



Project Overview

The communities of Ramsay and Inglewood in southeast Calgary will soon undergo significant transformation with a new light rail transit station and several nearby developments proposed. To support this change, The City's Transit-Oriented Development (TOD) Program is leading a cross-corporate project to re-envision, re-design and ultimately deliver components of the public realm including streetscapes, parks, and pathways.

The City's TOD program is intended to support a high quality of life across Calgary by creating vibrant, active, and interesting neighbourhood centres where people and businesses thrive. New development will provide the opportunity for more people to live, work and shop within walking distance of public transit. That means more citizens and visitors will have easy, accessible, and economical ways of living and travelling in our city. The high-level objectives for the project include:

- Positively impact the social and physical well-being of residents by providing safe and comfortable spaces where people can socialize and be active.
- Improve connections around Ramsay-Inglewood Station so those who walk, wheel, take transit and drive can easily access local and city-wide destinations.
- Establish a sense of place that offers memorable experiences for residents and visitors.
- Boost economic vitality by attracting more people to local businesses, supporting redevelopment opportunities promoting investment.

To learn more about the project you can go to the project page where you can find further information on the background history and scope along with previous engagement processes and go to: <https://engage.calgary.ca/ramsay-inglewoodTOD>

This report takes the information from our previous engagement and takes the information compiled in the [What We Heard](#) and provides the actions and rationale that the project team has taken in the next steps.

Key Points of Consideration

In addition to the public engagement process to develop these concept designs we have also closely studied and considered of the following key points that affect and/or intersect with this project:

- Traffic data analysis through modelling and monitoring
- Close coordination with Green Line project work (notably affecting Greenway timelines)
- Communications with adjacent private and public development to coordinate work efforts, minimize budgetary impacts within potentially conflicting timelines, and minimize construction impacts on the community

- Ongoing consideration of the unique character and identity of these neighbourhoods to establish a sense of place that offers memorable experiences for residents and visitors.

Preferred Concept

The City has reviewed all of the feedback provided and worked with our design consultants to generate a preferred concept design for the streetscape and public realm improvements for 11/12 Street SE from the zoo bridge to 26 Avenue and 11 Avenue/11 Street SE from 8 Avenue to 12 Street as well as a preferred concept design for the Greenway link from Ramsay-Inglewood Station to the Elbow River.

We feel that this concept accurately reflects the desires of the community from what we've heard through the public engagement process and aligns well with The City's and community's goals for the future of the public realm. Below are images of design concepts followed by the Design Rationale for those concepts.

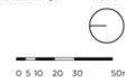
Greenway Concept:



3.4 Jefferies Park and Greenway Concept

This concept is draft for development purposes only. 1:1500

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|--|--|
| <ul style="list-style-type: none"> A Potential connection to Elbow River pathway B Potential location for skateboard bowl. Other skateboard elements to be distributed along Greenway doubling as site furniture. C Potential Green Line maintenance truck access to track. Track grade close to Greenway grade. D Passive naturalized park space. Significant grade change. E Potential MUP linkage to MacDonald Ave SE and bridge through future Redevelopment site. F Crosswalk (if MacDonald Ave MUP linkage goes through) | <ul style="list-style-type: none"> G Potential location for skating rink in winter / open lawn in summer. H Potential location for a community garden I Social seating node and small games (ping pong). J Raised deck - lookout point and intimate performance space K Jefferies Park - open manicured lawn. L Potential location for fenceless sport court that can also be used for small events/markets. Ice rink in winter (hockey/shinny). |
|--|--|



LEGEND

- - - approximate project boundary
- - - Ramsay-Inglewood station
- - - MUP connections
- ← Potential Green Line maintenance truck access to track.
- Area awaiting further review based on:
 - Technical needs of Green Line
 - Maintaining laneway access to adjacent properties
 - Maintaining a MUP connection adjacent to the future GL tracks
- Connection to Ramsay-Inglewood Station and Active Modes Facility on 11/12 St SE

To see an enhanced larger version of above image [click here](#).

