor along 11 Street S.E.</li> <li>- Refer to signage figures under Commercial Land Use for illustrations of recommended elements.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The site should be redesignated to DC (I-2).</li> <li>• The Permitted and Discretionary Uses of the I-2 District of By-law 2P80 shall be the permitted and discretionary uses respectively, excluding the following uses: <ul style="list-style-type: none"> <li>- Small-scale commercial and retail uses not related to industry in this policy area.</li> </ul> </li> <li>• <i>The Rules included in Parts 3 and 4, along with Part 8, Division 1 and the appropriate Land Use Divisions within Part 8 of the Land Use Bylaw shall apply, unless otherwise noted below: <b>Bylaw 41P2008</b></i> <ul style="list-style-type: none"> <li>- Existing uses are deemed to be conforming in existing buildings.</li> </ul> </li> </ul>

**SADDLEVIEW  
INDUSTRIAL PARK-  
CONCEPT PLAN**

**LEGEND**

Refer to section 3.3.4 for details

Approved: 1P94  
Amended: 1P95, 10P2000



The Plan encourages the original Dominion Bridge structures to be adapted and re-used for commercial and industrial uses.

Improved soft landscaping is encouraged

Spiller Road truck access encouraged for large trucks

Outside operations should be located in interior areas of the site.

Redesignate entire site from I-3 to Direct Control for light-industrial/commercial uses

Structures in interior areas and adjacent to off-site industrial districts: maximum height 16m

Existing uses, building heights are deemed conforming

Perimeter Interface Area - 30 m depth  
-no high-intensity industrial uses  
-minimized access points  
-maximum height 12 metres  
-no outside operations  
-stepped-back building facades are encouraged



### **3.4 Open Space, Recreation, and Community Facilities**

#### **3.4.1 Objectives**

To ensure that an appropriate level of open space commensurate with City standards is maintained.

To maintain and enhance the quality of existing open space and recreation facilities and encourage better utilization of and accessibility to the available facilities and resources.

To protect and preserve environmentally sensitive areas for the benefit, use and enjoyment of residents.

To maintain and improve the community facilities that serve the recreational needs of the community.

#### **3.4.2 Context**

3.4.2.1 A liveable residential community requires the provision of adequate open space and recreation facilities. Ramsay enjoys many open space sites of both an active and passive nature, as well as natural escarpment and riverine environments. Map 8 provides an inventory of open space sites.

In accordance with standards set out in the Inner City Open Space Study, 1984, Ramsay has adequate provision and location of open space given the demographics of the community. In addition, Ramsay residents enjoy the natural beauty of Scotsman's Hill, as well as the Elbow River valley.

In a 1990 community survey, Ramsay residents were concerned about the future of Scotsman's Hill, as well as maintenance and landscaping of the other open space sites in the community. Specifically, the community would like to see the Scotsman's Hill area lands left as open space, and a corresponding land use redesignation to ensure this use. Existing open space sites were thought to need improvement in terms of better landscaping and tree planting.

#### **3.4.2.2 Community Facilities**

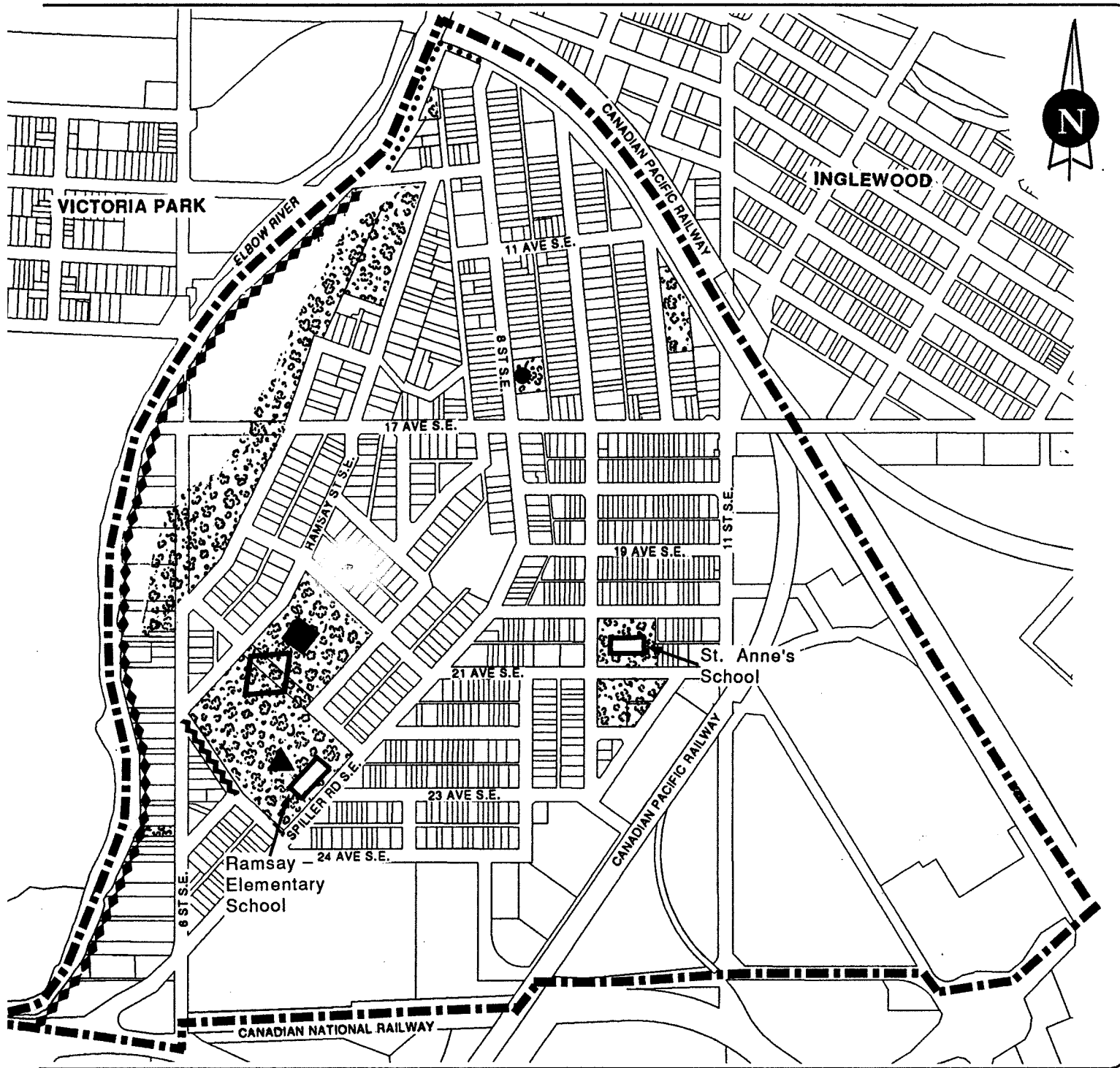
Many community activities exist through the community association. It operates numerous activities including children's sports and a cribbage club. In addition, a seniors hall focuses the activities of this group in Ramsay.

Ramsay residents are well located to take advantage of nearby facilities such as the Lindsay Park Sports Centre, Stampede Park, Fort Calgary, and the Zoo.

#### **3.4.3 Policies**

3.4.3.1 Protection of existing open space and recreational facilities is critical to the attractiveness of Ramsay as a viable residential community. The City should ensure the existing open space is maintained.

3.4.3.2 In keeping with a thrust of this Plan that promotes Ramsay as an historic community and one of the original Calgary communities, the Administration should work with the community to identify opportunities to improve open space sites along heritage lines.













**RAMSAY ARP**

MAP  
8

**OPEN SPACE SYSTEM AND  
COMMUNITY FACILITIES**

**LEGEND**

-  OPEN SPACE / ESCARPMENT
-  BEFORE AND AFTER SCHOOL CARE FACILITY
-  MULTI-USE PATHWAY
-  PROPOSED MULTI-USE PATHWAY
-  PROPOSED RIGHT-OF-WAY CLOSURES
-  COMMUNITY HALL
-  TENNIS COURTS
-  SKATING RINK
-  SCHOOLS
-  STUDY AREA BOUNDARY

DATE

OCTOBER 1993



THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



- 3.4.3.3 An entry feature (e.g. park) should be established to facilitate the “arrival experience” into Ramsay.
- 3.4.3.4 With respect to City owned sites along the north edge of Ramsay, the City should ensure these vacant sites are maintained as a safe and attractive buffer space between residential uses and C.P.R. lands.
- 3.4.3.5 The existing pathway on the east bank of the Elbow River should be maintained as an integral component of the City-wide regional pathway system, and a new pathway section be constructed between MacDonald Avenue and the CPR mainline, with a connection to the north side of 9 Avenue S.E., as funds become available.
- 3.4.3.6 The escarpment area on the east bank of the Elbow River known as Scotsman’s Hill and including those lands now within the Stampede lease boundary should become open space in the long-term. The planning process that will determine the nature, timing and extent of this area, should involve Ramsay, Victoria Park and the Calgary Exhibition and Stampede. The Ramsay Area Redevelopment Plan should be amended once that process is completed in order to implement the appropriate actions.
- 3.4.3.7 Where viable, additional tree-planting or other soft landscaping consistent with existing guidelines should be considered by Calgary Parks & Recreation along the Industrial/Residential interface, in order to buffer residences from industrial uses.

#### **3.4.4 Implementation**

In order to implement the open space and recreation policies, the following actions should be undertaken for specific sites (see Table 4 and Map 9):



Site	Location	Action
1. Ramsay School - Community Park	<ul style="list-style-type: none"> <li>• 2223 Spiller Road S.E.</li> </ul>	<ul style="list-style-type: none"> <li>• Calgary Parks &amp; Recreation and the Calgary Board of Education should work together to identify improvement opportunities for the site. Specific improvements include tree planting/edge treatments, seeding and improved maintenance. Heritage or historic themes should be considered.</li> </ul>
2. St. Anne's Separate School - Community Park	<ul style="list-style-type: none"> <li>• 1010 - 21 Avenue S.E.</li> <li>• 1015 - 21 Avenue S.E.</li> <li>• 2125 Hurst Road S.E.</li> </ul>	<ul style="list-style-type: none"> <li>• Calgary Parks &amp; Recreation should re-survey the Hurst Road edge of the site to determine the property line as angle parking appears to encroach onto the site. Negotiations should occur between the Separate School Board, Calgary Parks &amp; Recreation, the Transportation Department, and Lilydale Poultry Company to solve the parking problem.</li> <li>• The Calgary Catholic Board of Education should consider improved edge treatment along Hurst Road (e.g. tree planting) in order to screen the playground from the adjacent I-2 site.</li> <li>• Additional tree planting should be considered for the rear of the school site abutting 20 Avenue S.E.</li> </ul>
3. Ramsay Community Hall	<ul style="list-style-type: none"> <li>• 1140 - 8 Street S.E.</li> </ul>	<ul style="list-style-type: none"> <li>• Redesignate the site from R-2 to PE to reflect and ensure the present use.</li> </ul>
4. Scotsman's Hill - Environmental Reserve	<ul style="list-style-type: none"> <li>• All agriculturally designated parcels in Ramsay on the eastern bank of the Elbow River.</li> <li>• The Ramsay portion of 2535 Spiller Road S.E. on the east bank of the Elbow River.</li> <li>• All R-2 parcels on the west side of 6 Street S.E. in Ramsay excepting the following: <ul style="list-style-type: none"> <li>- 1919, *1921, 1925, 1927, *1933, *2343, *2347 - 6 Street S.E.</li> </ul> </li> <li>* Adjacent to the Elbow River.</li> </ul>	<ul style="list-style-type: none"> <li>• Except for those parcels currently in private ownership, redesignate the R-2 parcels on the west side of 6 Street S.E. and adjacent to the Elbow River to PE to ensure the open space use.</li> <li>• Redesignate all lands upslope of the 1045.0 metre contour on the east bank of the Elbow River, presently designated "A" and beginning immediately north of 1919 - 6 Street S.E., to PE to ensure the open space use.</li> <li>• Calgary Parks &amp; Recreation will identify and develop various rest area opportunities along the pathway on the east bank of the river.</li> </ul>

Site	Location	Action
4. Scotsman's Hill - Environmental Reserve Continued....		<ul style="list-style-type: none"> <li>• The southern and northern portions of the pathway system along this stretch of the river will be widened to 2.5 metres.</li> <li>• The City should enter into negotiations with the owner(s) of 1933 - 6 Street S.E. to establish an easement and right-of-way along the river to ensure the continuation of the existing pathway.</li> <li>• The City should enter into negotiations as funds become available to acquire all or a portion of the 4 residential sites adjacent to the Elbow River on an opportunity basis in order to establish a continuous open space system along the Elbow River in Ramsay.</li> </ul>
5. Viewpoint Area - Neighbourhood Park	<ul style="list-style-type: none"> <li>• 2337 - 6 Street S.E.</li> </ul>	<ul style="list-style-type: none"> <li>• Calgary Parks &amp; Recreation should assist the Community Association in identifying opportunities to better define this site as a viewpoint node. Improvements could include benches and lighting.</li> </ul>
6. City-Owned Sites - Northern Ramsay	<ul style="list-style-type: none"> <li>• Along Adelaide Street adjacent to CPR tracks: - 1005, 1012, 1013, 1017 - 9 Street S.E.</li> </ul>	<ul style="list-style-type: none"> <li>• The Engineering &amp; Environmental Services Department should assist the community in identifying interim landscape improvements that can be done to visually improve the residential/CPR interface.</li> <li>• The Engineering &amp; Environmental Services Department should ensure these sites are maintained to appropriate standards.</li> </ul>
7. Portion of Road Right-of-Way	<ul style="list-style-type: none"> <li>• Constance Avenue between 6 Street and Alexander Street.</li> </ul>	<ul style="list-style-type: none"> <li>• The Planning &amp; Building Department would support the initiation of a road closure by-law, as the R.O.W. is undeveloped and encroached upon by adjacent parking areas and the Ramsay School playground. This action could consolidate the site with the school grounds, or facilitate disposal to other adjacent owners.</li> </ul>

Site	Location	Action
8. Portion of Road Right-of-Way	<ul style="list-style-type: none"> <li>• Elbow Avenue between MacDonald Avenue and the CPR Tracks.</li> <li>• Adelaide Street between 8 Street and Elbow Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>• A multi-use pathway should be constructed within the undeveloped Elbow Avenue right-of-way, to connect the pathway in Inglewood to the existing Ramsay pathway. The Calgary River Valleys Committee through the Parks Foundation is willing to actively pursue funding for this pathway within the right-of-way.</li> <li>• The Adelaide Street right-of-way at 8 Street could serve as an area for community identification signage and an entry feature.</li> </ul>
9. Open Space adjacent to Elbow Avenue R.O.W. and River	<ul style="list-style-type: none"> <li>• 1005 Maggie Street S.E.</li> </ul>	<ul style="list-style-type: none"> <li>• This vacant parcel should be transferred to the Calgary Parks &amp; Recreation inventory of open space for Ramsay.</li> <li>• Redesignate to PE to reflect its future open space use.</li> <li>• The parcel should be defined and developed as a rest area along any new pathway connection.</li> <li>• A turnaround for the dead-end lane is required in conjunction with site development.</li> </ul>
10. "Entry Features or Park(s)"	<ul style="list-style-type: none"> <li>• Sites yet to be determined.</li> </ul>	<ul style="list-style-type: none"> <li>• Calgary Parks &amp; Recreation, Planning &amp; Building and the City's Heritage Planner should work with the community to identify locations for an entry feature(s). This includes advice and guidance in fundraising for possible site acquisition. Once a site is secured, the Parks Foundation should work with the community to identify funding strategies for feature development. Community Identification Signs of an historic theme should be a component of site development. Once developed, the feature should be maintained through the Adopt-A-Park Program, or other community based responsibility.</li> </ul>

### **3.5 School Facilities**

#### **3.5.1 Objectives**

To establish the City’s position with respect to the provision of school facilities in the community.

To minimize potential negative impacts on the community if a school is declared surplus for educational purposes in the future.

#### **3.5.2 Context**

The Ramsay Area Redevelopment Plan confirms the City’s commitment to ensure Ramsay thrives as a viable residential community. An essential component of this commitment is the provision of adequate educational facilities within the community to accommodate its needs.

Schools have traditionally been the institutional, recreational and social focus of a community, and any “extra curricular” community activities accommodated by Ramsay’s schools would be welcome (i.e., teen club, seniors activities).

Ramsay has two schools, Ramsay Elementary School (public), and St. Anne’s (separate) (See Map 8). Given the closures of inner-city under-utilized schools in the past, residents have expressed a concern for the future of Ramsay’s schools. The Calgary Board of Education has indicated it has no policy in place that would close Ramsay School. However, the Separate School Board is presently attempting to relocate its receiver francophone

instruction program from St. Anne’s to a site in Lincoln Park. The Separate School Board has indicated that if the francophone instruction program does relocate, it is their intention to retain the site for related educational and community activities.

#### **3.5.3 Policies**

3.5.3.1 In accordance with policies in the General Municipal Plan, should either school be declared surplus in the future, the City and the respective school board should consult one another to examine opportunities to retain the site for community related activities. Any redesign and renovations of existing buildings should be of a nature which would not preclude the building returning to a school use.

3.5.3.2 In accordance with policies in the General Municipal Plan and the Joint Use Agreement, this Plan reaffirms the City’s position to exercise a first right to consider the purchase of surplus school sites.

3.5.3.3 Should the City decline to purchase a school site in Ramsay deemed surplus by either School Board, an ARP amendment shall be required in order to re-evaluate the open space, community facilities and recreational needs of the community. As part of this process in the case of the Ramsay Elementary School, the City should work with any prospective private purchaser of the site to underscore the heritage value of the school with the goal of preserving the structure as an important historic resource.

### **3.5.4 Implementation**

- 3.5.4.1 Upon Council's adoption of this Plan, the City will forward a copy to both School Boards for their reference with respect to school provision and the re-use consultation process should either site be declared surplus.

# **4.0 TRANSPORTATION**

## **4.0 TRANSPORTATION**

### **4.1 Objectives**

To define the function and hierarchy of roads in the community.

To provide for a safe and efficient circulation system by ensuring reasonable access to and from the community, control of traffic flow, on-street parking and congestion generated by new development.

To identify and recommend ameliorative and preventative traffic measures aimed at controlling non-local parking and traffic infiltration into residential areas.

To protect the community from potential adverse impacts associated with planned up-grading of major transportation facilities abutting the community.

To ensure that new development within the community will reflect the transportation constraints.

### **4.2 Context**

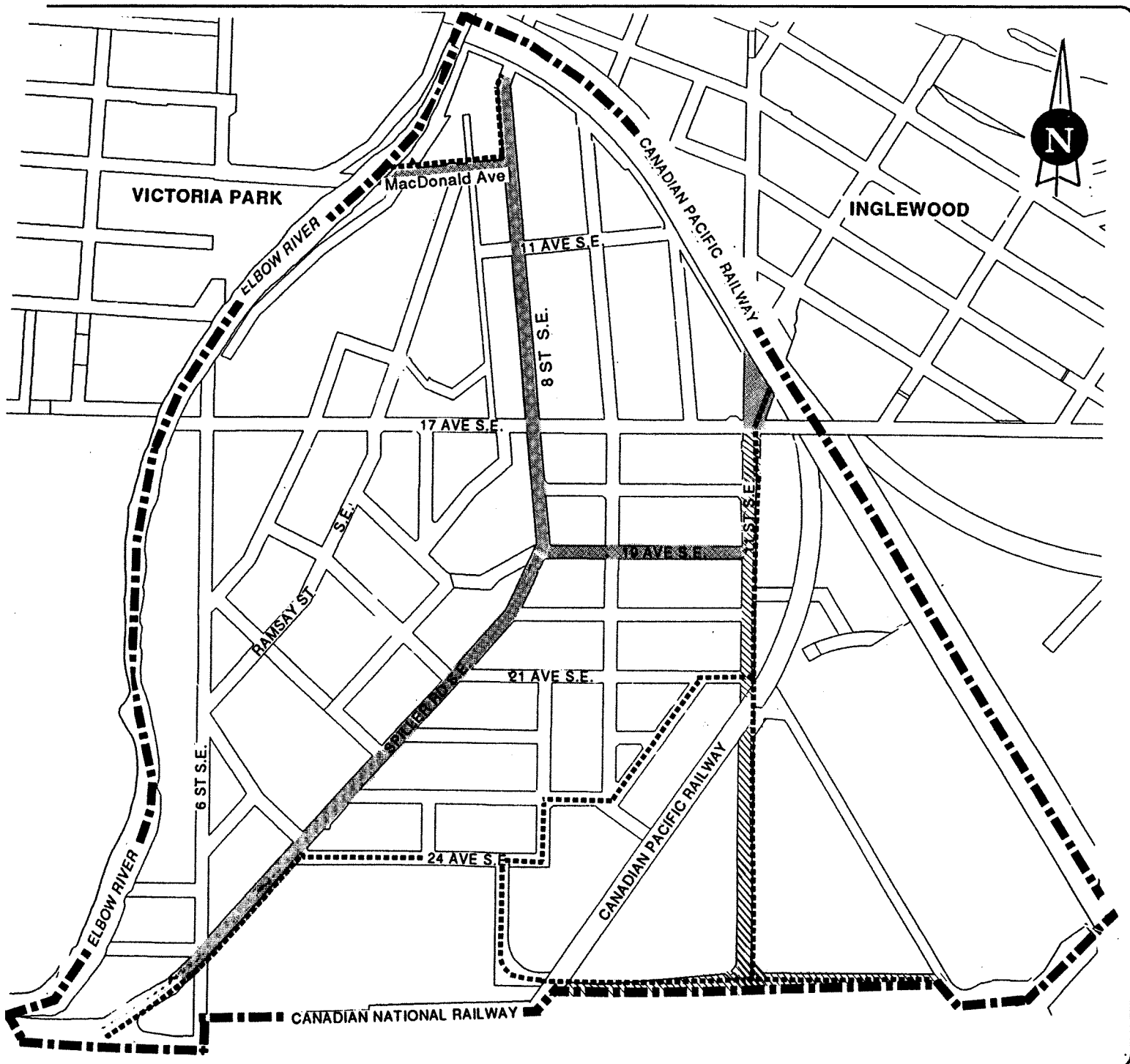
The main street of the community is 8 Street/Spiller Road, a collector that runs the entire length of the community. 11 Street S.E. and 26 Avenue S.E. are the only major roadways in Ramsay which also serve as truck routes for industry and

commercial activity in this area. In 1992, the truck route along 8 Street/Spiller Road was removed, helping to alleviate shortcutting truck traffic and improve pedestrian safety. The community is well served by public transit. Map 10 illustrates the existing transportation network in Ramsay.

