



A historical community in the heart of Calgary

December 5, 2018

The City of Calgary
Office of the Councillors (8001)
P.O. Box 2100, Station M
Calgary, AB, Canada T2P 2M5

**RE: Proposed Land Use Change LOC2018-0066
740 19 Street SE – The Grid in East Inglewood**

Dear Councillors,

Ramsay and Inglewood are currently in the third year of developing a new shared Area Redevelopment Plan (ARP). A need for an updated ARP for our neighborhoods was triggered by the Green Line Project. Over the last three years, both Communities and the City have been deeply involved in an intensive engagement process, developing a future vision for our community that welcomes the anticipated increased density.

As a former gas station site, aspects of the proposed LOC do provide **opportunity** for a development that can be more appropriate for Inglewood than the existing C-COR3 zoning. The development potential on this site has been recognized by the community and is reflected in the new ARP. These development opportunities include:

- Residential uses can be developed on the site.
- Can take advantage of adjacency to major roads, as well as the new MAX purple bus route.
- Increased density would support the local shops and services.
- Creates opportunity for commercial development along 19th Street SE
- Capitalize on the recent work for the river side and the Bird Sanctuary
- Family housing for nearby Colonel Walker School
- Smaller-scale housing options for aging people looking to downsize

As we are moving forward with a shared ARP, a major development, such as The Grid, impacts Ramsay as well. How the ARP is interpreted and applied in this development will set precedent for future development in either community. We want to share Ramsay's concerns about the proposed land use change.

Our Concerns

1. Circumventing the ARP Process

The City, and the Communities of Ramsay and Inglewood have been working together through the ARP process to agree upon the appropriate heights and density for future development

The mutually agreed upon height for this proposed site was **28 meters**, as indicated in the current ARP as well as the draft Inglewood ARP.

Please note that when the Inglewood and Ramsay ARPs were combined into a single document "Historic East Calgary ARP" in June 2018, there was a height and density creep on this site that was made by the City, without community consultation or discussion.

The proposed LOC presented to the Community of Inglewood indicated by the developer had an initial proposal for a **63 meter** (20 storey) tall building with a FAR of 5. This is well over double what the Community and City had agreed upon as the appropriate intensity for this site. The final numbers submitted to the City was a proposed building height of **49 meters** (16 storey) and an FAR of 5. For reference, the new draft ARP does not have an FAR of 5 proposed for any of Inglewood, which includes consideration for intensive development at the Blackfoot Truck Stop site.

By the City accepting an LOC application for a significant intensification on this site, it brings into question the role of the existing ARP and why we are working to develop a new document that we feel will most likely not be upheld. The message being sent is that what is outlined in the ARP has minimal significance, and the City welcomes applications that do not adhere to this statutory document. Why are we currently working so hard and expending resources to develop a new ARP if this LOC that is playing out is going to set a precedent and become standard practice? Why wouldn't all developers simply ignore what is in the ARP and go after any height and density that they would prefer for their site?

When the City accepts an application proposing an increase in zoning, knowing what the Community is amenable to, they knowingly place the Community and Developer into a conflict situation. If the City has already agreed upon the appropriate height, via the ARP for this site, how does an LOC proposing such a dramatic increase get this far into the LOC process with City support.

The developer bought this site knowing the zoning, knowing the existing ARP, and even what the new ARP supports. Why does this developer believe they deserve to be awarded additional height? What is the community getting in exchange for supporting this increase in development? If the developer wants all this additional height, why isn't there a density bonusing conversation happening.

If the developer is truly committed to bringing the best building possible to Inglewood, and believes that the solution for this site is additional height and density, then the interests of the Community should be protected with an application tying the LOC to development plans. By allowing for a separate LOC and DP, it is easy for the developer to upzone the property, flip the property for an increased profit, and not follow through with the massing of building they have sold to the Community.

In a process that has played out like this, the Community is left feeling like a bait and switch has been played. The developer comes in with a proposal over and above what they will settle for, hoping to get it, but knowing that the Community will be forced to

compromise to somewhere around what they developer most likely wanted the whole time.

2. Respect the Existing Conditions

This development is proposed across the street from existing single family homes. Development on this site should ensure an appropriate transition of development intensity and respect the scale of the existing buildings. The proposed density for this site will also add additional stress on existing infrastructure and roads. The current residents live on a quiet, secluded street and every effort should be made to respect this.

3. Expect Proper Due Diligence

- Proposing a development of this scale and height should require a complete **shadow study** to minimize or eliminate the impact on the existing surrounding buildings.
- With the opening of the MAX purple line, an updated **traffic impact study** should be required. The traffic study should look at the impact of additional traffic volumes, as well as the safety of pedestrians and bicyclists. Access to this development should be from 19th Street SE to accommodate both commercial and residential parking. It is not appropriate to have this additional volume weave through the neighborhood to this site.
- **Parking requirements** should be provided. The surrounding neighborhood should not be impacted by the parking requirements of the proposed development. What reductions are being asked for understanding proximity to the MAX line? How many stalls are being provided? Are visitor stalls being accommodated for? How will commercial loading and waste and recycling be handled?
- An **Environmental Impact Assessment** providing a clear idea of how the site's development relates to the flood zones on the nearby river and the relationship to nearby Inglewood Bird Sanctuary and the Bow Habitat Station is essential. Intensity on this site should be especially mindful of the environmental consequences.
- A clear understanding of the **Brownfield reclamation** of the site. As a former gas station this site will have concerns about contaminated soil and the community would like to see the resulting commitment and actions for the clean up.

As we continue to move forward in our ARP process, we are looking for City and Council support to uphold the decisions we are making as our outlined in our ARP, once our ARP has final approval and becomes a statutory document.

Thank you,



Erin Joslin
Vice President External, Ramsay Community Association
Chair Civic Affairs Committee

CC: Liisette Burgaghersi, City of Calgary (Liisette.burgaghersi@calgary.ca)
L.J. Robertson, Planning Chair, ICA