Streetscape Improvements Concepts:

These are the key elements of our streetscape improvements:

- A lane reduction on 11/12 Street SE from the zoo bridge to 26 Avenue from 4 lanes to 2 with turning lanes at key intersections
- Wider sidewalk and a new separated active modes facility (multi-use pathway) enabled by the lane reduction
- Southbound side of the CP Rail & future GL LRT underpass dedicated to public realm & active modes

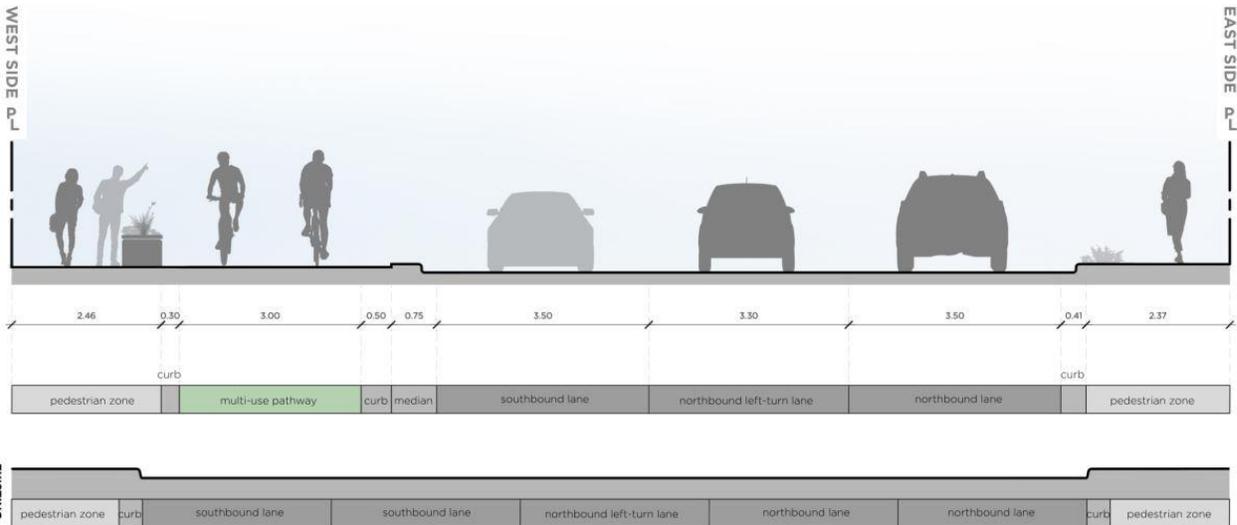
To see enhanced larger version of the following images [click here](#).

1 12 ST SE - SOUTH OF 9 AVE SE (Looking North)
 scale 1:50

GOALS

- Increased connectivity between Inglewood and Ramsay (from Ramsay Design Research Report, 2020)
- Be friendly and accessible to all ages (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Consider all-season indoor and outdoor social and recreational experiences (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Respect strong sense of neighbourhood identity (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Connect future bi-directional MUP south of 26 Ave SE to bi-directional MUP on Zoo Bridge to the north
- Improve cycling and pedestrian infrastructure (from Step 1 Engagement)
- Separate users of 12 St SE by their speed (from SA Network Guiding Principles)

KEY MAP

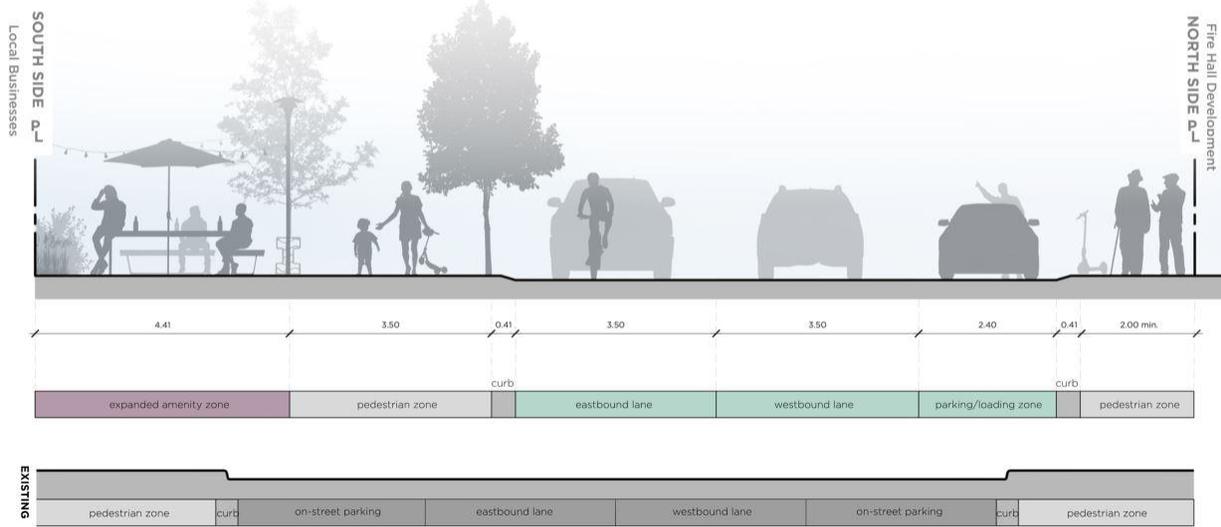
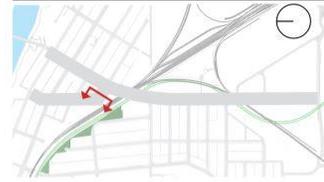