In general, the major transportation issues in Ramsay are as follows:

- due to Ramsay's inner-city location, the community is experiencing traffic shortcutting primarily along Spiller Road/8 Street S.E. and MacDonald Avenue, from and to the City's south and east;
- spillover parking onto residential streets and heavy off-peak traffic from the numerous Stampede and Saddledome events and commercial and industrial employee and patron parking;
- truck route concerns including shortcutting truck traffic, as well as a potential increase in truck and other vehicle traffic as the vast under-utilized industrial and commercial areas redevelop;
- the South Downtown By-Pass transportation corridor and identified alignment (Map 11).

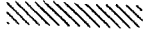



For a full discussion of transportation issues, refer to Section 2.3.7 in the Background to the Plan.



**RAMSAY ARP** MAP 10

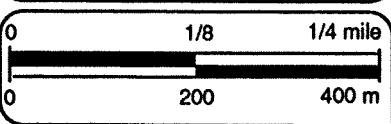
**TRANSPORTATION NETWORK**

**LEGEND**

-  MAJOR ROAD
-  COLLECTOR ROAD
-  TRUCK ROUTE
-  STUDY AREA BOUNDARY

**DATE**  
OCTOBER 1993

 **THE CITY OF CALGARY**  
PLANNING & BUILDING DEPARTMENT



### **4.3 Policies**

4.3.1 In accordance with the Calgary Transportation System By-law, the roads in the community should retain their existing designations as follows:

#### Major Roads

- 11 Street S.E. from 17 Avenue S.E. to 26 Avenue S.E.;
- 26 Avenue S.E. from Dartmouth Road S.E. to Blackfoot Trail.

#### Collector Roads

- 8 Street S.E./Spiller Road from the CPR mainline to 25 Avenue S.E.;
- MacDonald Avenue from the Elbow River to 8 Street S.E.;
- 19 Avenue S.E. from 8 Street to 11 Street S.E.;
- 11 Street S.E. from 17 Avenue S.E. north to the CPR overpass.

With the exception of the roads noted above, all other roads in the community are local residential roads.

4.3.2 The Transportation Department will work with the community to complete a Community Traffic Study addressing and mitigating traffic and parking issues.

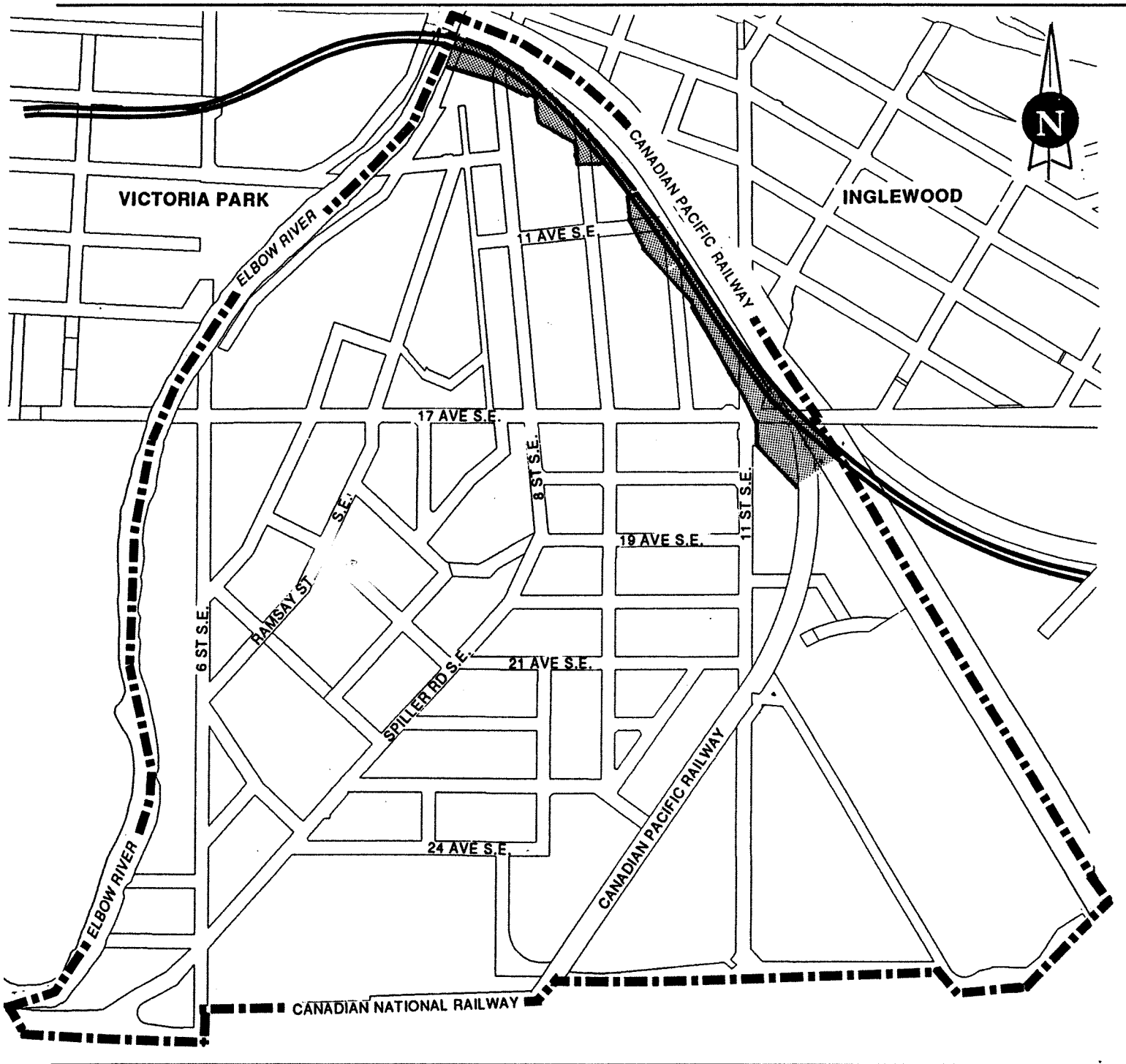
4.3.3 As industrial and commercial redevelopment is proposed, traffic should be directed to roadways in such a way as to minimize the impacts on residential streets.

4.3.4 The community should be consulted and encouraged to participate in future discussions on the South Downtown By-Pass issue at the appropriate time in the Transportation System Plan and By-law review (GoPlan), as well as in any future functional planning studies dealing with various alignment options within this corridor (Map 11).

### **4.4 Implementation**

To implement the transportation policies, the following actions are required:




4.4.1 Traffic and parking measures proposed and approved through the Community Traffic Study shall be implemented by the Transportation Department subject to the City's budget constraints.



**RAMSAY ARP**      MAP 11

**SOUTH DOWNTOWN BY-PASS ALIGNMENT AND PROTECTED RIGHT-OF-WAY**

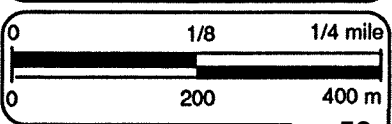
**LEGEND**

-  **RECOMMENDED SOUTH DOWNTOWN BY-PASS ALIGNMENT \***
-  **SOUTH DOWNTOWN BY-PASS PROTECTED R.O.W..**
-  **STUDY AREA BOUNDARY**

\* 1983 Route Location Report Recommendation

**DATE**  
OCTOBER 1993

 **THE CITY OF CALGARY**  
PLANNING & BUILDING DEPARTMENT





# **5.0 ENVIRONMENTAL POLICIES**

## 5.0 ENVIRONMENTAL POLICIES

Ramsay is located in an area marginally impacted by both potential flooding due to its Elbow River western boundary, and aircraft noise due to nearby flight path locations. As such, these two environmental concerns lead to various development constraints, as documented in regulations and amended to the Land Use By-law. In addition, potential industrial land pollution is of concern with respect to future development.

### 5.1 Flood Policies-Calgary River Valleys Plan

#### 5.1.1 Context

The entire western boundary of Ramsay is formed by the Elbow River and its valley. As such, floodway and floodplain are important with respect to future land use.

The Calgary River Valleys Plan approved by City Council on 1984 April 30 sets out a range of policies designed to create an open space system for public access along Calgary's rivers and creeks, as well as provide for development regulations and mitigation of potential flood damage.

While portions of the CRVP have been amended to *the Land Use Bylaw*, certain areas of the Elbow River including the Ramsay portion were exempted from the By-law until further engineering studies are completed establishing floodway and floodplain (for a full discussion, refer to Section 2.3.8.1 in the Background to the Plan).

**Bylaw 41P2008**

#### 5.1.2 Policies

5.1.2.1 The Calgary River Valleys Plan and *the Land Use Bylaw, Part 3, Division 3* shall apply to the Elbow River and the adjacent lands in Ramsay.

**Bylaw 41P2008**

5.1.2.2 The Approving Authority shall consider the Calgary River Valleys Plan when considering development applications.

#### 5.1.3 Implementation

5.1.3.1 The City's Engineering and Environmental Services Department should continue to work with Alberta Environment to finalize and subsequently adopt revised floodway and floodplain for the area of the Elbow River under the Special Engineering Study.

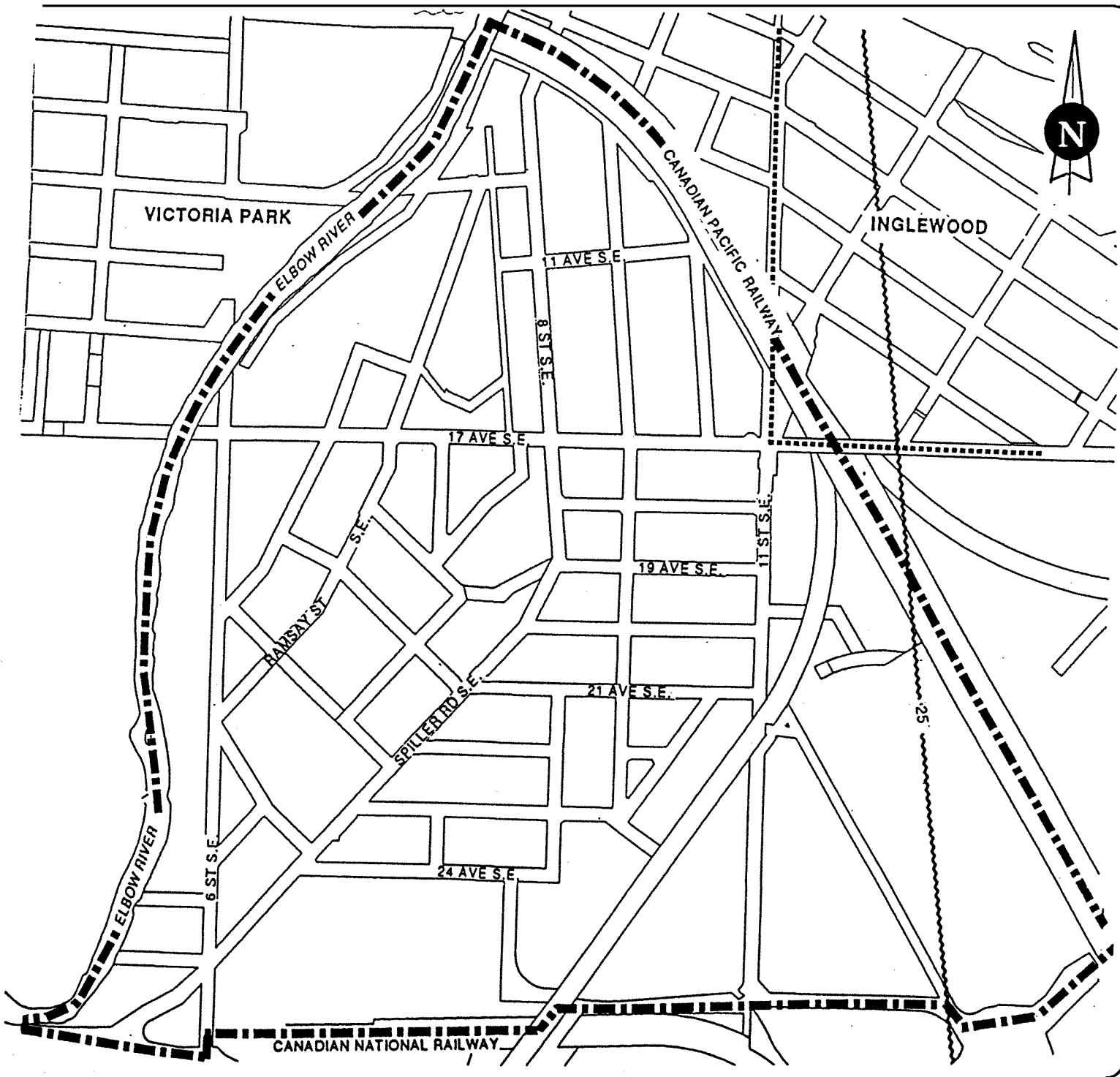
5.1.3.2 Once revised floodway and floodplain are officially adopted, the Planning & Building Department should be directed to prepare a Land Use By-law amendment incorporating the results of the Special Engineering Study into *Land Use Bylaw, Part 3, Division 3*.

**Bylaw 41P2008**

## 5.2 Calgary International Airport Vicinity Protection Area (AVPA) Regulation

#### 5.2.1 Context

The Airport Vicinity Protection Area (AVPA) Regulation controls land uses in areas affected by various Noise Exposure Forecast (NEF) contours. Only a small corner of Ramsay is affected by the regulation boundary and NEF contours (Map 12), however the Act is presently under review.