3 11 AVE SE - in front of Local Businesses (Looking West)
scale 1:50

GOALS

- Be friendly and accessible to all ages (from *Beltline and Inglewood Pools Program Discover Report, 2020*)
- Consider all-season indoor and outdoor social and recreational experiences (from *Beltline and Inglewood Pools Program Discover Report, 2020*)
- Respect strong sense of neighbourhood identity (from *Beltline and Inglewood Pools Program Discover Report, 2020*)
- Improve cycling and pedestrian infrastructure (from *Step 1 Engagement*)

KEY MAP

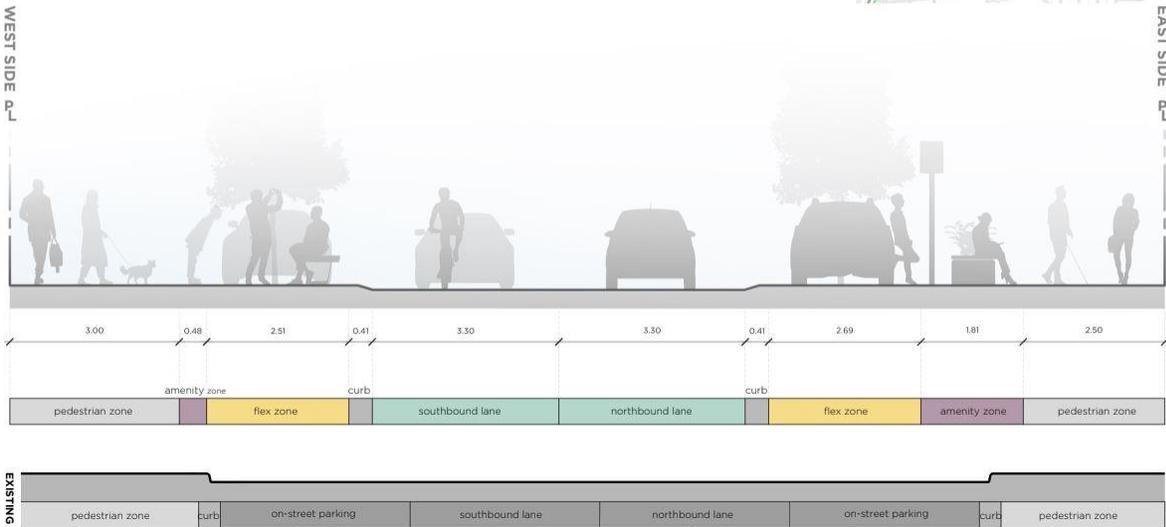
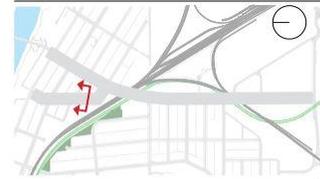


2 11 ST SE - NORTH OF 11 AVE SE (Looking North)
scale 1:50

GOALS

- Be friendly and accessible to all ages (from *Beltline and Inglewood Pools Program Discover Report, 2020*)
- Consider all-season indoor and outdoor social and recreational experiences (from *Beltline and Inglewood Pools Program Discover Report, 2020*)
- Respect strong sense of neighbourhood identity (from *Beltline and Inglewood Pools Program Discover Report, 2020*)