**RAMSAY ARP**

MAP  
12

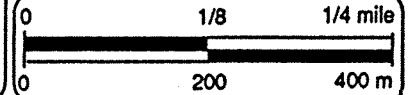
AIRPORT VICINITY  
PROTECTION AREA /  
NOISE EXPOSURE  
FORECAST CONTOUR

**LEGEND**

- ..... AVPA BOUNDARY
- ~~~~~ 25 NEF CONTOUR
- STUDY AREA BOUNDARY

DATE Approved 1P94  
Amended 1P95

 THE CITY OF CALGARY  
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## **5.2.2 Policies**

5.2.2.1 To the extent that the AVPA regulations affect Ramsay, the Approving Authorities shall consider the relevant land use restrictions where required as set out in the Calgary International Airport Vicinity Protection Area Regulation in the Planning Act.

## **5.2.3 Implementation**

5.2.3.1 The City should continue to liaise with Alberta Municipal Affairs, AVPA Program, to determine the impact on Ramsay of forthcoming changes to the regulations, as well as to provide input to these changes.

## **5.3 Industrial Pollution**

### **5.3.1 Context**

As the home of extensive industry throughout the past eighty years, Ramsay is left with potential industrial land contamination. One-third of the community is under industrial land use with approximately fifty acres presently vacant. Much of the land has experienced multiple developments over the course of eighty years, with the potential for multiple kinds of contamination. A review of this history has yielded a list of past and present industrial and commercial activities in Ramsay (Map 9 and Table 4 in the Background Section of the Plan.) The new Alberta Environmental Protection and Enhancement Act and regulations enforce stricter controls on industrial land use with respect to pollution and reclamation, as well as more pervasive liability requirements.

Industrial pollution is also considered under the Industrial Land Use and Commercial Land Use sections of the Plan.

### **5.3.2 Policies**

5.3.2.1 Potential ground and/or groundwater contamination from past industrial and commercial uses should be assessed.

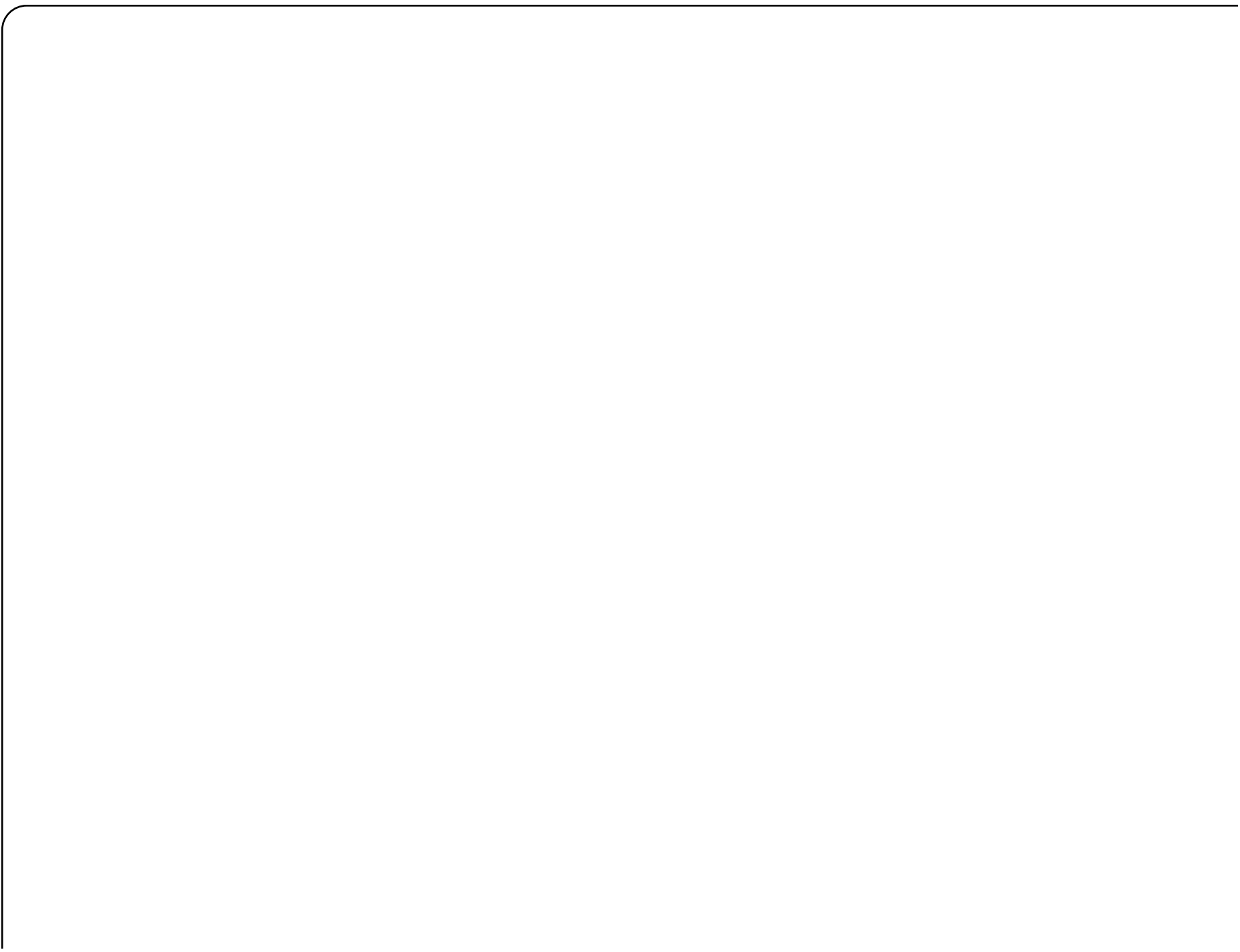
5.3.2.2 Pursuant to the Environmental Protection and Enhancement Act, Chapter E-13.3, Contaminated Sites and Conservation and Reclamation Sections, sites identified by the ARP as potentially contaminated based on past use, as well as any additional sites identified in the future, should be brought to the attention of the Director as designated by the Alberta Minister of the Environment, for consideration as a contaminated site(s).

### **5.3.3 Implementation**

5.3.3.1 An environmental site assessment, prepared by a qualified consultant, will be requested to be submitted pursuant to the Land Use Redesignation and the Development Permit processes for any site that has been identified as being potentially contaminated. This assessment will be forwarded to Alberta Environmental Protection and Calgary Health Services for their review and comment.

5.3.3.2 Upon Council's adoption of this Plan, Map 9 and Table 4 in the background section of the Plan listing the potentially contaminated sites, will be forwarded to the Director for consideration as a contaminated site(s) pursuant to Section 110 of the Environmental Protection and Enhancement Act.

# **SUPPORTING INFORMATION**



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# **PREFACE**

## **PREFACE**

The following section provides the background information to the Ramsay Area Redevelopment Plan. The purpose is to describe the context within which planning proposals have been formulated. This section (blue pages), is not part of the Area Redevelopment Plan and, therefore, has no legal status.

# **1.0 COMMUNITY PROFILE**

## **1.0 COMMUNITY PROFILE**

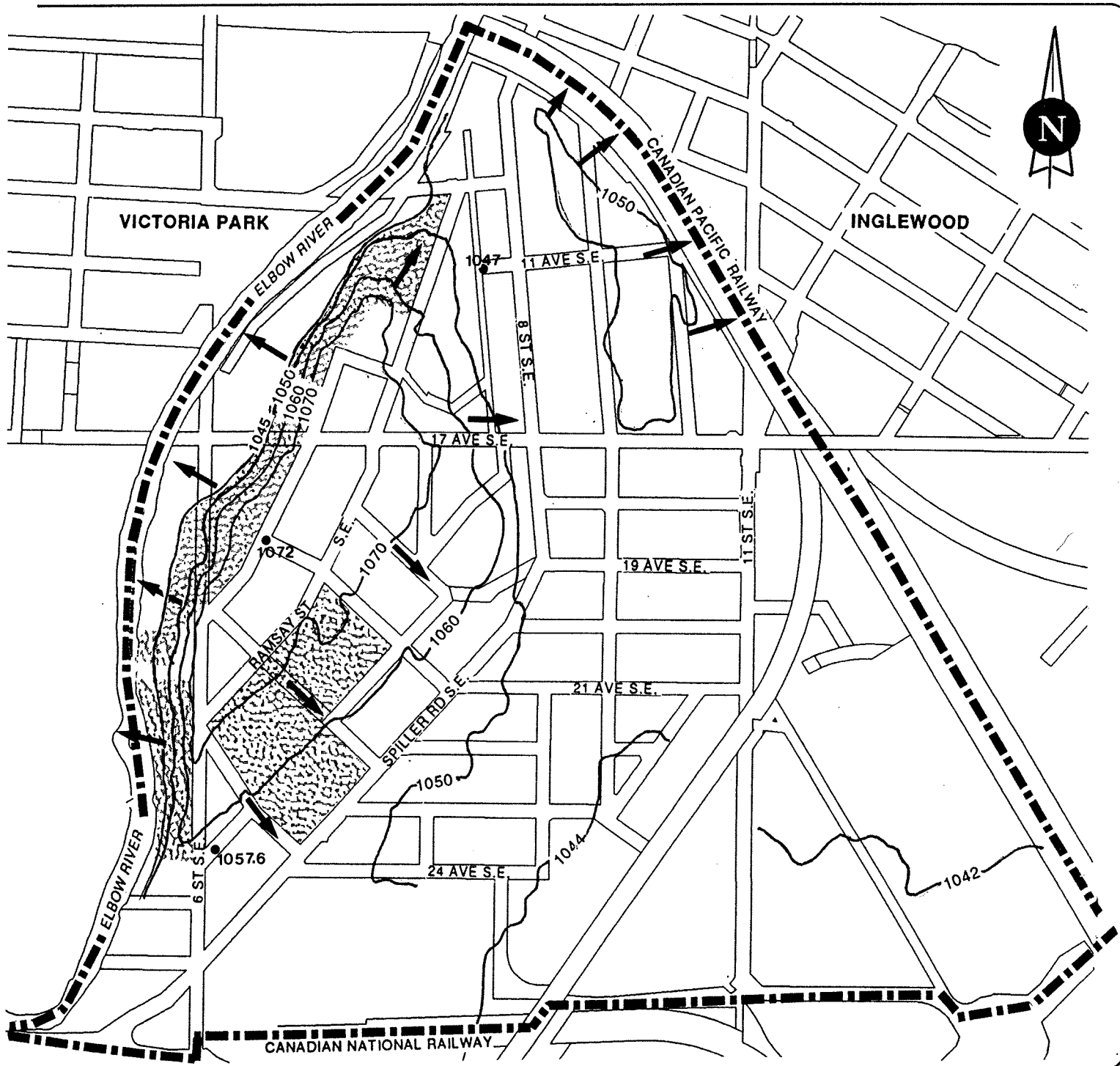
### **1.1 Location**

The community of Ramsay lies along the east bank of the Elbow River, between the communities of Victoria Park and Inglewood. Industry, both within Ramsay and the Manchester area, forms its southern boundary. The Canadian Pacific Railway east-west main line forms Ramsay's northern and eastern boundary. Together with Inglewood, Ramsay has traditionally been referred to as "East Calgary". As an inner-city community, Ramsay is located close to the Downtown (15 minute walk), as well as many of Calgary's historic amenities such as Fort Calgary, Deane House, the Major Stewart residence and others. In addition, many other Calgary activities are close to Ramsay such as the Calgary Zoo, Stampede Park, the Sam Livingstone Fish Hatchery and the Inglewood Bird Sanctuary. Finally, the Bow and Elbow Rivers provide solitude and recreational opportunities for Ramsay residents.

### **1.2 Topographic and Natural Features**

Spiller Road bisects Ramsay both as the main traffic route and topographical gradient change. The western half of Ramsay is built on the eastern slope of Scotsman's Hill, often exhibiting steep grades. This affords eastern views to most homes on this slope. For those along Salisbury and 6 Streets, the undeveloped escarpment provides breathtaking western views of Calgary, Stampede Park, downtown, and the mountains (Map 1). The east bank of the Elbow River provides a sense of natural wilderness within the inner-city. The Elbow River was a major meltwater channel which formed the escarpment during the last glacial period. In fact, marine fossils have been found along the top of Scotsman's Hill, evidencing its formative past.

The eastern half of Ramsay is relatively flat and represents the earliest residential development in the community.

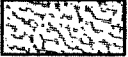
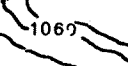
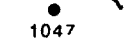




**RAMSAY ARP**

MAP  
1

**LANDFORMS**

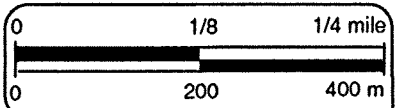
**LEGEND**

-  MAJOR OPEN SPACE
-  CONTOUR INTERVALS & HEIGHTS
-  SPOT HEIGHT
-  VIEWS
-  STUDY AREA BOUNDARY

Note: Contour height in metres

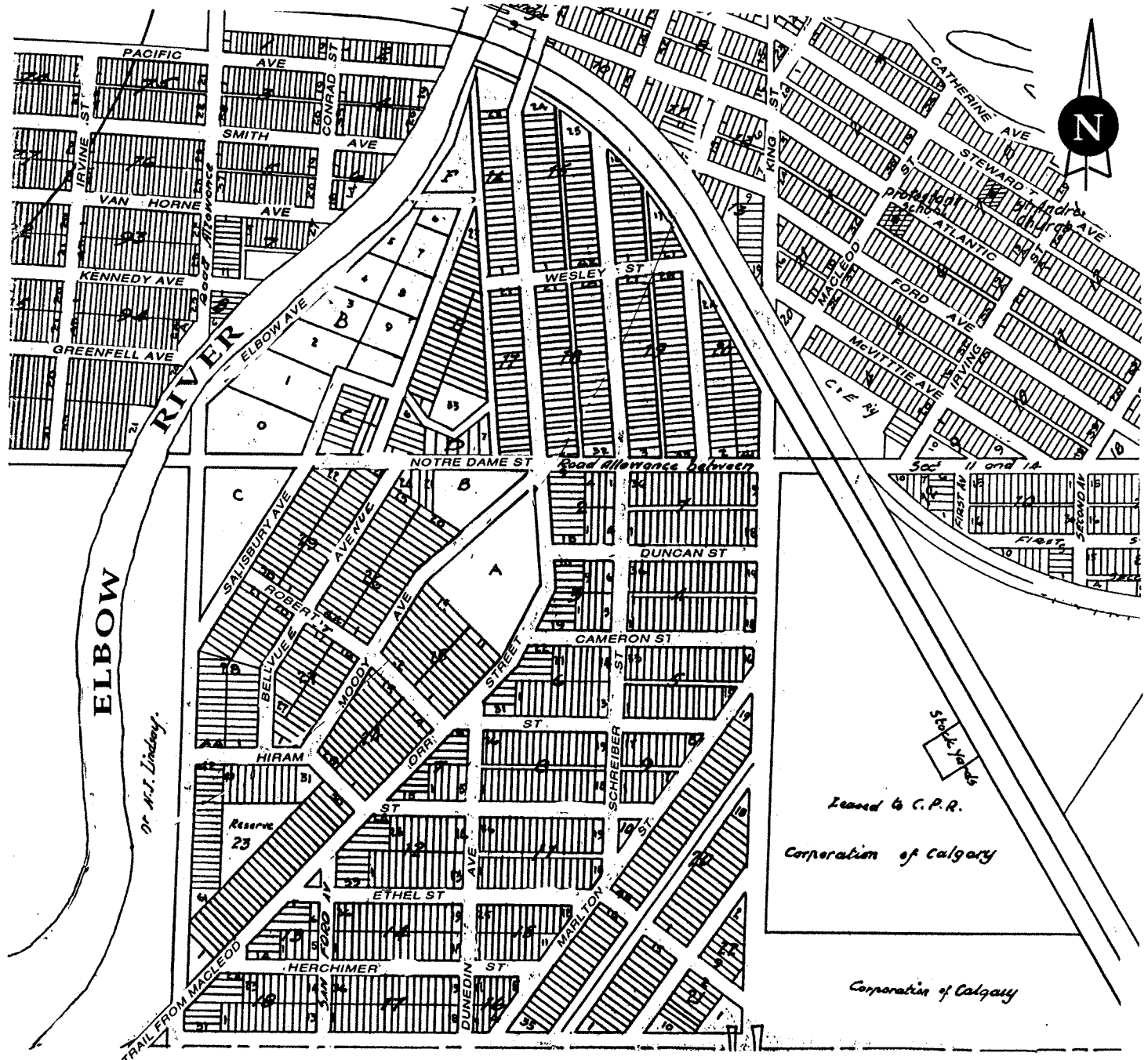
DATE  
**OCTOBER 1993**

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### **1.3 Historical Development**

The Ramsay community, together with Inglewood, represent the birthplace of Calgary. In 1875, a North-West Mounted Police post was established at Fort Calgary, at the junction of the Bow and Elbow Rivers. This led to a small trade function including a Hudson's Bay Company store on the east bank of the Elbow River. Once the Bow Valley became the key CPR pass through the Rockies in 1883, the "Town of Calgary" was established, also on the east bank of the Elbow. Map 2 illustrates the subdivision pattern in this area of the Town of Calgary in 1891. A CPR stop was then established at Calgary; however the decision to locate the station west of the Elbow River determined that development would also proceed west of the river, and a new townsite was surveyed. Despite the exodus from the present Ramsay and Inglewood areas, many of the early grand structures were maintained and remain today. For example, the Ramsay Elementary School stands as an excellent example of sandstone construction in Calgary.



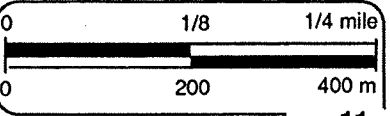
**RAMSAY ARP**      MAP  
2

**HISTORICAL  
SUBDIVISION PLAN  
1891**

**LEGEND**

DATE  
**OCTOBER 1993**

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R.H. MOODY

The land boom of the early 20th Century precipitated by the CPR and the Federal Governments free land policy, ensured spectacular growth would occur in Ramsay and Inglewood. Rail spur lines east of Ramsay encouraged industrial facilities which would lead Ramsay's growth. Indeed, by 1914 the bulk of the present housing stock was constructed in Ramsay. Map 3 illustrates the historical development of the community.

An abrupt change then occurred as this period of growth gave way first to war, then depression and drought. Immigration slowed, overall population declined, and the military drew increasing numbers to fight in World War One. Later, a severe economic depression coincided with a debilitating agricultural drought which brought severe hardship to Calgary. After the Second World War, returning veterans quickly bought the remaining vacant lots in Ramsay, and a variety of industries moved into the area. Nonetheless, the general overall growth in Calgary throughout the 1950's and 1960's had little impact on Ramsay. The community was deemed in transition in the General Plan of 1963, requiring substantial redevelopment, yet little improvement occurred.

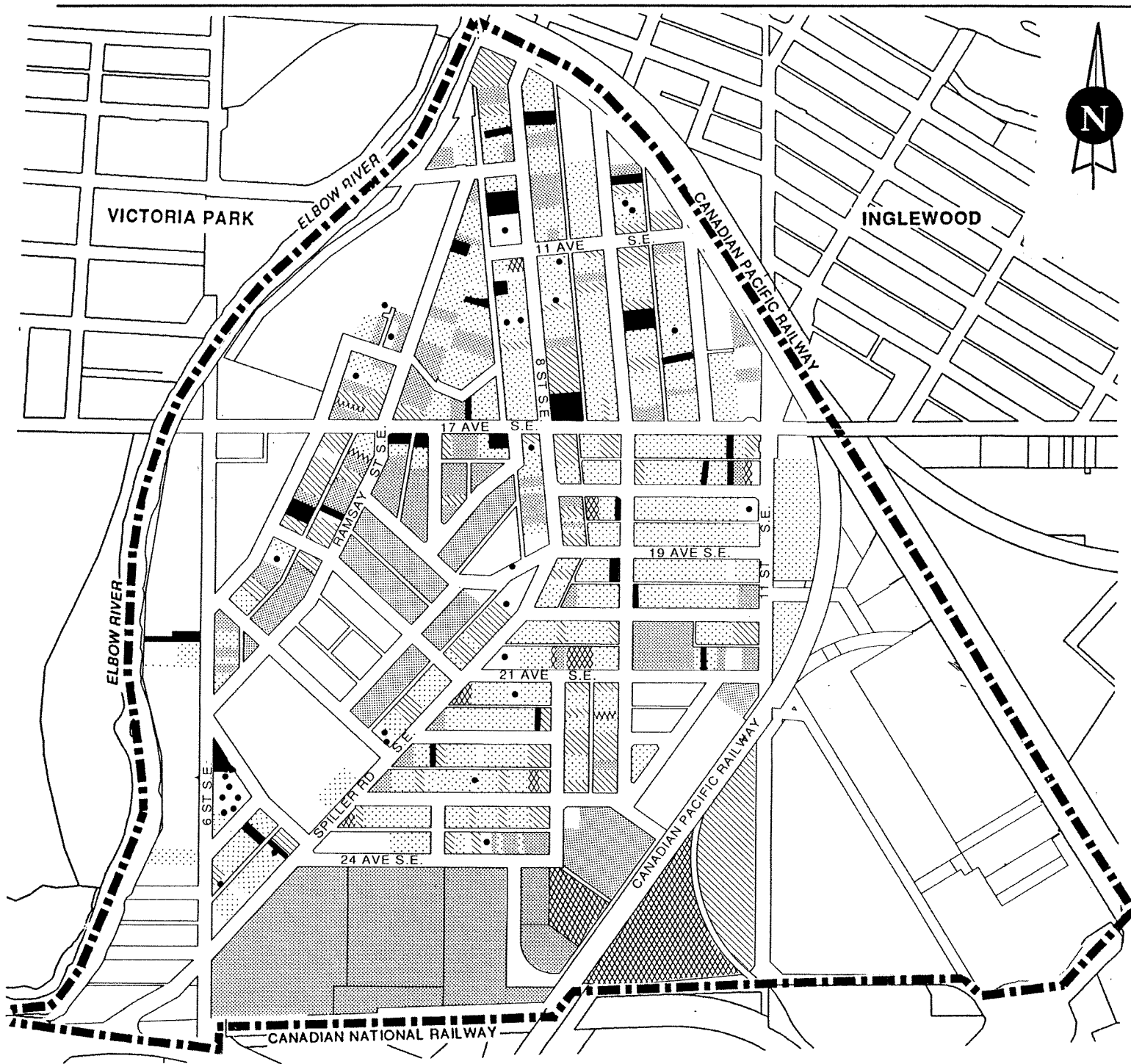
The first in a series of positive steps for the community was the designation of Inglewood/Ramsay as a Neighbourhood Improvement Area. In 1973, National Housing Act amendments facilitated a shift away from clearance and urban renewal, toward community rehabilitation and enhancement of older inner city communities in need of revitalization. The Neighbourhood Improvement Program (NIP) and Residential Rehabilitation Assistance Program (RRAP)

were tandem programs designed toward public improvements and residential rehabilitation. In Calgary, six inner-city areas were designated for these programs. Inglewood/Ramsay was the first of the six to be designated.

By 1980, in excess of \$14 million was spent or budgeted in Calgary through NIP. Ramsay/Inglewood received approximately \$5.7 million by 1983 for social/recreation facilities, land for social housing, and municipal services and utilities. Specifically, major projects in Ramsay included the construction of an ice rink, the Ramsay Community Hall facility, tennis courts as well as landscaping and residential paving.

As a NIP community, modest income Ramsay homeowners were eligible for residential rehabilitation assistance through loans which could be partially forgivable depending on income. The maximum loan available was \$10,000 with a maximum forgivable portion of \$3,750. To date, in excess of \$1.2 million has been disbursed to Ramsay homeowners. A steady decline of RRAP activity has occurred in the past decade, due partially to more and more homes given rehabilitation attention, new housing development, relative income increases, as well as the program being made available to fewer people through stricter qualification criteria. Today only \$500,000 is being spent throughout the entire city.

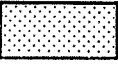
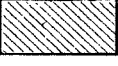






Despite the demise of the NIP and scaling down of the RRAP, these programs did foster the belief that Ramsay was to remain a viable community.



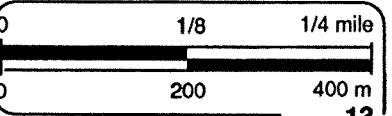
**RAMSAY ARP**      MAP  
3

**HISTORICAL DEVELOPMENT**

**LEGEND**

-  PRE 1940
-  1940-1949
-  1950-1959
-  1960-1969
-  1970-1979
-  1980-PRESENT
-  VACANT OR UNKNOWN
-  STUDY AREA BOUNDARY

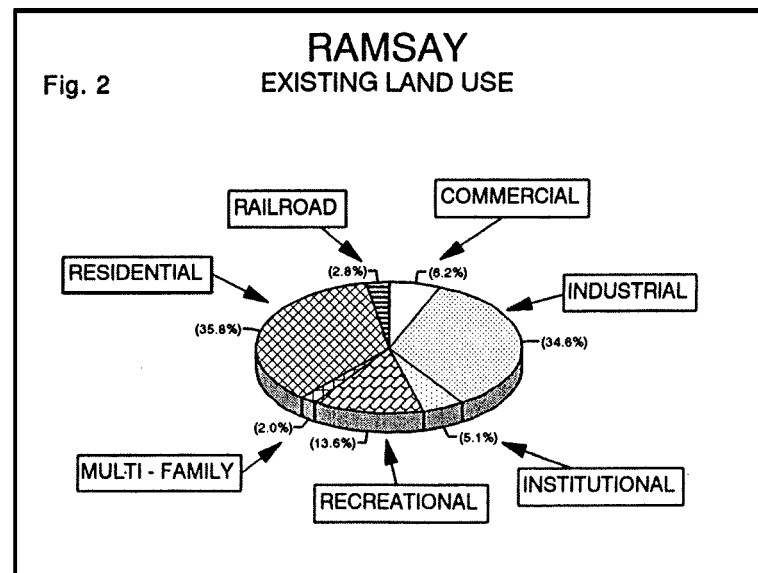
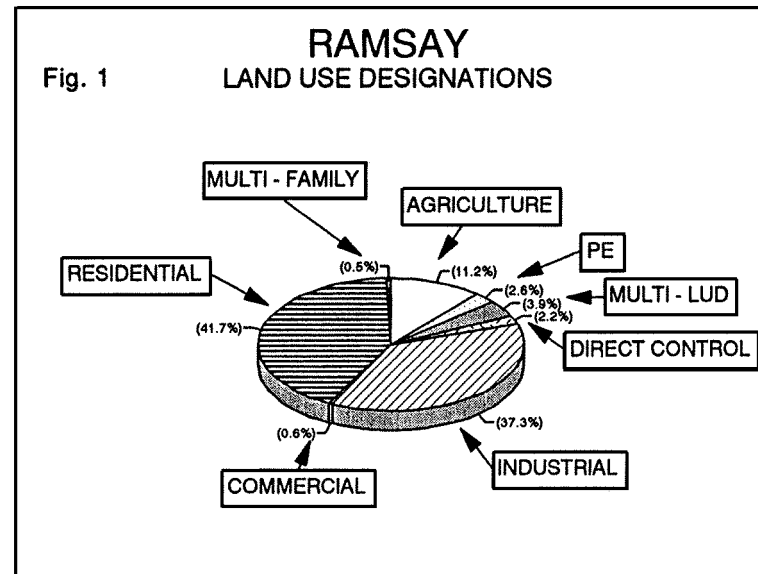
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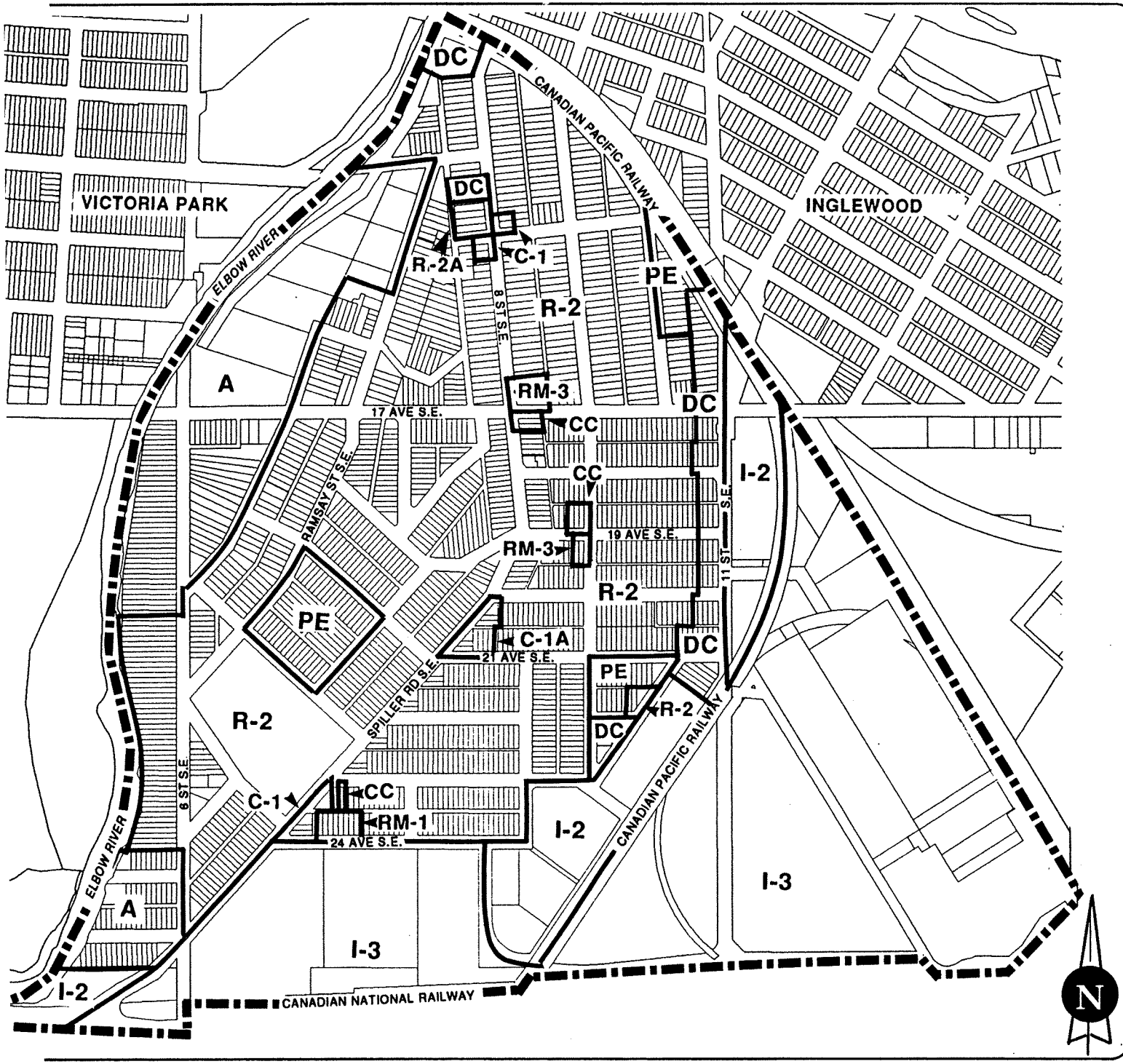


## 1.4 Existing Land Use and Land Use Designations

Ramsay occupies approximately 100 hectares (245 acres). Forty-two percent of Ramsay's area is designated for low density residential development with the existing uses generally reflecting this designation.

There are 6 acres of commercially designated land (C-1, C-1A, CC, DC Commercial), and 15 acres of land in commercial use. Most of these uses are in I-2 and I-3 designated land. Of 92 acres of industrially designated land, 85 acres are developed as industrial uses. Railway uses account for another 7 acres, open space/recreational uses total 33 acres, and institutional uses account for 12 acres. Figures 1 and 2 indicate the zoned and developed areas for each land use type. Map 4 shows the existing land use designations (zoning) in Ramsay.

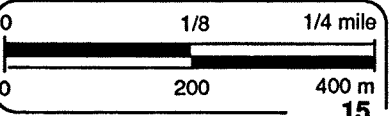




**EXISTING LAND USE DESIGNATIONS**

- LEGEND**
- R-2 RESIDENTIAL LOW
  - R-2A DENSITY DISTRICT
  - RM-1 RESIDENTIAL LOW DENSITY MULTI-DWELLING DISTRICT
  - RM-3 RESIDENTIAL MEDIUM DENSITY MULTI-DWELLING DISTRICT
  - C-1 LOCAL COMMERCIAL DISTRICT
  - C-1A DISTRICT
  - CC CONVENIENCE COMMERCIAL DISTRICT
  - DC DIRECT CONTROL DISTRICT
  - PE PUBLIC PARK, SCHOOL & RECREATION DISTRICT
  - A AGRICULTURAL AND OPEN SPACE DISTRICT
  - I-2 GENERAL LIGHT INDUSTRIAL DISTRICT
  - I-3 HEAVY INDUSTRIAL DISTRICT
  - STUDY AREA BOUNDARY

DATE  
**OCTOBER 1993**



#### **1.4.1 Residential**

Ramsay is predominantly characterized by low density residential development designated R-2, accounting for 42% of designations and 36% of development. In addition, there are two multi-family developments on 8 Street/Spiller Road, designated R-2A, and DC (RM-3), as well as the Co-op housing development at 1911 Spiller Road, presently zoned R-2. Finally, there are two undeveloped multi-family sites designated RM-1 and DC (RM-2) on 24 Avenue, and 9 Street S.E., respectively.

#### **1.4.2 Commercial**

Commercial uses account for approximately 6% of the zoned land in Ramsay. While there are scattered commercial/retail outlets along Spiller Road, the primary commercial area is located along 11 Street S.E. and Hurst Road, as well as additional commercial uses along 24 Avenue and Dartmouth Road. All of 11 Street S.E. (west side) is under Direct Control to act as a transitional buffer between industrial uses to the east, and the rest of residential Ramsay to the west. Specifically, maximum height and minimum side yard requirements are imposed to soften the industrial/residential interface, as well as to encourage commercial uses into this area.

Present commercial, as well as various light industrial uses within this commercially zoned area along 11 Street S.E., include auto upholstery and glass, transmission service, an auto body shop, a Chinese take-out restaurant, and the Shamrock Hotel.

#### **1.4.3 Industrial**

Industrial uses account for 35% of the land uses in Ramsay, and 37% of the land use designations. Many are major employers in the area, such as EBCO Looseleaf, Consolidated Fastfrate, Lilydale Poultry, and Saddlevew Industrial Park. Much of the 92 acres of zoned industrial land is now vacant after Burns Meats and the Calgary Stockyards ceased operations. Determining the future of the industrial area is a major task of this Plan.

#### **1.4.4 Direct Control**

There are numerous Direct Control sites in Ramsay (Table 1 and Map 4). Sites 1 to 4 are specific commercial and residential DC's designed to accommodate an existing service station (Site 1), facilitate social housing (Site 2), and allow a multi-family housing project (Sites 3 & 4). Sites 5 to 18 were redesignated from I-2 to DC (C-2) to become a less intensive commercial buffer between I-2 uses to the east, and R-2 residential to the west. Specific guidelines call for landscape, height, and side yard minimums to achieve this buffer.

**TABLE 1: DIRECT CONTROL SITES**

Site #	By-law	Address	Owner	Council Date	Farmer Zoning	Approved Uses/ Development Guidelines	Existing Use
1.	544	1001 - 8 Street S.E.	Private	May, 1977	R-2	Car Wash and Service Station only	Service Station/Car Wash
2.	89Z81	1031 - 8 Street S.E.	Calgary Housing Authority	October, 1981	R-2	12 Units of Family Housing - RM-3	Townhousing - 2 per unit
3.	23Z84	2202, 2206, 2212 - 9 Street S.E.	Private	March, 1984	R-2	RM-2 Guidelines	Single Family Houses
4.	23Z84	1007 - 22 Avenue S.E.	Private	March, 1984	R-2	RM-2 Guidelines	Single Family House
5.	62Z80	1127 - 11 Street S.E.	A.C. Border & Co.	June, 1980	I-2	C-2 Development Guidelines	Vacant Land
6.	62Z80	1137L, 1141, 1143, 1147, 1149, 1151 - 11 Street S.E.	City of Calgary	June 1980	I-2	C-2 Development Guidelines	Vacant Land
7.	62Z80	1701 - 11 Street S.E.	Securfund Dev. Corp.	June, 1980	I-2	C-2 Development Guidelines	Warehouse
8.	62Z80	1707 - 11 Street S.E.	C.W.N.G.	June, 1980	I-2	C-2 Development Guidelines	Utility