KEY MAP



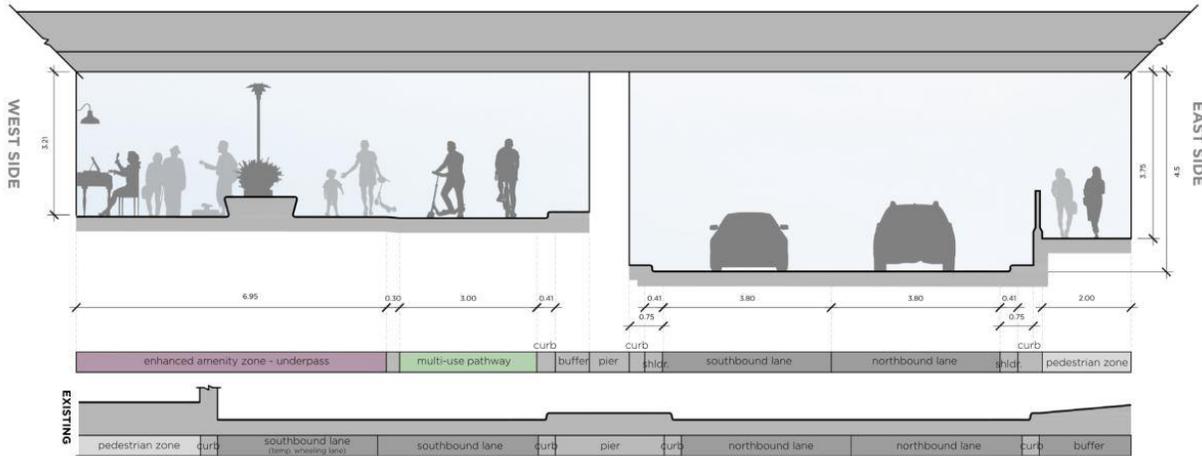
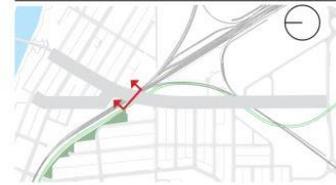
4 CP RAIL UNDERPASS (Looking North)

not to scale

GOALS

- Increased connectivity between Inglewood and Ramsay (from Ramsay Design Research Report, 2020)
- Be friendly and accessible to all ages (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Consider all-season indoor and outdoor social and recreational experiences (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Respect strong sense of neighbourhood identity (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Improve cycling and pedestrian infrastructure (from Step 1 Engagement)
- Increase and enhance public realm for improved social opportunities
- Provide a large connected public realm from 11 Ave SE to the Ramsay-Inglewood Station along 11 St SE

KEY MAP



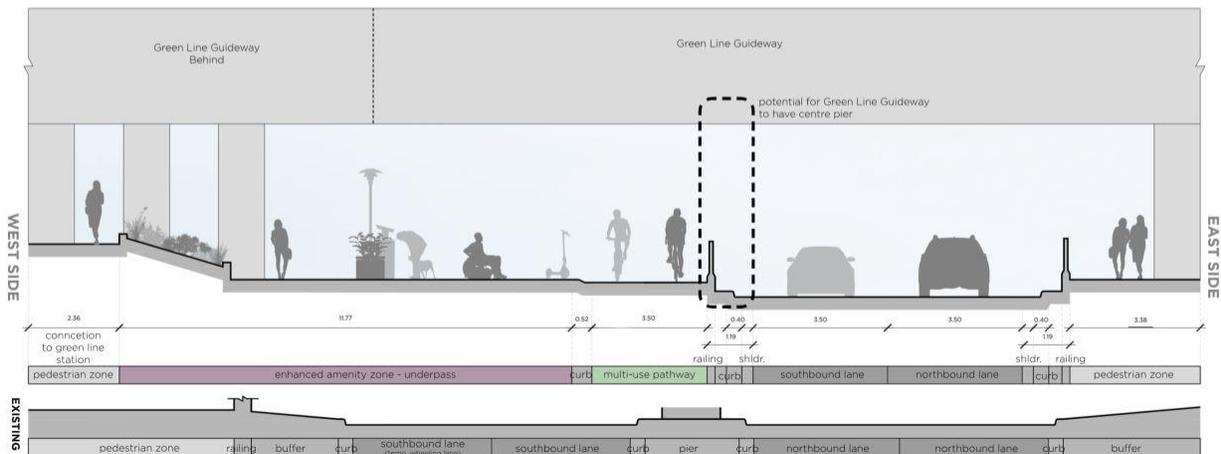
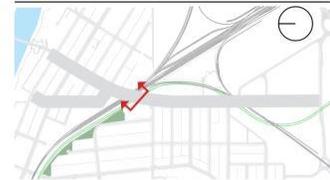
5 GREEN LINE UNDERPASS (Looking North)