9.	62Z80	1803 - 11 Street S.E.	A-1 Power Train	June, 1980	I-2	C-2 Development Guidelines	Commercial use
10.	62Z80	1909, 1915 - 11 Street S.E.	Private	June, 1980	I-2	C-2 Development Guidelines	S.F. House/Renovated Gas Station
11.	62Z80	2003 - 11 Street S.E.	Private	June, 1980	I-2	C-2 Development Guidelines	Auto Body
12.	62Z80	2101 - 11 Street S.E.	LJY Investments	June, 1980	I-2	C-2 Development Guidelines	Shamrock Hotel
13.	62Z80	1041 - 17 Avenue S.E.	Private	June, 1980	I-2	C-2 Development Guidelines	Single Family House
14.	62Z80	1042, 1046, 1048 - 18 Avenue S.E.	Private	June, 1980	R-2 & I-2	C-2 Development Guidelines	House/Auto Uphostery/ Parking Lot
15.	62Z80	1041, 1042, 1043, 1044, 1045, 1047, 1048 - 19 Avenue S.E.	Private/Skinner Properties/A-1 Power Trail	June, 1980	I-2	C-2 Development Guidelines	Single Family House/1048 - Parking Lot
16.	62Z80	1039 - 20 Avenue S.E.	Private	June, 1980	R-2	C-2 Development Guidelines	Single Family House
17.	62Z80	1034 - 21 Avenue S.E.	Private	June, 1980	R-2 & I-2	C-2 Development Guidelines	Chinese Food Take-Out
18.	62Z80	1042,1048 - 21 Avenue S.E.	LJY Investments	June, 1980	I-2	C-2 Development Guidelines	Parking Lots

#### **1.4.5 Open Space and School Facilities**

Ramsay is classified as a prototype “A” community under the Inner City Open Space Study. A prototype “A” community is defined as a low density community with an adult/child ratio of 80/20. The City standard used for this type of community is .9 - 1.3 hectares (2.2 - 3.2 acres) of functional open space for every one thousand residents. The community has a total of approximately 6.3 hectares (15 acres) of active and passive (functional) open space (Table 2) (Map 8 in the Area Redevelopment Plan). This represents 2.8 hectares (6.9 acres) per 1,000 population which is well above the Inner City Open Space Study standard for this type of community. In addition to functional open space, the escarpment lands add another 5 hectares (12 acres) to the total of general open space available to the community. Despite 14% of the community’s land area utilized as open space and recreational uses, only 3% is zoned PE for public park and recreation.

Scotsman’s Hill forms the entire western part of the community and is well known throughout Calgary as a good location to watch Stampede fireworks, as well as the chuckwagon races and other Stampede Park functions. In addition, it is prime inner-city passive recreational parkland, affording spectacular views of Calgary’s downtown and the mountains beyond.

**TABLE 2: EXISTING OPEN SPACE**

SITE			OWNERSHIP AND RESERVE STATUS	LAND USE DESIGNATION	OPEN SPACE CLASSIFICATION	GROSS SITE AREA	NET (FUNCTIONAL) SITE AREA	FACILITIES
#	SITE NAME	LOCATION						
1.	RAMSAY ELEMENTARY SCHOOL	2223 SPILLER ROAD S.E.	CBE NR	R-2	ACTIVE	3.108 HA	2.608 HA	SCHOOL GROUNDS, COMMUNITY PARK
2.	2040 RAMSAY STREET S.E.	2040 RAMSAY STREET S.E.	CITY NR	PE	ACTIVE	1.905 HA	1.678 HA	COMMUNITY PARK, TENNIS COURTS, SKATING RINK
3.	ST. ANNE ELEMENTARY & JUNIOR HIGH SCHOOL	1010, 1015 - 21 AVENUE S.E.	SEPARATE SCHOOL BOARD NR	PE & R-2	ACTIVE	1.234 HA	1.234 HA	SCHOOL GROUNDS, COMMUNITY PARK
4.	811 MACDONALD AVENUE S.E.	811 MACDONALD AVENUE S.E.	CITY R	A	NON FUNCTIONAL	1.701 HA	-	RIVERBANK & ESCARPMENT
5.	SCOTSMAN'S HILL	2015 SALISBURY STREET S.E. 803 MACDONALD AVENUE S.E.	CITY R	A	NON FUNCTIONAL	3.274 HA	-	RIVERBANK & ESCARPMENT
6.	2337 - 6 STREET S.E.	2337 - 6 STREET S.E.	CITY NR	R-2	PASSIVE	.089 HA	.089 HA	NEIGHBOURHOOD PARK
7.	RAMSAY COMMUNITY HALL	1140 - 8 STREET S.E.	CITY NR	R-2	PASSIVE	.226 HA	.226 HA	COMMUNITY HALL
8.	1120 - 10 STREET S.E.	1120 - 10 STREET S.E.	CITY NR	PE	ACTIVE PASSIVE	.226 HA .227 HA	.226 HA .227 HA	TOT LOT, NEIGHBOURHOOD PARK
9.	1005 MAGGIE STREET S.E.	1005 MAGGIE STREET S.E.	CITY NR	R-2	NON FUNCTIONAL	.10 HA	-	RIVERBANK & ESCARPMENT
						TOTAL ACTIVE	5.746 HA (14.2 AC)	
						TOTAL PASSIVE	.542 HA (1.34 AC)	
					TOTAL NON FUNCTIONAL	5.08 HA (12.5 AC)		
				TOTAL		12.09 HA (29.87 AC)	6.29 HA (15.5 AC)	

Map 5 indicates areas in Ramsay where dogs are, and are not allowed, under Calgary's Dog By-law.

There is one public and one separate school in Ramsay:

1.4.5.1 Ecole Ste. Anne Elementary & Junior High  
- 1010 - 21 Avenue S.E.(S)

Ste. Anne School currently functions as the receiver school for all Calgary students for Francophone instruction (French as first language instruction). As of February 1993, there were 233 students at Ste. Anne in grades 4-12, representing close to school capacity, with a staff complement of 15 - 18 adults. September 1993 anticipated enrolment is 258 students.

The Separate School Board is presently engaged in negotiations to relocate its Francophone instruction to a location in Lincoln Park. The facility is projected for September 1995. If this function moves, the School Board has indicated that the school would be used for other educational and community activities such as adult education, crafts, or another receiver school use.

The Separate School Board encourages creative playground improvement efforts, and maintains a policy that guides residents through the process to improve their playgrounds. This includes identification of, and guidance in, grant programs to facilitate playground improvement.





1.4.5.2 Ramsay Elementary School  
- 2223 Spiller Road S.E. (P)

The Ramsay Elementary School opened on September 06, 1913. It is an excellent example of intact sandstone construction that originally cost \$172,800. The site was purchased from Silas Alexander Ramsay, once an Alderman and Mayor of Calgary. The interior of the school remained untouched until 1964 when renovations occurred. However, even today the exterior remains intact as it was constructed, with no extensions added as occurred on many of the other sandstone schools. This 80 year old school is a prime candidate for Historic Resource recognition.

The school accommodates ECS to Grade Six students. The Calgary Board of Education states capacity as 276 students, with a September 1992 enrolment of 114 students. According to the School Board, projected enrolment is to remain stable over the 1992 - 1996 period. "Kid's Today", a before and after school program and lunch program, is provided at the school.

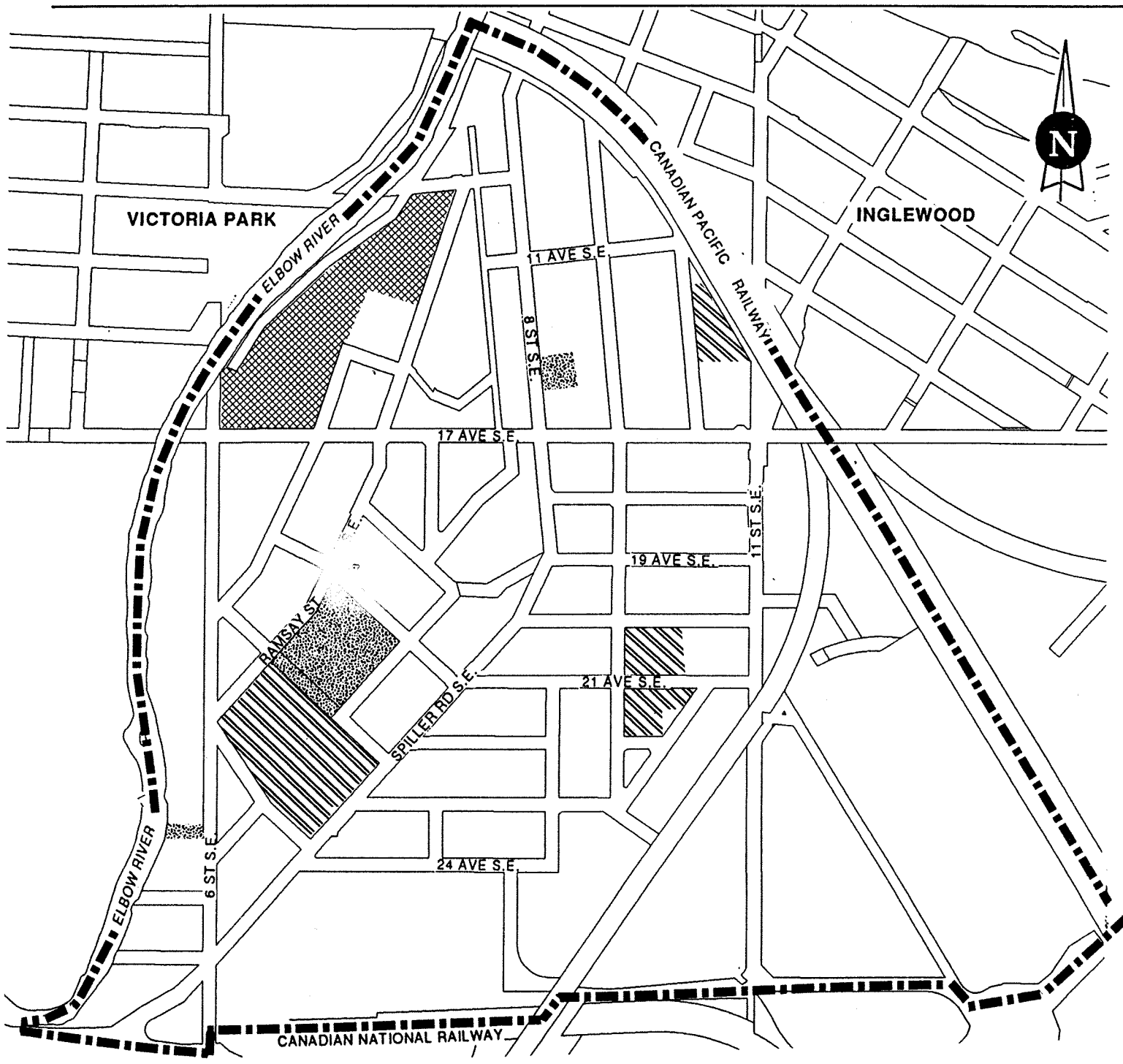
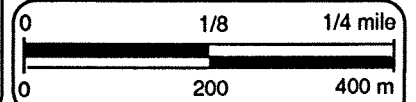
DOG BY-LAW

LEGEND

-  NO DOGS
-  LEASH
-  OFF LEASH
-  STUDY AREA BOUNDARY

DATE  
OCTOBER 1993

 THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



## 1.4.6 Institutional and Community Facilities

The community is located within easy access to nearby facilities such as Stampede Park, Lindsay Park Sports Centre, and the numerous commercial and recreational services located in Inglewood. Ramsay has limited community and institutional facilities and services. The major facilities within the community include the following:

### 1.4.6.1 Ramsay Community Association and Hall (1136, 1140 - 8 Street S.E.)

The Ramsay Community Association maintains both a seniors hall and main hall which are rented for various functions. Many services and programs for children are provided including a "sports shack" and tennis courts on Ramsay Street, T-Ball and Baseball. In addition, a crib club meets weekly.

### 1.4.6.2 St. Anne's Church (830 - 21 Avenue S.E.)

A Friday night bingo is provided at the church.

### 1.4.6.3 Ramsay Heights Co-operative Housing Ltd. (A6, 1911 Spiller Road S.E.)

There are 38 units of co-operative rental housing in this project. The cooperative is very successful with a long waiting list. Part of its success is incorporating both ends of the income spectrum from lower income subsidized tenants to professionals with high incomes. The key is a tenant board of directors with a vested interest in project success.

### 1.4.6.4 Hamilton Manor (Inglewood Housing Corp.) (906 - 17 Avenue S.E.)

Hamilton Manor is a senior's housing complex of 23 self-contained units, providing subsidized rent up to 25% of gross income by Alberta Mortgage and Housing Corporation.

### 1.4.6.5 Jenkins Court (Inglewood Housing Corp.) (923 - 19 Avenue S.E.)

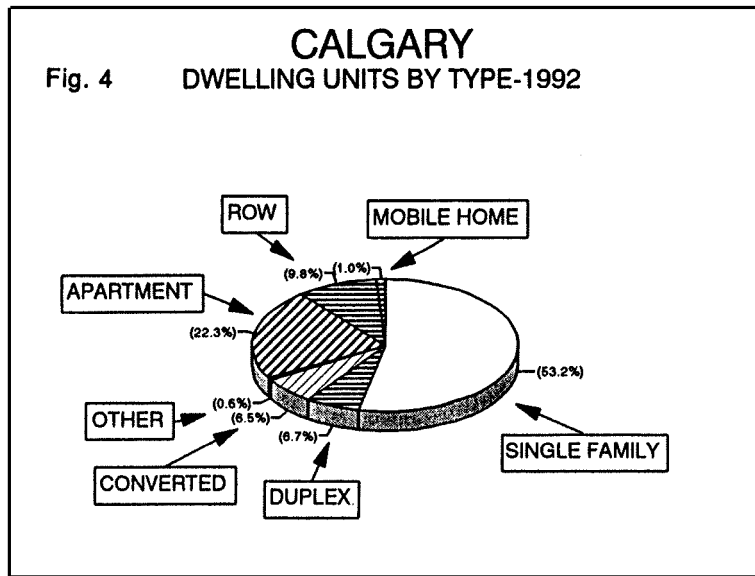
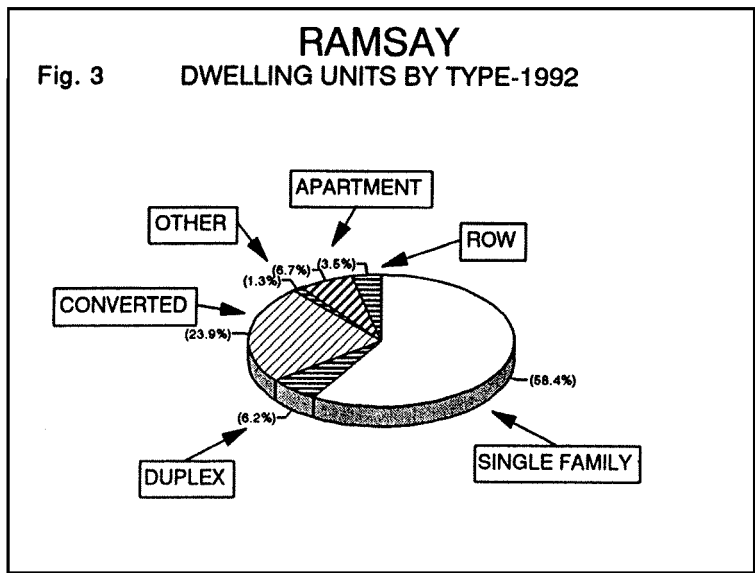
Jenkins Court consists of 6 self-contained subsidized units of senior's housing. As of May 1992, there was no waiting list at either Hamilton Manor or Jenkins Court.

### 1.4.6.6 Child Care

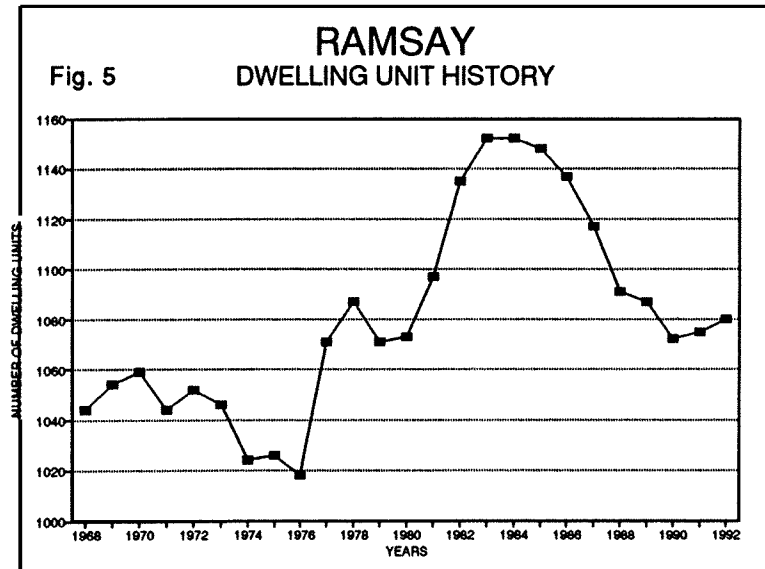
Other than the Before & After School Program held at Ramsay School, there are no other child care facilities in Ramsay.

## 1.5 Housing Types

As Figures 3 and 4 illustrate and compare, 58% of Ramsay housing is in the form of single family units, 6% duplexes, 24% converted from single family to two family units, 7% apartment, and 4% row housing.



As one of the two oldest residential community's in Calgary, most of the housing stock was built prior to 1940, and indeed by 1914 most of the housing stock was constructed. The "bungalow" area west of 8 Street/Spiller Road dates from the late 1950's. Figure 5 traces 24 years of housing unit development in Ramsay.



Because of the vast number of older housing on 25' lots, infill redevelopment is becoming attractive in replacing the oldest and most run down stock. In addition, infill development is beginning to occur on Salisbury Street taking advantage of western views of the downtown and mountains.

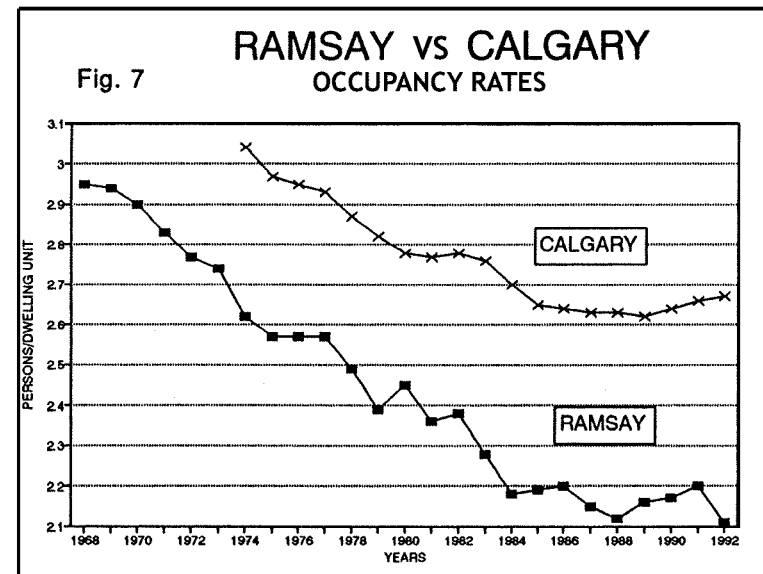
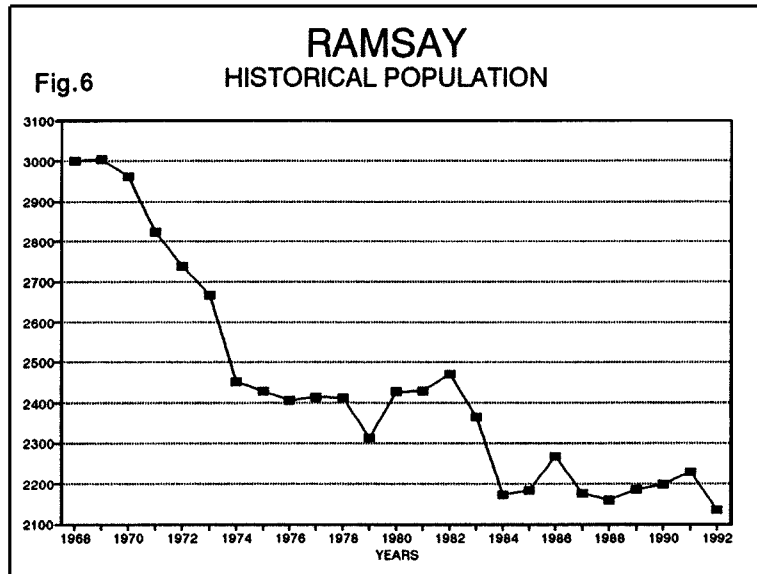
With substantial numbers of converted units, Ramsay remains a good location for affordable duplex accommodation.

## 1.6 Demographic Characteristics

### 1.6.1 Population and Occupancy Rates

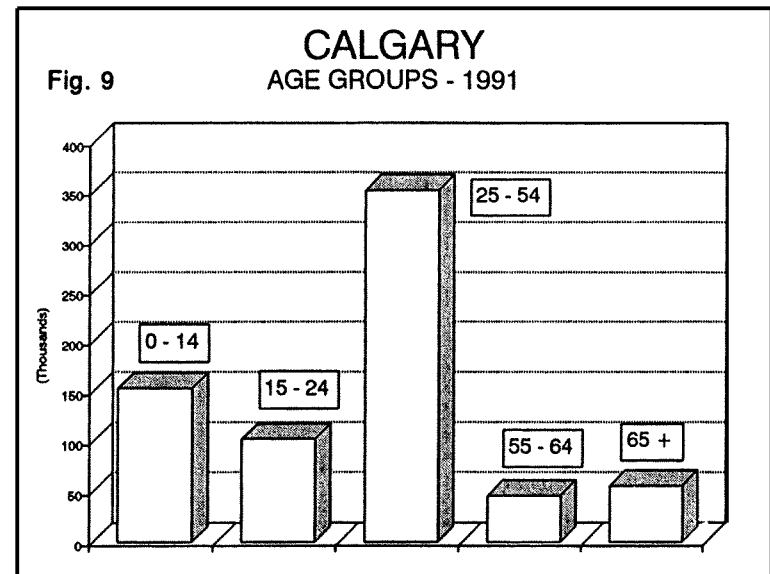
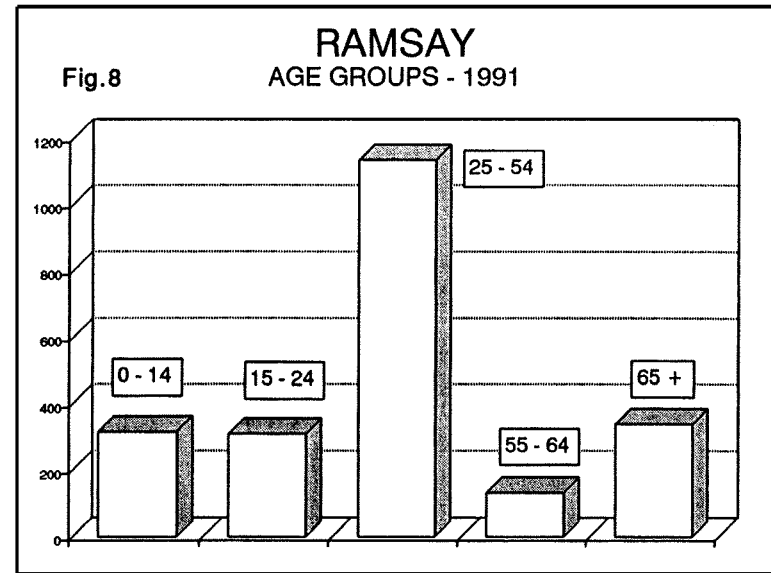
As in most inner-city communities in Calgary, overall population loss has occurred in Ramsay since 1968 (Figure 6). In 1968, the population of Ramsay was 3,001; in 1992, the population was 2,135, a 29% decrease.

Occupancy rates (persons per dwelling unit), declined from 2.95 in 1968, to 2.11 in 1992 (Figure 7). Population and occupancy rate decreases are phenomena occurring generally everywhere in the older areas of Calgary due in part to a lower birth rate and the general aging of the population.



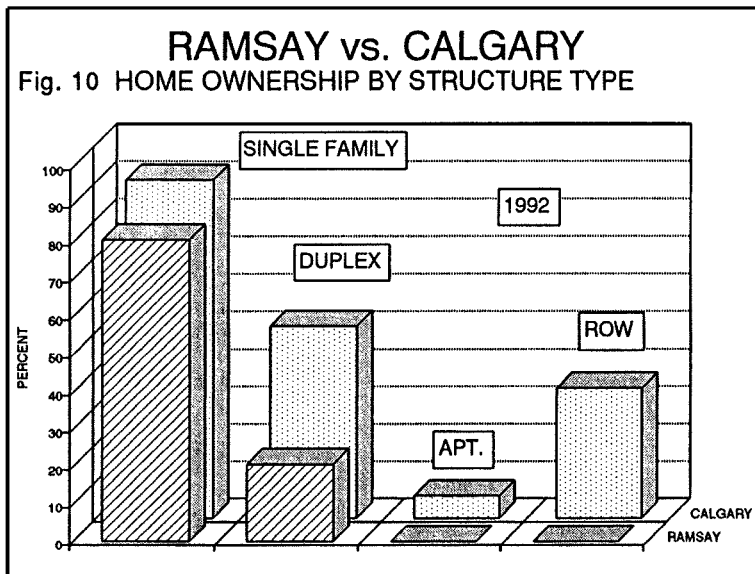
### 1.6.2 Age Structure

In 1991, Ramsay's age structure generally mirrored Calgary as a whole for the three age groups, 15-24, 25-54 and 55-64 (Figures 8 and 9). However Ramsay has substantially fewer children than the City as a whole, 14.1% compared to 21.6% for the 0-14 age group, and proportionately many more seniors in the 65+ age group than Calgary, 15.2% compared to 7.8%.



### 1.6.3 Homeownership Pattern

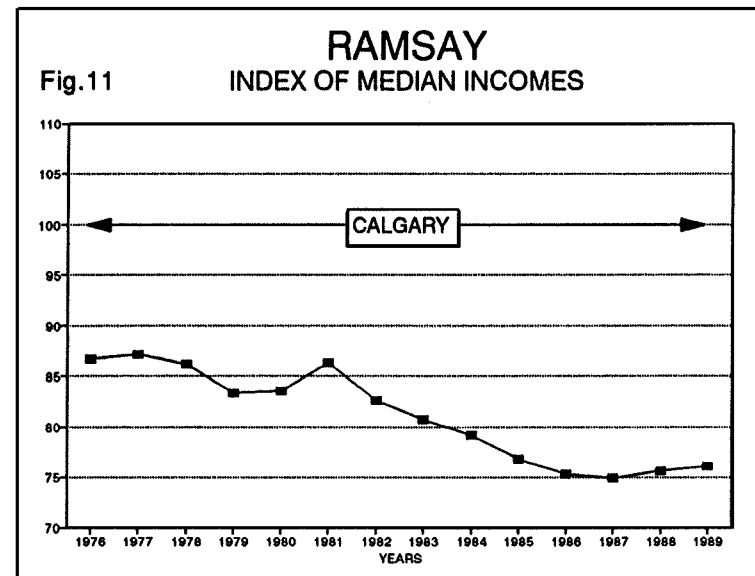
Overall in 1992, Ramsay exhibits an owner occupancy rate of 53% while the Calgary figure is 59%. For single family units, the owner occupancy rate is 80% (Calgary - 90%), indicating relative stability in the R-2 areas of Ramsay (Figure 10).



### 1.7 Social Perspectives

#### 1.7.1 Income

Ramsay exhibits a lower than average median income when compared to the City as a whole. With a City-wide median index value of 100.0, the 1989 median income in Ramsay was 76.1. In fact, overall since 1978, the index value has declined from 86.2 to 76.1 (Figure 11).



43.8% of Ramsay seniors receive the Federal Guaranteed Income Supplement, while the city-wide average is 33.6% (1986).

16.5% of Ramsay residents receive social assistance, while the city-wide average is 5.2% (1988).

Finally, in 1985, 28.9% of Ramsay residents were living in low income households as defined by Statistics - Canada, while 16.4% was the city-wide average.

Based on the socio-economic measures above, Ramsay residents generally experience a lower economic standard of living than the city as a whole.

### **1.7.2 Lone Parent Families**

The 1986 Statistics - Canada census indicates that in Ramsay 18.1% of those families with children living at home, were headed by a single parent. This compares with approximately 12% of families in an average community district in Calgary (the city average of all districts).

### **1.7.3 Community Crime Incidence**

The most recent data available for crime levels by community is for the year 1987. In that year the number of reported crimes in Ramsay was 355, compared with the City-wide average number of crimes per community of 407. The risk per 1,000 population was 163.1, while the average crime rate among all community districts was 132.9 per 1,000 population.

## **1.8 Existing Transportation System**

### **1.8.1 Roadway System**

The existing transportation system in Ramsay is shown on Map 10 in the Area Redevelopment Plan. The main thoroughfare serving the community is 8 Street S.E./ Spiller Road with 11 Street serving the existing commercial and industrial areas. Spiller Road/8 Street bisects Ramsay north and south. The west and east boundaries are the Elbow River and CPR tracks respectively, leaving Ramsay relatively isolated. On 1992 September 08, City Council approved the removal of the truck route along 8 Street S.E./Spiller Road from MacDonald Avenue to 24 Avenue.

The overall street system is laid out in a grid pattern, with eastern portions of Ramsay exhibiting a general right angle orientation, while to the west various orientations occur, angled in many directions following the slope of the escarpment.

Map 6 shows the latest traffic volume data on selected roadways.

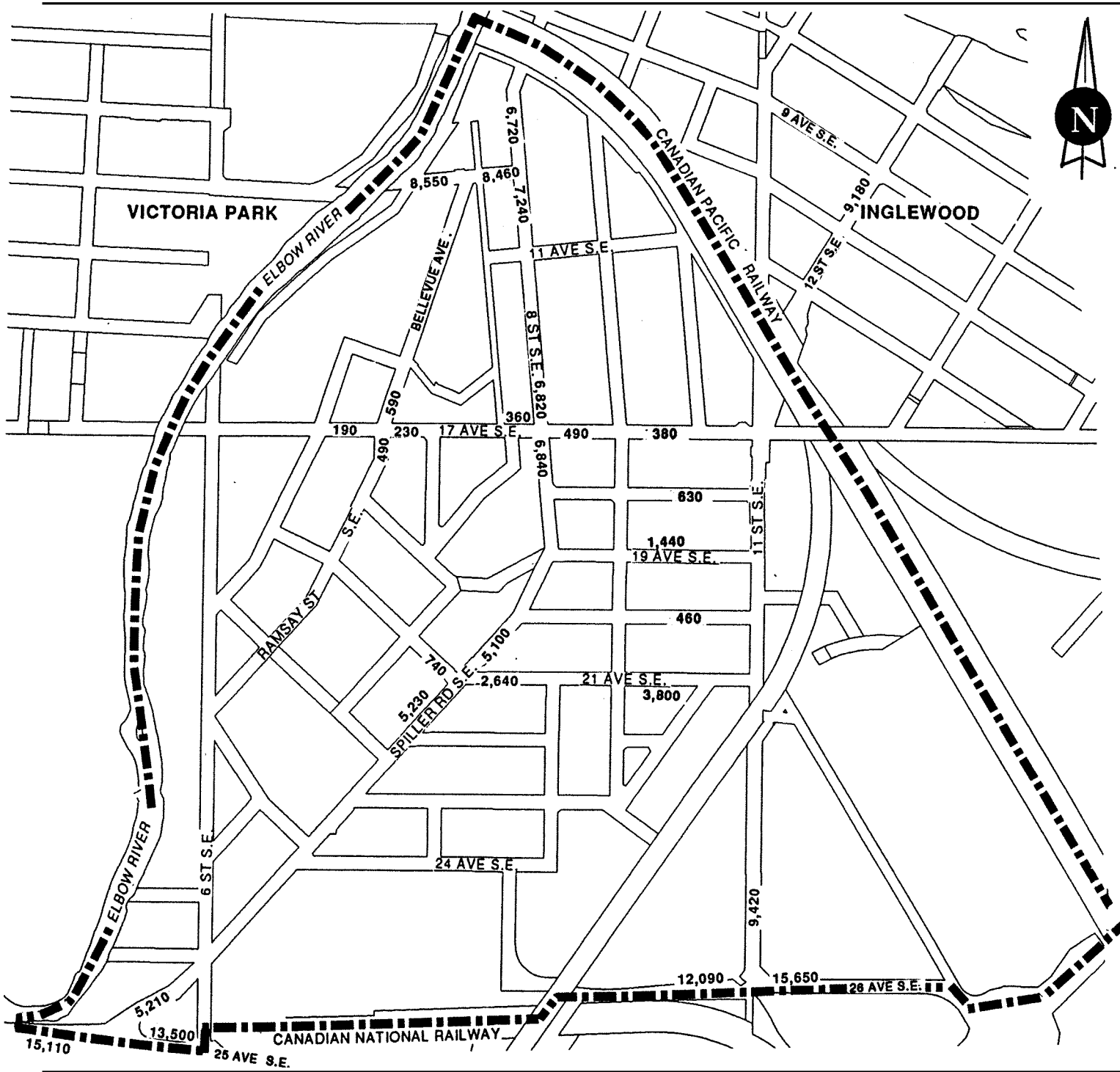
### **1.8.2 Bus Service**

Ramsay is served by two bus routes, the #403 Community Shuttle and #24. The #403 shuttle allows direct access to the Erlton LRT Station. Both routes connect Ramsay to downtown areas via MacDonald Avenue/ 12 Avenue S.E., while #24 also connects Ramsay to Ogden and the southeast.

### **1.8.3 South Downtown By-Pass**

A South Downtown By-Pass corridor connecting Crowchild Trail and Deerfoot Trail along 11 and 12 Avenues and the northern boundary of Ramsay, has been identified by the City as an additional link to relieve traffic pressure on Memorial Drive and 9 Avenue S.E. A number of City studies since 1971 have identified and recommended an alignment that abuts the northern edge of Ramsay along the CPR mainline (Map 11 in the Area Redevelopment Plan).

City Council has not approved this alignment; however the right-of-way is being protected in the Calgary General Municipal Plan until such time as a decision is made on this link. For a full discussion of this issue, refer to Section 2.3.7.3 under Approaches to Recommended Policies.



**RAMSAY ARP** MAP 6

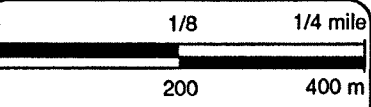
**TRAFFIC VOLUMES ON SELECTED ROADWAYS\***

**LEGEND**

5,230 VEHICLE TRIPS PER DAY (VPD)

\* Note: Data from 1991, June.

**DATE**  
OCTOBER 1993





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# **2.0 BACKGROUND TO POLICY FORMULATIONS AND RECOMMENDATIONS**

## **2.0 BACKGROUND TO POLICY FORMULATIONS AND RECOMMENDATIONS**

### **2.1 Policy Context**

#### **2.1.1 Ramsay Design Brief, 1974**

The Ramsay Design Brief, approved by City Council in 1974, facilitated land use and transportation changes in Ramsay to help ensure that a stable residential community could exist alongside needed industry. Specifically, various commercial and industrial zoned lands were redesignated to residential (R-2) to strengthen the residential community. In addition, a commercial buffer was implemented on the west side of 11 Street S.E., again to protect the residential community from industrial effects. Also, these changes sparked capital improvements and residential rehabilitation through NIP and RRAP funding.

#### **2.1.2 The Calgary General Municipal Plan, 1978**

In 1979, City Council adopted the Calgary General Municipal Plan which is the overall Statutory Plan for the City. More detailed community based plans are to implement this Plan's policies. For older established communities, residential rehabilitation replaces demolition as a way to improve housing in these communities. Specifically, as a NIP designated community, Ramsay benefitted from NIP and RRAP fund infusion to effect capital improvements and residential rehabilitation.

*"3.3.61 The implementation of these programs when accompanied by a change in land use classification to a lower density use, provides a major stabilizing force for the retention of desirable community characteristics."*

On 1982 January 18, City Council amended the Calgary Plan to include the following:

*"3.3.61 It is particularly important that the character and integrity of the inner suburbs be protected. For the most part the inner suburbs are stable areas having a housing stock in good condition. Unwarranted intrusions of inappropriate land uses into these areas should be prevented wherever possible...."*

With respect to Heritage Conservation, it has been a long-standing policy of City Council to recognize the importance of the special character of various areas within the City. Historic neighbourhoods contribute to the City's heritage importance and should be preserved and enhanced through actively seeking their improvement.

#### **2.1.3 Inner-City Plan, 1979**

On 1979 May 07 City Council approved the Inner-City Plan which established broad policy directions for Calgary's inner-city. Specifically, the objectives of the Plan for inner-city communities were to begin to accommodate population increases and a

greater mix of housing types and tenures within the context of increased community stability. A policy of Selective Conservation and Redevelopment was defined to achieve these objectives as identified by each specific Area Redevelopment Plan process.

With respect to Ramsay, the area west of 8 Street/Spiller Road was subject to a Low Density policy meaning the R-2 land use classification is appropriate, allowing ground oriented family units such as single family, semi-detached, and townhousing. The area east of 8 Street/Spiller Road is subject to a Conservation policy meaning the existing character of the area is to be retained, while any redevelopment is to be sensitive to that character, and enhance the fabric of the community.

#### **2.1.4 The Long-Term Growth Management Strategy, 1988**

On 1988 June 20, City Council amended the Calgary Plan to include the goals and policies of the growth strategy. With respect to the established communities, a framework was adopted to manage growth as follows:

*“2.7.3.1 In established residential areas, the City will endeavour to optimize the use of existing servicing systems. Through the local planning process, the opportunities for accommodating population increases or for stabilizing existing population will be identified in each community, ensuring that population increases in ways which:*

*strengthen the role of the community within the built-up area,*

*as defined in local area plans;*

*contribute positively to the community’s quality and image; and*

*contribute to the existing community fabric and social environment.*

*2.7.3.2 The quality of the physical environment in existing communities is to be improved. To enhance the attractiveness of these communities, Council will consider a program of capital improvements on an annual basis.*

*2.7.3.3 A variety of housing types, to serve the broadest spectrum of housing needs, should be encouraged within the built-up area. Provision should be made for a choice of housing types and living environments so as to provide for various types of populations in the existing communities ranging from unattached persons (i.e., older residents and young adults), couples in their family formation years, middle aged, and older families. This does not mean that every community district is obliged to provide a mix of housing. Rather, the appropriate mix in any given community district is to be determined through the local planning process while maintaining a city-wide perspective.*

2.7.3.4 *Where deemed appropriate, the relocation of low intensity, functionally obsolete or incompatible non-residential land uses within existing communities to more suitable peripheral locations, should be encouraged. Development suitable to local conditions should be encouraged.*

### **2.1.5 The Existing Building and Property Standards By-law, 1991**

On 1991 November 18, City Council passed By-law #23M91, the Existing Building and Property Standards By-law. This document replaced the Minimum Maintenance By-law. The new By-law provides stricter property maintenance regulations, enforcement, and improved appeal procedures. Ramsay residents have identified this issue as particularly important in their community. Concerns in Ramsay include the widespread disregard of yard and alley maintenance as well as structures left in a state of disrepair.

### **2.1.6 Heritage Evaluation Policy Report, 1983**

On 1983 October 03, City Council approved the Heritage Evaluation Policy Report which implements the recommendations and principles in the Handbook for Evaluating Calgary's Heritage Resources (1981), and the Municipal Heritage Conservation Framework (1978).

The Policy Report identifies various mechanisms appropriate to the preservation of historic buildings, as well as a categorization for potential historic sites.

## **Appendix B**

### **"1. Identification of Properties Eligible for Density Transfer**

(a) *Eligibility for density transfer should be limited to buildings in the top one or two categories based on the Municipal Heritage Evaluation process.*

(b) *Density transfers should occur within the same area and the same land use district...(O)outside Downtown, a more detailed examination of possible solutions is necessary to determine a system which can be adapted to the different Inner City and suburban situations. In the interim, Council may continue to consider, on their merits, individual Direct Control applications for non-downtown proposals incorporating density transfer for heritage preservation purposes."*

### **2.1.7 Council's Strategic Plan, 1990**

On 1990 September 17, City Council adopted it's Strategic Plan setting out various goals and strategies for the City of Calgary to follow in the 1990's, including a commitment to the environment. Specific strategies are:

*"... Include environmental comments on policy reports coming to Council."*

*“... Require environmental analysis for all applications pertaining to ... land use, development ... reviewed by the Calgary Planning Commission or Council.”*

One action is to clean up health-threatening contaminated sites.

## 2.2 Issues and Concerns

The issues and concerns detailed in the Plan and other sections of supporting information were derived from the public participation process conducted in conjunction with preparation of the Plan. Issues and concerns were identified through open houses, block meetings, questionnaires, opinion surveys, and discussions with Ramsay property owners, other residents, the Community Association, the Community Planning Advisory Committee, and the Ward Alderman.

The following represents, in no particular order, a summary of key issues and concerns as derived from the 1990 November mail survey to all Ramsay households, as well as numerous meetings and an open house:

### Residential Concerns

- yard and dwelling maintenance and repair
- garbage and unsightly back lanes
- non-conforming units in residential dwellings
- residential redevelopment: infills
- heritage preservation

### Industrial Concerns

- the future of vacant and under-utilized industrial sites
- the industrial/residential interface

### Transportation Concerns

- inadequate paving and sidewalks
- South Downtown By-pass
- traffic volumes/short-cutting
- parking problems during Stampede

### Open Space Concerns

- the future of Scotsman's Hill
- maintenance/landscaping needs

### General

- Stampede expansion to the southeast

## 2.3 Approaches to Recommended Policies

The land use policies and implementation actions recommended in the Plan are designed to ensure Ramsay thrives as a historic residential community alongside employment generating commercial and industrial uses.

The approach taken by this Plan centres around stability for the range of land uses within Ramsay; identifying portions of Ramsay as a Special Character Area in order to protect the historic nature of the community; encouraging sensitive

redevelopment through the application of residential development guidelines; encouraging families of various income groups and housing tenure choices to relocate to Ramsay; identifying traffic measures to improve safety, mitigate shortcutting traffic and non-resident parking; encouraging the development of a commercial corridor as a focus for the community; and, putting in place industrial zoning, policies, and development guidelines that will ensure no heavy industrial development occurs and that industrial development that does occur is compatible with the adjacent residential community.

### **2.3.1 Residential Land Use**

The intent of the residential land use policies is to stabilize the residential community while encouraging redevelopment to reflect the historic nature of the best examples of the existing housing stock. In addition, the Plan encourages an increase in population and seeks to draw families of various economic groups to Ramsay in order to more efficiently utilize existing servicing and ensure Ramsay thrives as a community.

#### **2.3.1.1 Low Density Conservation (R-2 District)**

The Selective Conservation and Redevelopment Policy of the Inner City Plan (1979) is reaffirmed for the residential areas under an R-2 land use designation. The intent is to conserve the best examples of existing stock, rehabilitate others, as well as encourage sensitive infill redevelopment. Development guidelines are imposed for specific residential sub-areas of the community.

### **Residential Sub-Areas**

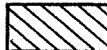
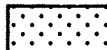






Since the area now known as Ramsay dates from the 1880's with much of its build-out completed by 1914, there are numerous examples of period homes and relatively intact streetscapes representative of early Calgary residential development. From homestead, to sandstone architecture, to 50's style bungalows, Ramsay exhibits specific character areas with fine examples of these structures. By dividing Ramsay's historical residential development into sub-areas of the community, a better appreciation of period examples can be achieved. In addition, residential sub-areas allow specific development guidelines to be identified in order to protect the character of each area through sensitive and compatible redevelopment.

For purposes of analysis, Ramsay is divided into 5 sub-areas (Map 7) reflecting similar ages, history and housing types. Sub-areas 1 and 2 exhibit the earliest residential development in Ramsay. Sub-area 3 exhibits an "R-1 look" in terms of its homogeneous 50's bungalows. Sub-area 4 is experiencing relatively intense redevelopment pressure through both narrow and large lot infill. Given its location along the top of the escarpment, commanding views are enjoyed in this sub-area. Finally, sub-area 5 again reflects the earliest development, with the widest variety of dwelling types from homestead examples to 1960's bungalows.

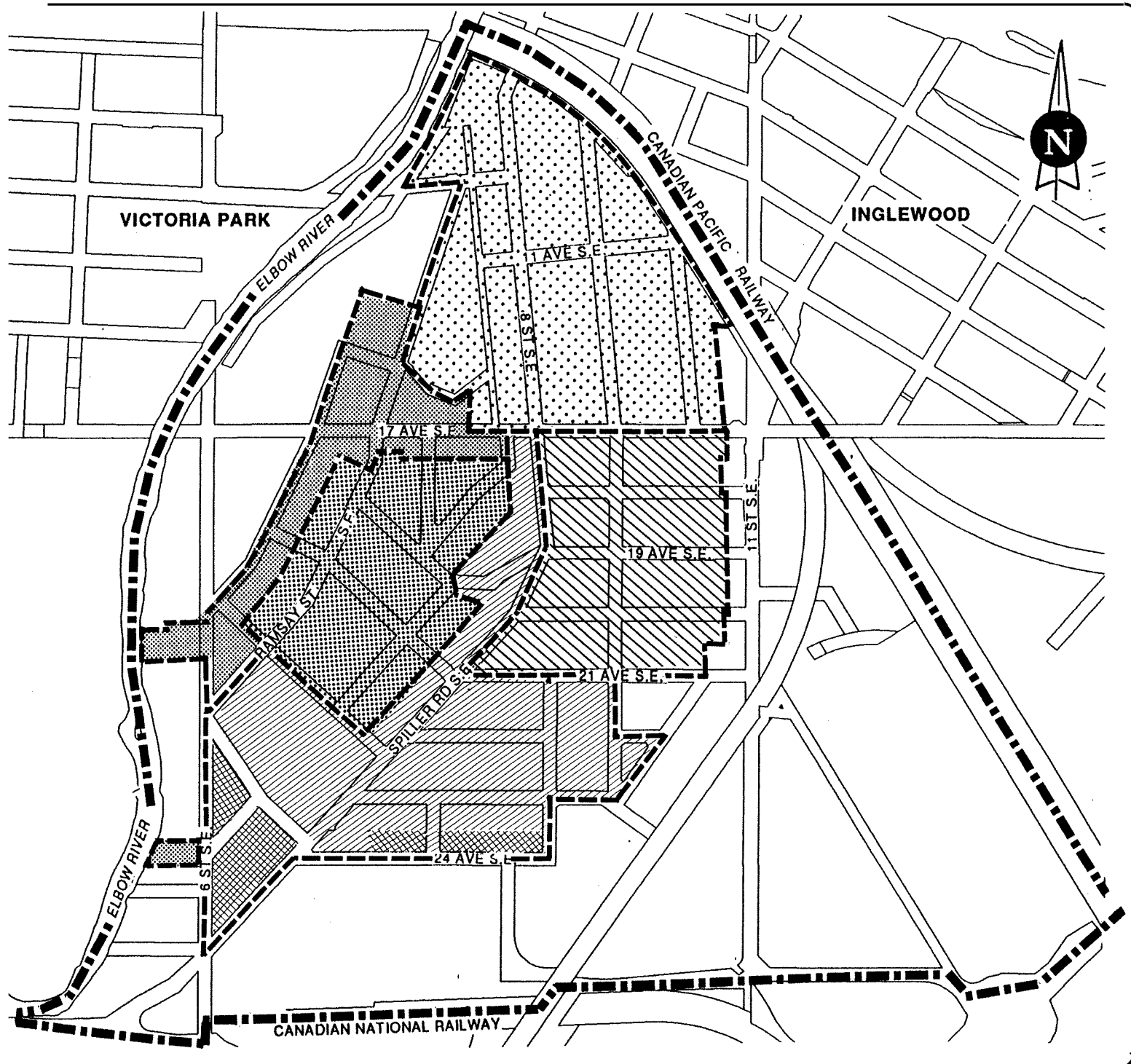
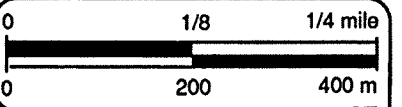
All these sub-areas exhibit good examples of housing that may provide a reference for new development. In this way, redevelopment can occur in a manner which is sensitive to the

**RESIDENTIAL SUB-AREAS**

**LEGEND**

-  SUB-AREA 1
-  SUB-AREA 2
-  SUB-AREA 3
-  SUB-AREA 4
-  SUB-AREA 5
-  UNDER POLICY REVIEW
-  SUB-AREAS BOUNDARIES
-  STUDY AREA BOUNDARY

DATE **OCTOBER 1993**



existing character and complement the existing streetscape. The following is an inventory of a range of housing types in each sub-area that could form the basis for guidelines for new development:

i) Sub-Area 1:

Location - bounded by 17 Avenue S.E., 11 Street S.E., 21 Avenue S.E. and Spiller Road/8 Street S.E.

Housing Types - full 2 storey (some with mansard roofs, with and without dormers)  
 - dutch barns (gambrel roof design)  
 - 1 storey cottage (bungalow)  
 - 1.5 storey  
 - 1.75 storey homestead

ii) Sub-Area 2:

Location - bounded by Adelaide Street, 17 Avenue S.E., Bison Path and Bellevue Avenue

Housing Types - full 2 storey  
 - 1 storey cottage (bungalow)  
 - 1.5 storey  
 - 1.75 storey homestead  
 - raised bungalow  
 - 50's bungalow  
 - recent narrow lot infill

In both sub-areas 1 and 2, the predominant housing type is the 1.75 storey homestead.

Location - bounded by the lanes east of Elizabeth and Alexander Streets, Margaret Avenue, the lane west of Ramsay Street and the lane south of 17 Avenue S.E.

Housing Types - raised bungalow  
 - 50's bungalow

While Ramsay generally is beginning to experience some redevelopment, this sub-area has remained intact exhibiting the original 1950's bungalows throughout, save for one recent large lot infill at 1911 Ramsay Street. The street layout varies from a standard grid, to numerous angular patterns representative of more recent housing stock development and subdivision. The most uniform lotting pattern and sizes are seen in this sub-area, with 50' and 60' lot frontages predominating.

As a result of the 1990 community survey, there has been some concern that the present R-2 zoning may lead to 50' lot subdivision into two 25' lots, with narrow-lot infill replacing the bungalows. Re-zoning to prohibit lot subdivision was explored with the owners with only marginal interest in a rezoning effort.

Agreement among property owners would be required in order to consider rezoning to prohibit lot subdivision. The Community Association may want to consider a petition effort in this sub-area to inform all residents of this issue, and the option to rezone.

Location - this area is comprised of residential development along the Salisbury Street/ Avenue area, 6 Street S.E. and 17 Avenue S.E.

Housing Types - full 2 storey  
- raised bungalow  
- 50's bungalow  
- recent large and narrow - lot infill

This area is comprised of housing along Scotsman's Hill. As such, the housing here is the most visible, affording spectacular western views of the Downtown and mountains, as well as eastern views. The most varied housing with architecturally contemporary designs is along the escarpment as well as older brick mansions, some historically significant. Generally the housing exhibits renovation including front cedar decks, and large modern window designs taking advantage of the views. The greatest redevelopment pressure is occurring in this sub-area. While 45' to 60' frontages are the most common, there is a range of lot sizes from 25' to 88', with substantial subdivision and redevelopment potential.

v) Sub-Area 5:

Location - bounded by approximately the lane west of Spiller Road, 21 Avenue S.E., Hurst Road, 24 Avenue S.E., 6 Street S.E., Ramsay Street and Margaret Avenue

Housing Types - full 2 storey  
- 1 storey cottage (bungalow)  
- 1.5 storey  
- 1.75 storey homestead  
- raised bungalow  
- 50's bungalow  
- 60's style bungalow (transverse gable roof)  
- raised 60's style bungalow (low angle gable)  
- recent narrow lot infill

#### Residential Housing Inventory

The following illustrations represent typical and recent housing styles in Ramsay as well as recommended style and design elements suggested in future housing development (Figures 12 and 13).