not to scale

GOALS

- Increased connectivity between Inglewood and Ramsay (from Ramsay Design Research Report, 2020)
- Improve cycling and pedestrian infrastructure (from Step 1 Engagement)
- Increase and enhance public realm for improved social opportunities

KEY MAP

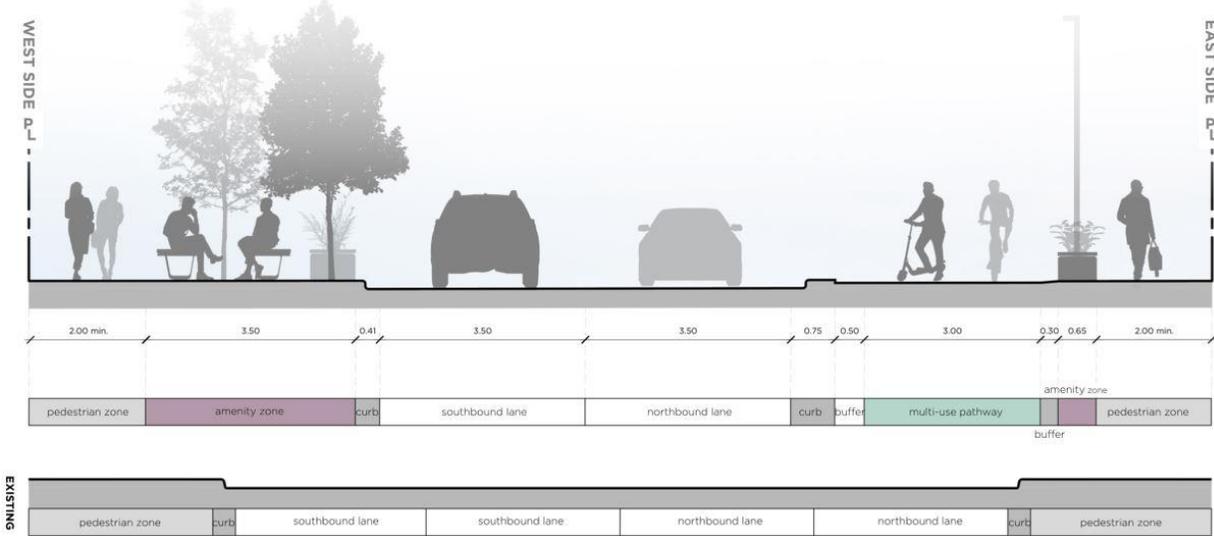
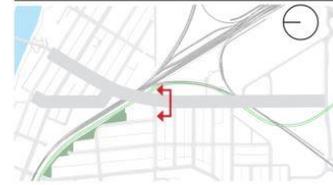


6 11 ST SE - NORTH OF 18 AVE SE (Looking North)
scale 1:50

GOALS

- Increased connectivity between Inglewood and Ramsay (from Ramsay Design Research Report, 2020)
- Be friendly and accessible to all ages (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Consider all-season indoor and outdoor social and recreational experiences (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Respect strong sense of neighbourhood identity (from Beltline and Inglewood Pools Program Discover Report, 2020)
- Improve cycling and pedestrian infrastructure (from Step 1 Engagement)
- Increase and enhance public realm for improved social opportunities
- Provide a large connected public realm from 11 Ave SE to the Ramsay-Inglewood Station along 11 St SE
- Separate users of 11 St SE by their speed (from SA Network Guiding Principles)

KEY MAP



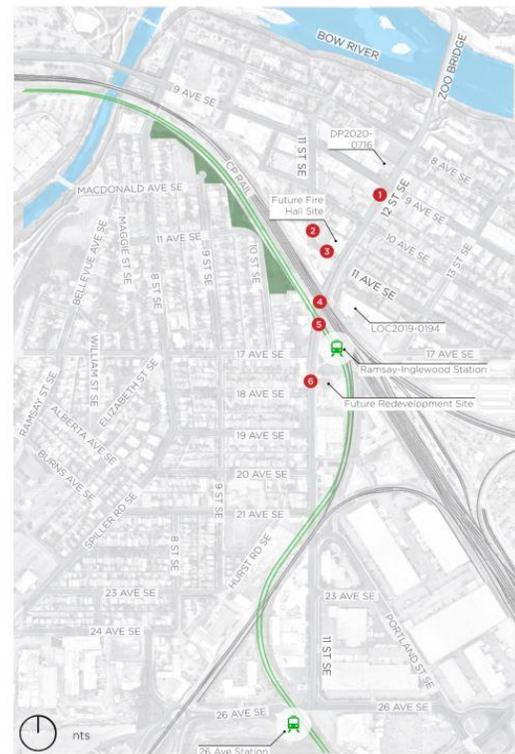
Streetscape Sections

The proposed cross sections transform 11/12 St SE from a four-lane to a two-lane cross section that places an increased emphasis on the public realm. Strategies include providing active modes facilities (MUP), wider sidewalks, amenity spaces, and the addition of Street trees.

The average right-of-way width is 20m and prioritizes pedestrian and active modes, while providing an interface to adjacent redevelopment opportunities in the community.

PROPOSED STREETScape CROSS SECTIONS

- 1 12 St SE, south of 9 Ave SE, looking north
- 2 11 St SE, north of 11 Ave SE, looking north
- 3 11 Ave SE, in front of Breweries, looking west
- 4 CP Rail underpass
- 5 Green Line underpass
- 6 11 St SE, north of 18 Ave SE, looking north



To view enhanced larger version all the above images [click here](#).

Design Rationale

This table shows how the design has responded to the feedback the community and stakeholders have provided throughout the engagement process:

<i>What We Heard:</i>	<i>What We Did:</i>
Desire for public realm improvements on 11/12 ST SE	<p>The design provides the following improvements to the public realm:</p> <ul style="list-style-type: none"> • Comprehensive amenity zones which will accommodate planting/street trees, new pedestrian and street lighting, and street furnishings. • Flexible spaces with not only permanent features, but have the ability to be flexible, hosting temporary events or activations. • Incorporation of wayfinding elements • Incorporation of community identity and sense of place
Desire for upgrades in and around the CP Rail and Future Green Line LRT underpass	<p>The design provides the following upgrades in and around the CP Rail and Future Green Line LRT underpass:</p> <ul style="list-style-type: none"> • Separation of vehicles & Public Realm • Inclusion of public art & artistic wayfinding • Comprehensive lighting • Incorporation of Crime Prevention Through Environmental Design (CPTED) strategies
Desire to integrate multiple modes of transportation within the area	<p>The design provides the following improvements to better integrate multiple modes of transportation within the area:</p> <ul style="list-style-type: none"> • Separated multi-use pathway • Safe and accessible intersection treatment • Integration with Green Line transit plazas • Connections made to the greater pathway system
Desire for open space improvements	<p>The design provides the following improvements to open space in the area:</p> <ul style="list-style-type: none"> • Flexible performance & event spaces • Active recreation • Passive recreation • Fair & equitable spaces



Desire for better pedestrian connections	The design provides the following improvements to pedestrian connections: <ul style="list-style-type: none">• Wider sidewalks• Incorporation of wayfinding elements• Integration of accessible for all design standards
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Next Steps:

The project team will enter Detailed Design in Q3 2022 and begin construction in 2023 (contingent on funding approved by Council). The team will maintain continued coordination with community stakeholders throughout the process with the objective of enhancing the community’s unique character and identity, social health and well-being, mobility, and economic vitality.

Timeline

STEP 1: VALIDATE

September 2021

Online Public Engagement

STEP 2: REVEAL AND EVALUATE

January 2022

Online Public Engagement

STEP 3: REVISE

February - April 2022

Review and revise conceptual design plans

STEP 4: FINALIZE

April - June 2022

Conceptual design plans finalized

STEP 5: DETAILED DESIGN (CURRENT PHASE)

2022/2023

Detailed design development

STEP 6: CONSTRUCTION

2023/2024

Contingent on funding approved by Council