#### 2.3.1.2 Low Density Multi-Dwelling

FIGURE 12  
Inventory of Housing Styles

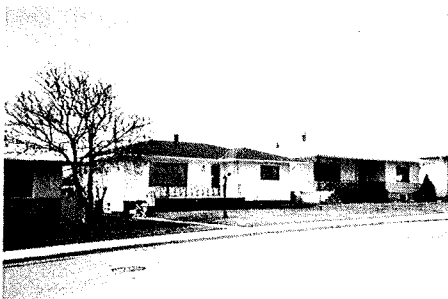
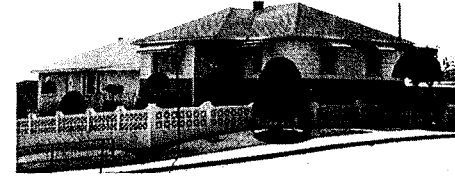
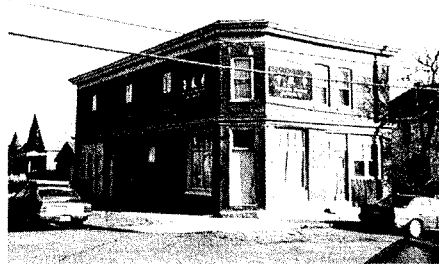
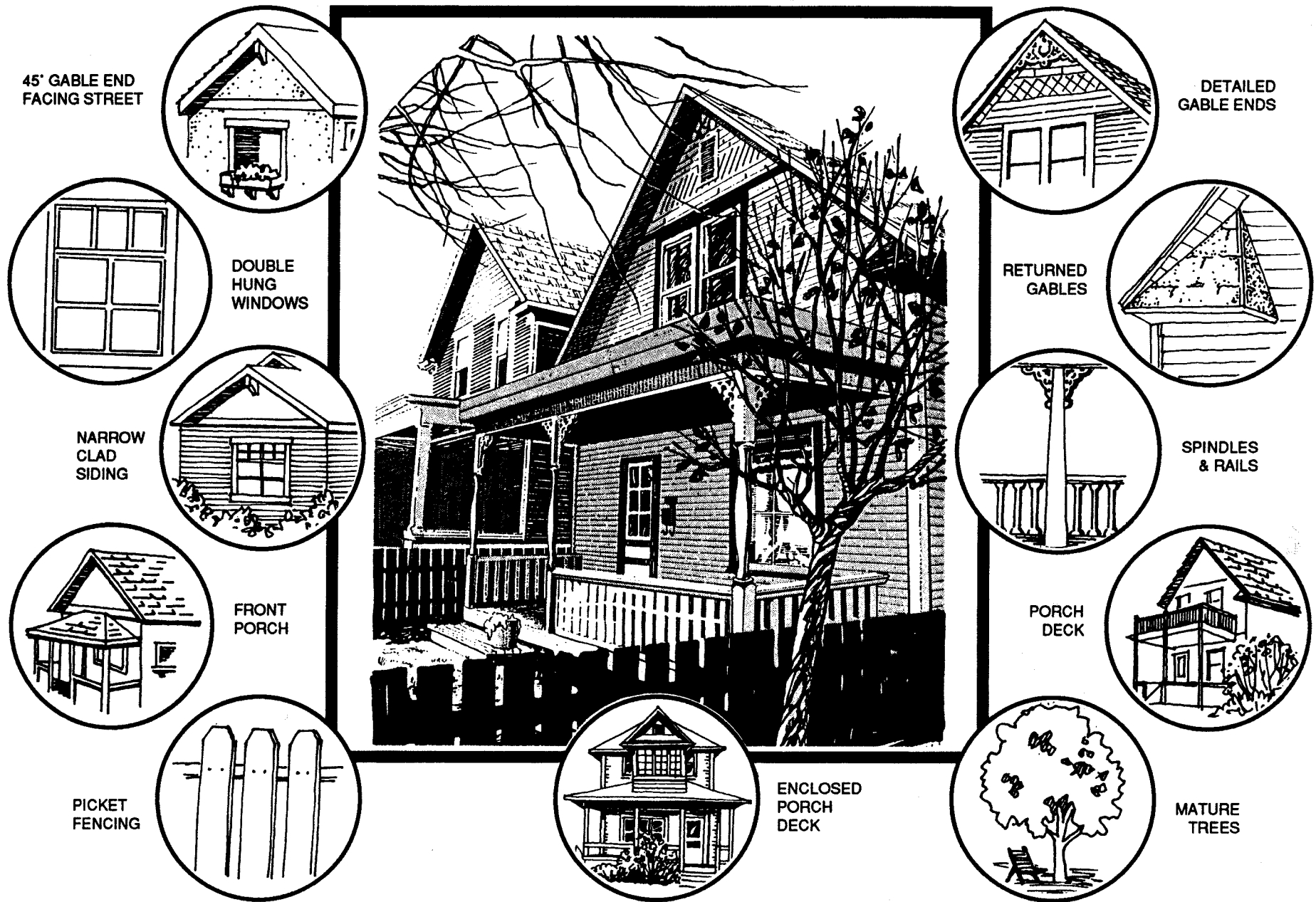


FIGURE 13

Recommended Style and Design Elements



(R-2A, RM-1, DC (RM-1), DC (RM-2) Districts)

The existing R-2A, RM-1 and DC (RM-2) sites are recommended for retention. They provide alternative residential choices such as duplexes, townhouses, and apartments. In addition, this Plan recommends redesignation of a number of blocks on the south and west edge of the community to Direct Control (RM-1 and RM-2), to provide for additional townhousing and other multi-unit developments within the low density range. The intent is to draw additional population to the community to better support existing servicing systems such as public transit, both school systems and commercial enterprises.

2.3.1.3 Medium Density Residential  
(RM-3, DC (RM-3) Districts)

The intent of the medium density policy is to provide for seniors housing and subsidized family housing. The existing fully developed RM-3 and DC (RM-3) sites are to be retained, and the Plan encourages similar densities of additional seniors housing. However, a general medium density policy other than for seniors housing and the existing DC (RM-3) site at 1031 - 8 Street S.E., is seen as incompatible with the low density residential community and our policies aimed at conservation and sensitive low density redevelopment.

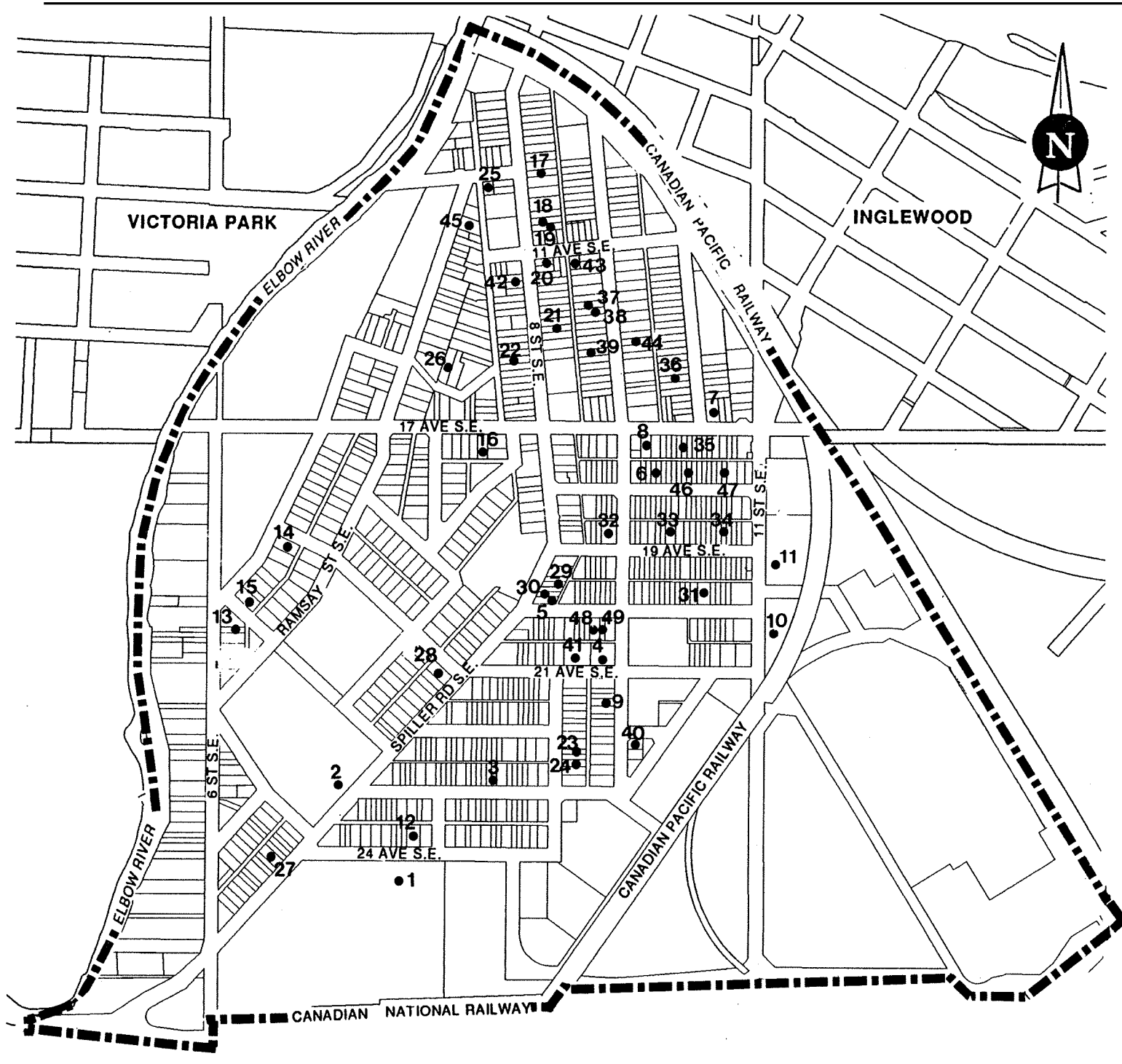
2.3.2 Heritage Conservation

As one of the two oldest communities in Calgary, Ramsay exhibits numerous fine examples of residential, commercial, and industrial developments from the turn of the century. The residential development guidelines in the Plan, as well as Heritage Conservation policies, are designed to protect structures and character areas while encouraging sensitive redevelopment where appropriate.

2.3.2.1 Inventory of Historic Interest Sites

Table 3 and Map 8 outline and illustrate sites of historical interest or significance. The list contains sites reflecting a particular history that may be evaluated for Provincial or Registered Historic Resource designation, as well as simply good examples of period structures that best represent residential, commercial, and industrial evolution in Calgary. This list may change as further sites are identified by a Ramsay Heritage Committee, the City's Heritage Planner, Alberta Community Development, and the Heritage Advisory Board. There is one site presently which is a Registered Historic Resource in Ramsay.

**TABLE 3**



**RAMSAY ARP**      MAP  
8

**HISTORIC INTEREST SITES\***

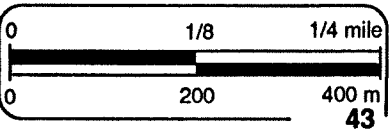
**LEGEND**

■■■■■ STUDY AREA BOUNDARY

\* as at 1993 October

Note: for list of addresses see table 3

**DATE**  
OCTOBER 1993



**RAMSAY  
Historic Interest Sites**

Site	Date
1. 803 - 24 Avenue S.E. - Dominion Bridge Building and Warehousing	1927
2. 2223 Spiller Road S.E. - Sandstone School	1912
3. 800 Block - 23 Avenue S.E. - Many Housing Era's	Various
4. 922 - 21 Avenue S.E. - St. Ann's Convent	1912
5. 904 - 20 Avenue S.E.	1911
6. 1006 - 1016 - 18 Avenue S.E. - 5 Dutch Barns	From 1908
7. 1024 - 17 Avenue S.E. - Early Corner Store Front	1912
8. 1005 - 17 Avenue S.E. - Early Duplex Form	1912
9. 2109 - 9 Street S.E.	1911
10. 2010 - 11 Street S.E. - C.C. Snowdon	1912
11. 1902 - 11 Street S.E. - Arman's Building	1926
12. 738 - 24 Avenue S.E. - Craftsman Bungalow	1912
13. 2108 - 6 Street S.E.	1913
14. 2004 Salisbury Street - Ramsay House	1913*
15. 2028 Salisbury Street	1912
16. 829 - 17 Avenue S.E.	1898
17. 1026 - 8 Street S.E.	1912
18. 1040 - 8 Street S.E. - Intact Apartment	1911
19. 1042 - 8 Street S.E.	1912
20. 1102 - 8 Street S.E.	1908
21. 1122 - 8 Street S.E. - Restored Homestead	1909
22. 1129 - 8 Street S.E.	1914
23. 2210 - 8 Street S.E.	1912
24. 2214 - 8 Street S.E.	1911
25. 1024 Maggie Street S.E.	1906
26. 814 Bison Path	1914
27. 2313 Spiller Road	1912
28. 2101 Spiller Road	1912
29. 1912 Spiller Road	1910
30. 1916 Spiller Road	1912
31. 1030 - 20 Avenue S.E.	1924
32. 922 - 19 Avenue S.E. - Original Corner Store	1914

33. 1016 - 19 Avenue S.E. - McKay Lodge	1911
34. 1038 - 19 Avenue S.E. - Brick Hunting Lodge	1915
35. 1019 - 1025 - 17 Avenue S.E. - Double - Peaks Style	1908
36. 1137 - 1147 - 10 Street S.E.	1909
37. 1115 - 9 Street S.E.	1911
38. 1117 - 9 Street S.E.	1913
39. 1129 - 9 Street S.E.	1916
40. 2202 - 9 Street S.E. - Queen Ann Style Detail	1927
41. 910 - 21 Avenue S.E. - Catholic Parish of St. Anne	1965
42. 1105, 1107 - 8 Street S.E.	1900
43. 919 - 11 Avenue S.E.	1900
44. 1128 - 9 Street S.E.	1902
45. 1038, 1040 Bellevue Avenue S.E.	1902
46. 1024 - 18 Avenue S.E.	1902
47. 1038 - 18 Avenue S.E.	1890
48. 925 - 20 Avenue S.E.	1900
49. 927 - 20 Avenue S.E.	1902
*Registered Historic Resource site since 1989 June 12.	
<b>2.3.2.2 Special Character Area</b>	

In the 1991 January 07 decision with respect to NM91-09 (Old Town Calgary-Inglewood), Council stated that the Area Redevelopment Plan process is an appropriate mechanism to identify areas of special character in order to preserve what it is that makes these areas unique.

A Special Character Area is a neighbourhood or area whose uniqueness has arisen from the particular circumstances of the areas evolution. It can be used as a method to enhance the character of the area. Tools within this method might be funding to improve facades and signage, and density transfer. Recognition of a Special Character Area may also assist potential developers in recognizing the special history of the area that

has resulted in a particular built environment that should be referenced in new development.

The community of Ramsay or portions thereof should be explored as to this particular history that has made the area unique. It may lead to the area becoming a Special Character Area. An initial review of the community indicates specific evolutionary components that may be unique, such as:

- general subdivision as early as 1891 indicating perhaps the earliest development in the Town of Calgary;
- relatively intact period streetscapes of residential development dating from the turn of the century;
- the Spiller Road/8 Street S.E. corridor was the original “Trail from Macleod” or Macleod Trail, an important early Alberta Trail to Fort Calgary;
- an initial list of 49 historically interesting sites representative of the earliest residential, commercial, and industrial development in Calgary;
- perhaps the only fully intact sandstone school in Calgary dating from 1912;
- early industrial architecture representative of the evolution of industrial activity in Calgary;
- within the community of Ramsay, there is residential development from turn of the century homestead and craftsman bungalows, to historic mansions, to sandstone construction,

to 1950’s bungalow development.

Plan policy recommends the community be fully explored as to the potential for Special Character Area status. This, as well as the initial list of historically interesting sites, and detailed residential development guidelines for sub-areas of Ramsay, will help to ensure the preservation and enhancement of this historic area.

### **2.3.3 Commercial Land Use**

The purpose of the commercial land use policies is to specify and accommodate the various commercial activities in Ramsay, and define a commercial/mixed use corridor along 11 Street S.E. as the primary commercial focus for the community and beyond. Commercial areas are not to expand into the residential community, and redevelopment is encouraged to be compatible with the historic nature of the community. In addition, past industrial and commercial uses in presently designated commercial districts, are of concern with respect to potential soil contamination.

#### **2.3.3.1 Local Commercial (CC, C-1, C-1A Districts)**

The intent of this policy is to provide for the day to day convenience shopping needs of the community and to encourage the maintenance of the “corner store” form of retail as appropriate to an historic residential community. The local commercial establishments scattered throughout Ramsay are deemed to be sufficient for the community. No expanded local commercial areas are envisioned.

Nonetheless, the R-2 site at 1040 - 8 Street S.E. is identified as appropriate in principle for an adaptive re-use project in order to preserve the intact apartment building on the site. Low traffic and parking generating mixed-uses such as specialty retail or an office with residential above is seen as desirable to preserve and enhance the structure.

#### 2.3.3.2 General Commercial (DC (C-2) Districts)

The intent of the general commercial policy is to provide for a C-2 commercial and mixed use corridor for 11 Street S.E., serving as the primary focus for the commercial needs of the community and beyond. The district acts as a commercial buffer between residential uses and railway and industrial uses, building on the intent of policies in the Ramsay Design Brief. A Direct Control (C-2) gas station use at 1001 - 8 Street S.E. is also provided for in this policy. Finally, the policy proposes redesignation of I-2 lands along the east side of 11 Street S.E. to create a double-loaded commercial corridor, helping to revitalize the area.

It is anticipated that as the commercial economic outlook improves over time, this corridor will redevelop into a variety of C-2 uses serving as the primary business and retail strip for the community and helping to reduce the need of residents to leave the community for many of their purchases.

#### 2.3.3.3 Potential Pollution

A number of present commercial sites were designated and developed as industrial uses for much of their history. As well, commercial uses

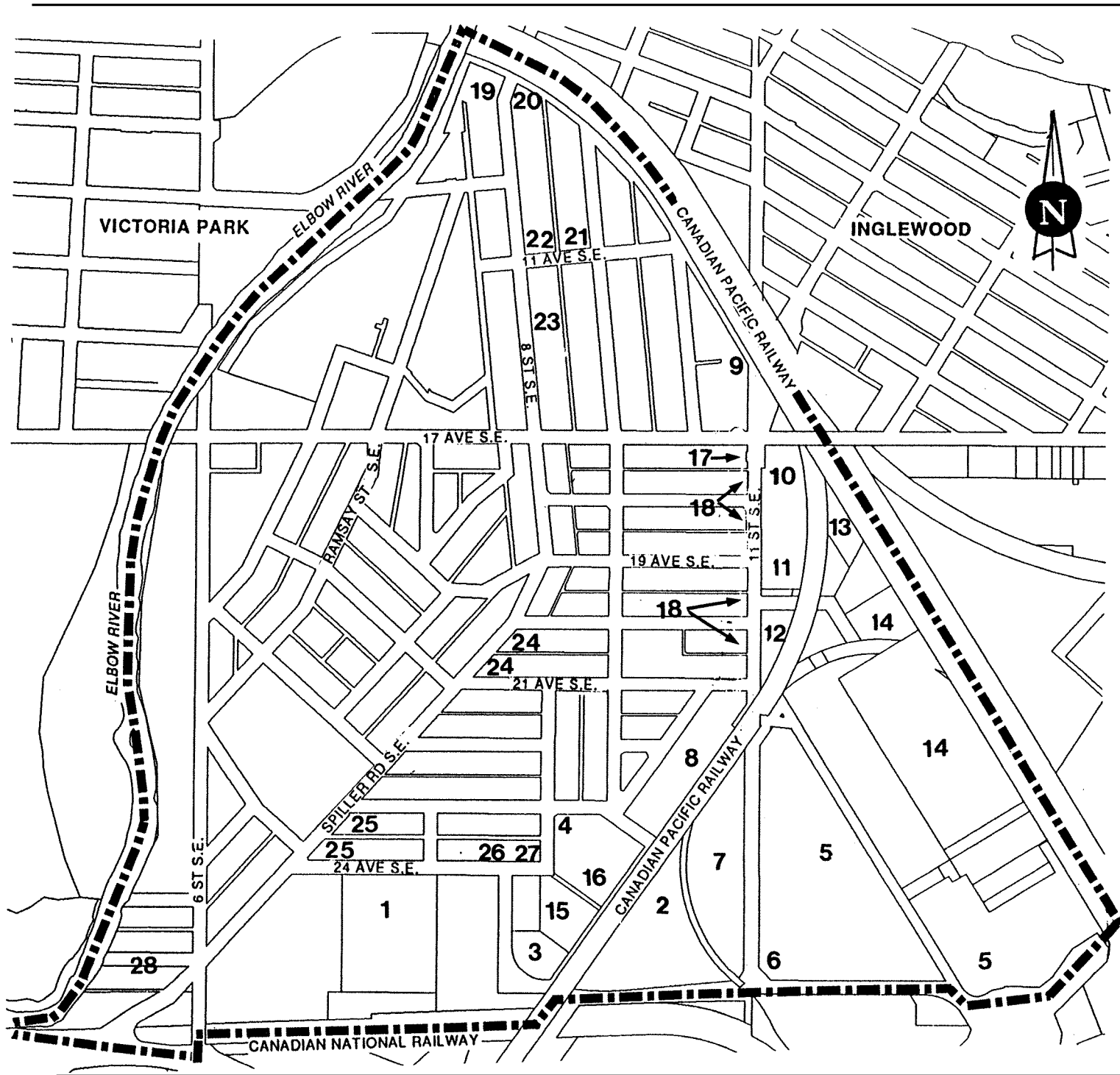
that have the potential for soil contamination have been found in both residentially and commercially designated lands in the past. Map 9 and Table 4 illustrate and list these areas for possible further investigation by Alberta Environmental Protection.

### 2.3.4 Industrial Land Use

#### 2.3.4.1 Ramsay Industrial History

The industrial history of Ramsay dates from the turn of the century. Over the years, industry has been drawn to the area as a result of Calgary's main rail yard locating to the southeast of Ramsay. A flurry of industrial activity occurred at the time of each of the two World Wars, from the Dominion Bridge facility to Calgary's main food processing industries and stockyards. Approximately 80 years of industrial activity has occurred in Ramsay, with many sites hosting multiple uses over the years. Today, much of Ramsay's industrial lands are vacant.

An objective of this Plan is to identify a future for these lands and implement appropriate development policies and land use redesignations towards that end. Generally, the heavy industrial past is not seen as an appropriate future for these lands. Instead, a light industrial/commercial land use, with long-term residential potential, is seen as more suitable for a primarily residential inner-city community. However, given the heavy industrial past and the less intensive future use, there is a need to identify the extent of contamination on these sites, and take steps to ensure the necessary reclamation occurs to allow appropriate redevelopment.



**RAMSAY ARP**      MAP  
9

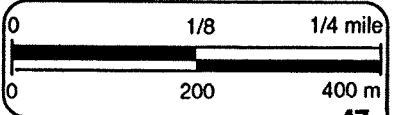
**INDUSTRIAL/COMMERCIAL  
ACTIVITIES: PAST &  
PRESENT**

**LEGEND**

----- STUDY AREA BOUNDARY  
SEE TABLE 4.

**DATE**  
OCTOBER 1993

 **THE CITY OF CALGARY**  
PLANNING & BUILDING DEPARTMENT



Ramsay Area Redevelopment Plan - Supporting Information

### 2.3.4.2 Industrial Pollution

Based on past and present industrial uses for the area, a number of sites are identified as requiring further investigation based on their potential to impact soils and/or groundwater. Industrial and commercial activities that will require further evaluation include but are not limited to those activities as illustrated in Map 9 and Table 4. Other sites and activities in this area may also require further environmental assessment based on their likelihood to contaminate soils/groundwater (e.g. landfill sites, battery sites, service stations, nuisance dump sites, incinerator sites, etc.).

The Alberta Environmental Protection and Enhancement Act (AEPEA) was proclaimed on 1993 April 21, and took effect on 1993 September 01. The Act consolidates nine present Acts into one, and streamlines the environmental regulatory system. Important to industrial land use planning in Ramsay is the more pervasive assessment and reclamation requirements for identified polluted sites, as well as the potential for extended liability to present and past landowners and municipalities. This Plan recognizes the increased awareness of environmental issues, and proposes policies and implementation procedures designed to identify potentially polluted sites, and ensure an environmental review is undertaken as development occurs. In addition, Alberta Environmental Protection is to be made aware of the past and present industrial and commercial sites in Ramsay for further consideration as contaminated sites.

Site	Industrial/Commercial Activities: Past and Present
1.	Dominion Bridge Steel and machining activities, battery activities
2.	Gypsum, plaster board factory, trucking activities
3.	Asbestos and building supply activities
4.	Home insulation mfg.
5.	Stockyards
6.	Tannery
7.	Lumber mill, lime storage, concrete
8.	Poultry processing plant
9.	Furniture finishing, bottling, sheet metal works, tires, photofinishing
10.	Window mfg., oil warehousing
11.	Sheet metal works
12.	Oil warehousing
13.	Canvass company, paper products
14.	Meat packing plant
15.	Building movers
16.	Irrigation equipment, landscaping company
17.	Feed mill
18.	Automotive service, auto body
19.	Service station, oil refinery/storage
20.	Oil storage
21.	Horse barn, service station
22.	Horse barn, machine shop, chicken hatchery
23.	Waterworks, bleach bottler
24.	Automotive service
25.	Lumber yard
26.	Automotive uses - past industrial designation
27.	Past industrial designation - uses unknown
28.	Agriculture uses - past industrial designation
In addition to these sites, all along CN and CP rights-of-way should be assessed for possible contamination.	

TABLE 4

RAMSAY

#### 2.3.4.3 General Light Industrial (I-2, DC (I-2) Districts)

The intent of the industrial policy is to eliminate the heavy industrial land use and provide for light industrial and commercial redevelopment compatible with an adjacent residential community. Direct Control districts with I-2 uses, rules, and detailed development guidelines are seen as appropriate for the past heavy industrial lands. It is intended to ensure light industrial and commercial redevelopment will not substantially affect the adjacent residential areas.

#### 2.3.4.4 Future of Industrial Lands

Large tracts of under-utilized and vacant lands in the inner-city are rare. The vacant and under-used industrial lands in Ramsay may present an opportunity for assembling and developing a major land use on contiguous parcels. In this event, there is the potential for severe impacts on adjacent residential uses, such as substantial parking needs, traffic generation, and noise and light impacts of major outdoor uses. These concerns result from on-going speculation concerning the potential for large sports facilities locating in Ramsay. It is important that the potential impacts be addressed as part of the planning for any major development in Ramsay.

#### 2.3.5 Open Space and Community Facilities

Ramsay enjoys sufficient open space both in amount and location, for a community its size and population. In addition, the escarpment lands known as Scotsman's Hill, while not part of the open space complement for the community,

provides a natural area for residents. The Plan recommends these riverbank lands be used for from this riverbank. The nature, timing and extent of this area is to be resolved through the Victoria Park/Stampede ARP in consultation with the Ramsay community.

The tot lot and neighbourhood park along 10 Street S.E. is presently located in the South Downtown By-Pass right-of-way. Should the roadway ever be built, the community could lose this formal open space. It is recommended to be replaced in kind elsewhere in the area in order to maintain the present level of open space.

It is generally felt that the range of community facilities is satisfactory. The Plan recommends the school sites be retained for educational and/or community facilities should either school be deemed surplus.

#### 2.3.6 Schools

In order for Ramsay to thrive as a viable residential community, provision for schools is essential.

Ramsay Elementary School is presently under its enrolment capacity; however, proposed residential redesignations of adjacent areas to a higher density to draw families to the community could eventually increase enrolment. The Calgary Board of Education has no plans to close the school. However, given the school's historic importance, as well as the significant open space contribution that both school sites bring to the community, it is proposed that an ARP amendment be required should either School Board deem its site surplus

and the City decline to purchase. This will ensure a full review of educational needs, community facilities, and open space complement is undertaken.

The Calgary Catholic Board of Education is presently planning to relocate its receiver francophone instruction program from St. Anne's School to a site in Lincoln Park, projected for September 1995. Should this occur, it is the Board's intention to re-use the site for educational and community related activities. The Plan strongly supports retention of both school sites for educational and community needs.

Beyond grade six, Ramsay students attend Rideau Park School.

### **2.3.7 Transportation**

#### **2.3.7.1 Roadways**

The existing roadway designations should be retained. These existing designations provide a satisfactory level of mobility to Ramsay residents, as well as for additional traffic should the 11 Street S.E. commercial corridor and vacant industrial lands fully develop. The Approving Authority will need to carefully scrutinize development applications in order to ensure this future traffic does not substantially impact local residential roads in Ramsay.

#### **2.3.7.2 Traffic and Parking**

The major traffic and parking concerns relate to

the following:

- As an inner-city community in close proximity to Calgary's downtown, Ramsay experiences shortcutting traffic from both south and east Calgary, especially along Spiller Road/8 Street and MacDonald Avenue. Despite this, all roads in Ramsay excepting 21 Avenue S.E. are within the Environmental Design Guidelines with respect to traffic numbers. Traffic tends to use 21 Avenue to avoid the CPR crossing on 11 Street S.E. just south of 21 Avenue. Shortcutting traffic leads to concerns for pedestrian safety, and noise.
- Because of the community's proximity to the Saddledome and other Stampede functions, the Scotsman's Hill area of Ramsay experiences substantial street parking during events. In many cases, residents are unable to access their driveways or park near their homes during these events. Additional concerns relate to the difficulty in emergency vehicle access during Stampede events. There is a residential parking zone in place; however, additional relief is sought. In addition, general spillover parking from commercial and industrial areas onto local roads, is a concern.
- Despite the truck route removal from 8 Street/ Spiller Road, truck route concerns remain an issue for southern area residents of Ramsay. The truck route from 11 Street S.E., through to 24 Avenue S.E. and Spiller Road, separates residential areas from industrial land and thus impacts area residents. In addition, there is

some question that the truck traffic is not local and, therefore, could utilize the 11 Street truck route instead, thereby reducing the residential impact. Truck route traffic in this area could also increase as the vast under utilized industrial and commercial areas redevelop.

A Ramsay Traffic Committee worked with the City's Transportation Department on a traffic study throughout 1991 and ending in 1992 July. That process was to identify traffic measures to mitigate traffic and parking concerns. The Community Planning Advisory Committee in Ramsay and the Transportation Department were not satisfied with the outcome of this process. As a result it was agreed to resume the traffic study to re-visit the issues and design appropriate measures. It is recommended the ARP go forward in advance of this committee work, with the understanding that the following traffic issues will be addressed and measures implemented in due course:

- shortcutting traffic problems;
- industrial/commercial/residential area traffic interfaces;
- pedestrian safety concerns;
- Stampede Park traffic concerns;
- parking problems in residential, commercial, and industrial areas;
- truck route review;

- any other traffic and parking issue identified through the traffic committee process.

It is expected that this study should be concluded by 1993 November.

### 2.3.7.3 South Downtown By-Pass

As early as 1971 it was estimated that the growing east, northeast, and southeast sectors of the city as well as increased employment located in the downtown area, would place increasing traffic on Memorial Drive, and 9 Avenue S.E. through Inglewood. As this traffic grew, it would lead to shortcutting traffic and additional truck traffic on residential streets in Ramsay and Inglewood. Both the Transportation Facilities Route Location Study (Calts Series 20) and the Ramsay Design Brief recognized the future need of additional transportation facilities to alleviate this problem. Both identified a general alignment parallel with and to the south of the CPR mainline which forms the east boundary of Ramsay.

A 1974 Task Force authorized by City Council that included residents of Ramsay was given the task of identifying and evaluating various proposed alignments for a link between the downtown area and eastern sectors of the city. Its report to Council on 1974 July 10 recommended that a detailed functional planning and environmental impact study be undertaken for three alignments all in the general CPR right-of-way along the north and east edge of Ramsay.

The City retained Reid, Crowther and Partners Limited to undertake this functional planning

study. In 1976, they submitted their East Calgary Downtown Penetrator Report that involved a full program of public participation. It recommended that two alignments within one corridor be studied further in terms of their respective advantages and disadvantages and that final selection be made between the two. Both alignments occupy the CPR right-of-way corridor with one running parallel and along the south side of the tracks; the other would require the relocation of the tracks an average of 50 feet to the north with the expressway alignment then also 50 feet northward. They further recommended the City protect this right-of-way. City Council did not approve the alignment recommendations; however, the right-of-way is protected in the Calgary General Municipal Plan.

In 1980 City Council again engaged Reid, Crowther and Partners Limited to re-examine possible routes for a by-pass roadway to link Deerfoot Trail and the south downtown area.

In 1983, Reid Crowther submitted their South Downtown By-Pass Route Location Report that recommended a South Downtown By-pass link between Deerfoot Trail and Crowchild Trail through the 11 and 12 Avenue corridor south of the downtown. The Study recommended their route option 1 as the preferred route (Map 11 in the Area Redevelopment Plan), which optimized a range of factors including social, engineering, environmental, transportation and economic concerns. City Council has not approved this recommended alignment; however the right-of-way is still protected in this general corridor.

A 1990 November Status Report on the By-Pass adopted by Council, recommended the

link be considered in complementary studies. In the Ramsay Area Redevelopment Plan this process involves an evaluation of the By-Pass recommended route, other reasonable alternatives, and any mitigation techniques designed to alleviate negative impacts on the community. The community of Inglewood has completed its review of the By-Pass and supports the recommended alignment based on substantial traffic reductions along 9 Avenue S.E.

At its 1991 February 04 meeting, Council directed that the City undertake a study to re-evaluate the Transportation System Plan and By-law. This study, the "GoPlan", will consider the transportation system in Calgary including a re-examination of future links such as the South Downtown By-Pass. It will involve a public participation process that will examine the entire question of whether a By-Pass is needed, and if so, identify a corridor. It will not identify the specific alignment. The community of Ramsay is encouraged to participate in this process, as well as in any future functional planning studies that arise dealing with specific alignments. A copy of this ARP will be forwarded to the GoPlan office to facilitate the community's involvement.

Since there will likely be no final determination as to the appropriateness of the South Downtown By-Pass prior to Council's consideration of this ARP, the community agreed that specific mitigation techniques should be included in the Plan should the present recommended alignment be reaffirmed and adopted by City Council in the future. It is essential that the interface between residential areas in Ramsay and a major roadway along the recommended alignment, be treated with buffering

elements to mitigate both environmental and visual intrusion. The following techniques are intended as input into any future functional planning study process dealing with an alignment in Ramsay.

- The roadway should recognize the existing topographical gradient change between the CPR right-of-way and the residential edge. The escarpment itself acts as a noise and sight buffer.
- Two pedestrian overpasses should be considered in site planning in order to maintain and enhance the community linkage between Ramsay and Inglewood.
- Local traffic measures would be required to ensure no shortcutting occurs through Ramsay from traffic exiting or entering the By-Pass.
- The 1983 study recommends 15 to 30 metres of buffer between the roadway and residences. Specific requirements along each section should be considered as part of site planning.
- Consideration could be given to an 11 Street S.E. connection to the roadway.
- No intersection with 8 Street S.E. should occur, and if it does, should not be at grade, and be designed to ensure no By-Pass traffic exits into and shortcuts through Ramsay.
- Lighting hoods should be considered in order to ensure roadway lighting is reflected back

onto the roadway and not into the community.

- Shorter, more numerous and compatible lights should be used to significantly reduce visual intrusion into the community.
- Along the southside of the roadway, a linear park should be considered to act as a noise and visual buffer. This could include landscaping and berming as appropriate. The park could incorporate the present park and tot lot on 10 Street S.E. Any loss of open space should be replaced in kind elsewhere in Ramsay.
- A sound wall should be considered along portions of the roadway. Various sound absorption materials should be evaluated to identify the most desirable techniques.

Additional techniques and treatments should be explored as appropriate.

#### 2.3.7.4

#### South Downtown By-Pass - Community Point of View

The Community of Ramsay is strongly opposed to the South Downtown By-Pass. The community feels that the link affords no benefits to Ramsay as it will not solve its traffic shortcutting problems, will displace a number of residents, demolish homes, and will increase lighting and air and noise pollution along northern sections of the community.

Notwithstanding these negative social and transportation impacts on the community, Ramsay does support an alternative to expressway traffic

along this right-of-way. In the Community's view, an LRT line along this route would be cleaner, quieter, less physically intrusive, and aid in moving Calgarians away from their reliance on the automobile. The community wants it made clear that any mitigation techniques identified in the Plan should not be construed as implicit community acceptance of the By-Pass.

### **2.3.8 Environmental**

As the Elbow River forms the entire western boundary of Ramsay, flooding is a potential concern. In addition, parts of Ramsay fall within the Airport Vicinity Protection Area and its noise contours (Map 10), which are subject to restricted land uses. For a discussion of industrial pollution issues, refer to Section 2.3.4.2.

#### **2.3.8.1 The Calgary River Valleys Plan**

The Calgary River Valleys Plan approved by City Council on 1984 April 30, sets out a range of policies designed to create an open space system for public access along Calgary's rivers and creeks, as well as provide for development regulations and mitigation of potential flood damage.

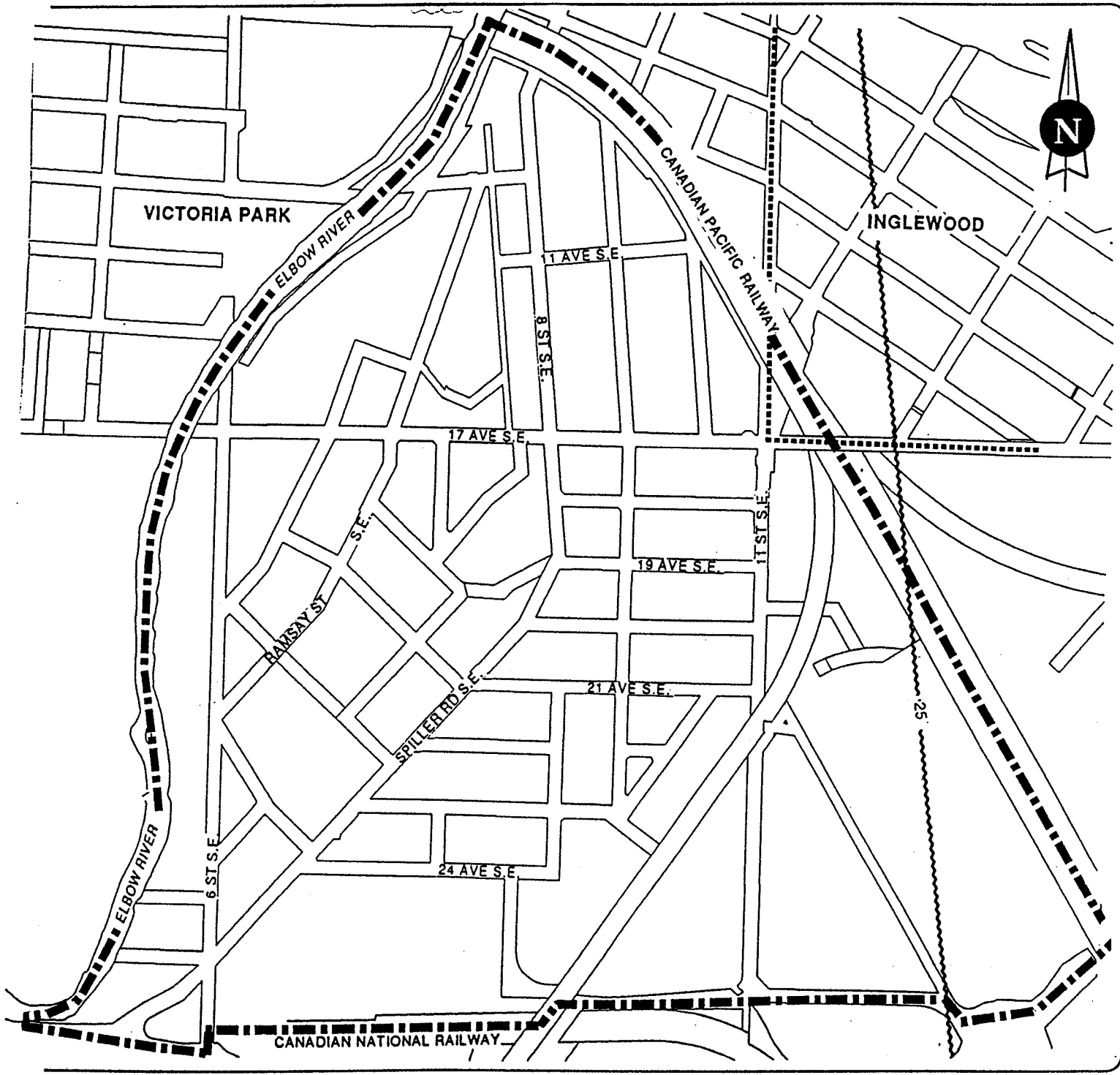
Assessments that lead to descriptions of land subject to flood, are based on a 100 year flood. This means a flood that occurs once in 100 years, or a 1 percent chance of it occurring in any year. A floodway is the existing channel and a portion of the banks on both sides of the river. The floodway is drawn to a width sufficient to pass the 100-

year flood downstream without causing an undue increase in water levels. A floodplain is adjacent to the floodway and is inundated with still or slowly moving water of the 100-year flood.

Portions of the Calgary River Valleys Plan with respect to floodway and floodplain regulations that guide development, were amended to the Calgary Land Use By-law 2P80 on 1985 September 09. However, the Elbow River area from 4 Street S.W. to the Bow River including Stampede Park and Scotsman's Hill escarpment and riverbank, was exempted from Section 19.1 of By-law 2P80 due to questions of the extend of floodway and floodplain. These areas, the "Special Flood Study Area" designated by Council on 1983 October 03, were to undergo future engineering studies to settle the concerns. Alberta Environmental Protection has produced revised floodway and floodplain for the study area. Once the City adopts these changes, the Special Flood Study Area can be incorporated into the Land Use By-law.

#### **2.3.8.2 Calgary International Airport Vicinity Protection Area (A.V.P.A.)**

In 1979, the Provincial Government adopted the Airport Vicinity Protection Area (A.V.P.A.) Regulation pursuant to the Planning Act, to control land use in areas affected by aircraft noise.



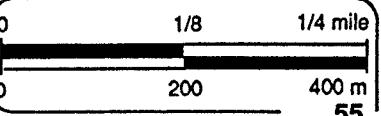
**RAMSAY ARP** MAP 10

AIRPORT VICINITY PROTECTION AREA / NOISE EXPOSURE FORECAST CONTOUR

**LEGEND**

- AVPA BOUNDARY
- ~~~~~ 25 NEF CONTOUR
- STUDY AREA BOUNDARY

DATE  
OCTOBER 1993



Ramsay Area Redevelopment Plan - Supporting Information

Estimated aircraft noise levels are illustrated by Noise Exposure Forecast (NEF) contours generated by Transport Canada (Map 10). Based on these various contours that outline differing noise levels, allowable land uses are then determined. The Regulation contains a list of uses allowable within each contour.

As the map indicates, only an extreme corner of eastern Ramsay lies within the A.V.P.A. boundary, that being a public roadway (the corner of 17 Avenue and 11 Street S.E.), and one City-owned I-2 vacant parcel. The rest of Ramsay lies outside the boundary, however, some of the I-3 vacant lands in eastern Ramsay lie within the 25-30 NEF contour. Alberta Municipal Affairs advises that lands within a contour, but outside the A.V.P.A. boundary, are treated as being outside the regulations and are not subject to land use restrictions. However, the regulations are presently under review, and this issue should be followed for any changes to this policy.

## 3.0

# **COMMUNITY POINT OF VIEW**

### 3.0 COMMUNITY POINT OF VIEW

The Community Planning Advisory Committee (CPAC) for the Ramsay ARP wish to make known their viewpoint about this proposed ARP.

First of all, throughout the process, we have been very pleased with the support and guidance we have received from the City of Calgary Planning Department, especially Tim Creelman. This process has been attenuated by the illness of our first planner, Brian Hayley, and as such, we have been most impressed with the commitment and accessibility of Mr. Creelman, seemingly unhindered by his after-the-fact introduction to the process. His work as our guide and intermediary has been exemplary and his readiness to defend our points of view to the Planning Department is much appreciated.

However, given the fact that the planning administration views this as their document, there are three major areas where - our efforts notwithstanding - the CPAC has been unable to shift the Planning Department away from a particular stance. These Planning Department stances are:

1. The South Downtown By-Pass route through Ramsay.
2. Retention of the current "A" Agricultural zoning of the east bank of the Elbow River.

3. Upzoning of the current I-2 zoning of the east side of 11th St. S.E. to DC Commercial while prohibiting mixed-use residential/commercial.

The CPAC feels very strongly that in these three areas, the views of the CPAC have not been taken properly into account. The following are the CPAC's positions with regard to these three areas:

1. No South Downtown By-Pass route through Ramsay.
2. Changing the "A" zoning of the east bank of the Elbow River to "PE" Open Space.
3. Rezoning the east side of 11th St. S.E. to mixed use residential/commercial.

#### **South Downtown By-Pass**

Section 4.3.4 of the ARP states:

*The community should be consulted and encouraged to participate in future discussions on the South Downtown By-Pass issue at the appropriate time in the Transportation System Plan and By-law review (GoPlan) as well as in any future functional planning studies dealing with various alignment options within this corridor (Map 11).*

The community of Ramsay does not support a major roadway slicing off the homes in the northeast of the community while exposing many of the remaining homes in that section to a significant increase in pollution (noise, light, exhaust fumes). As such, this call that we be “consulted” is a far cry from the position of the CPAC. In our opinion, the potential negative impacts of such a roadway would not be offset by any net benefit to the community in terms of reducing cut-through traffic. We dispute the findings of the Reid Crowther report in this regard. Currently most of our cut-through traffic comes off north-bound Blackfoot Trail (off Highfield road) headed for downtown, returning by that route in the evening. It is impossible to understand how a roadway designed to have a major link to Deerfoot Trail and 17th Avenue S.E. will reduce that Blackfoot/Downtown shortcut.

It is not the intention of the Ramsay CPAC to disregard the transportation needs of those commuters from the suburban south-east of Calgary who need convenient access to the downtown. We only dispute what shape any solution should take. For example, we believe that a C-Train transportation corridor utilizing the current alignment for the South Downtown By-Pass, a solution requiring a narrower right-of-way than a 6 lane roadway, would be a far more sensible and sensitive solution to the problem of providing access to downtown to suburban Calgarians, especially considering noise, exhaust fumes and lighting spill. We cannot support a major roadway, nor even a discussion of same, and we want the ARP to reflect that.

## **East Bank of the Elbow River**

Section 3.4.3.6 of the ARP states:

*The escarpment area on the east bank of the Elbow River known as Scotman’s Hill should become public open space in the long-term. As instructed by City Council, the nature, timing and extent of this area is to be resolved through the Victoria Park/Stampede Park planning process, in consultation with the Ramsay Community. The Ramsay ARP should be amended at such time as the Victoria Park/Stampede Park planning process brings closure to the issue.*

This area is also detailed in table 4, #4, and on Map 9.

Since the beginning of this planning process, we were led to believe that the Ramsay CPAC was going to be establishing planning guidelines for the entire community of Ramsay. It is clear from all maps in the ARP that the community of Ramsay includes the entire east bank of the Elbow River from 26th Avenue all the way north to the CPR right-of-way. Section 1.1 of the ARP states:

The study boundaries of the Ramsay Area Redevelopment Plan are illustrated on Map 2. They are:

- West - the Elbow River

It was only when the planning administration

discovered that the Victoria Park/Stampede Park ARP and the Ramsay ARP overlap that we were told that under no circumstances could we determine the future of the east bank of the Elbow River, even if it was within the boundaries of the community. However, we believe that if the following information is considered, that jurisdictional dilemma could be alleviated.

It is the desire of the CPAC to redesignate the east bank of the Elbow river, from “A” agricultural to “PE” open space. This is completely in keeping with Stampede’s Horizon 2000 plan, feedback from Stampede officials in meetings with our representatives, and the Urban Parks plan. This redesignation would in no way compromise the current usage of this land by the Stampede. Section 74(2) of the Planning Act states:

*A non-conforming use of land or a non-conforming use of a building may be continued but if that use is discontinued for a period of 6 consecutive months or more, any future use of the land or building shall conform with the provisions of the land use by-law then in effect.*

In other words, the Stampede would be able to continue its current usage without any risk to its operation. At the same time, the City would have in place the zoning to allow the eventual rehabilitation of the land to conform to the uses as recommended by the Urban Parks plan. Though we appreciate the Planning Department’s desire to facilitate the successful operation of the Stampede, we fail to understand how this proposed change in designation would in any way restrict the functions

of Calgary’s fairground.

### **East Side of 11th Street S.E.**

Table 2, #6 states:

In addition to the Common Guidelines, the following shall also apply for the east side of 11 Street:

- The maximum building height shall be 16 metres at the eaveline.
- Residential developments shall be prohibited.

It is the opinion of the Ramsay CPAC that mixed use commercial/residential will only ever develop on 11th Street S.E. if that kind of development is permitted on both sides of the street. The proposed rezoning would only allow residential to be mixed into the developments on the west side of 11th Street S.E. Obviously we are not demanding the suspension of pollution guidelines for rehabilitating former Industrial land. We believe no mixed-use commercial/residential should occur without the proper environmental audits. Simply, we are certain that unless compatible and similar kinds of development are permitted on both sides of 11th Street including mixed-use residential - no development will in fact take place.

According to Chief Rail Traffic Controller for the CPR in Calgary, only three trains north and south

(total of six plus some yard engines) use that piece of track each day. It is the Planning Department's position that the proximity of the southern CPR line makes vibration and sound pollution a major problem. This is somewhat ironic given the number of houses in Inglewood and Ramsay far closer to the tracks, but regardless, given excellent developments in Montreal and Toronto close to railway right-of-ways, we believe that such developments could be not only possible but highly attractive, especially oriented as they would be to 11th Street S.E. We would draw attention to *Construction Principles, Materials and Methods, 5th edition*, by Olin, Schmidt and Lewis, in which construction methods for extreme sound and vibration reduction are detailed.

These are the major concerns of the Ramsay CPAC about the proposed ARP. It should be

pointed out that given the enormous number of planning issues dealt with by this plan, three points of disagreement constitute a fraction of the entire process. By the same token, to our community, the South Downtown By-Pass, the east bank of the Elbow River, and the barely developed 11th Street S.E. are issues of major importance that we feel the ARP misrepresents in terms of our community's perspective.

Respectfully submitted,

The members of the Ramsay CPAC



# **4.0 PLANNING PROCESS**

## **4.0 PLANNING PROCESS**

The Ramsay ARP has been in preparation for a total of approximately three years. This includes two years of planning work and a year when no work was done due to staffing shortages.

The process began with a 1990 November mail survey to Ramsay residents in order to identify planning issues in the community. The planning process has included some thirty-five Community Planning Advisory Committee meetings, general and transportation open houses, residential block meetings, commercial and industrial business owner's meetings, an urban design walking tour, and a number of University of Calgary student projects and visioning exercises. Also running concurrently with the CPAC process was a Ramsay Traffic Committee addressing traffic and parking issues in the community. A new Ramsay Traffic Committee continues to work in this area.