

From: [Janet Webb](#)
To: [Public Submissions](#)
Subject: [EXT] Notice of Public Hearing Response
Date: Wednesday, January 22, 2020 10:06:36 AM

January 21st, 2020

City of Calgary City Clerk
700 Macleod Trail S.E.
PO Box 2100, Postal Station "M"
Calgary, Alberta
T2P 2M5

RE: Land Use Redesignation - 2820, 2824, 2828 - 33rd Street S W
Plan 732GN, Block 9, Lots 18-20, from DC Direct Control District to Multi- Residential - Contextual Grade Oriented (M-CGd72) District.

Hello,

My name is Janet Webb, and I live across the street from the three lots in question. I have lived here most of my life as my parents bought the land and built our house in 1956. I took possession of the house 23 years ago. I have seen a lot of change in this great community, and I think my observations are valuable.

I was sent a letter from the city a few months ago regarding the above, which I responded to. Below are my comments and concerns. Unfortunately I cannot attend the Public Hearing as I am an owner of two retail stores, and it is challenging getting away during the downturn that we are experiencing. I hope that this letter will speak to you of how seriously concerned I am about the proposal for three fourplexes.

This particular street in Killarney has the benefit of an awesome elementary school just down the block from my house which I attended as a child. It also has two unique small shopping strip malls right on 26th Avenue. Most of the the houses (6 of the 10) on my block (26th to 28th) are rentals. The negative impact that I see daily is the parking issue.

The elementary school brings parents dropping off their children at 9:00 AM and picking them up at 4:30 PM. The streets surrounding the school are a nightmare at both of these times and this also involves my block. When there is an event at the school in the evenings cars are parked on my street for the evening. This can be up to 20 vehicles, and this does not include the vehicles of the people living in the houses. Usually on these nights the street is completely full of parked cars. In the AM and afternoon school hours the street is challenging to drive with school buses being part of the vehicle makeup and the streets lined on both sides with parked cars.

The two strip malls often do not have enough parking to accommodate the staff and customers and so my street is used on a daily basis from 8:30 to 5:30. This includes weekends.

The two story apartment building that has 6 units, has only 6 parking spaces in the back. A few of these apartment renters having two vehicles and the extra vehicles are parked on the street in the evening and on the weekends.

The six up and down rental houses on the block each have at least 3-4 vehicles and most of them park on the street.

I have counted vehicles on the street from time to time since I was advised of the proposed changes:

- daytime weekdays are the lightest times, but the vehicles at this time are mostly owned by workers in the strip malls and home owners if they do not work. There are usually 5-15 during the day

except for drop off and pick up times at the school when the number of vehicles increases dramatically.

- evenings are when renters and owners come home. The street is filled with vehicles, sometimes 20-25 for this time.

- weekends are also very congested with 20-25 or more vehicles. I am lucky enough to have a garage as I would not be able to park in front of my house. It is frustrating when I have visitors.

The issue of parking will only worsen if the three lots are allowed to have four units on each lot, as with this type of building only one parking spot or garage per unit is provided. If the rental lots now have 3-4 vehicles, with the change to 4 units per lot, the number of vehicles could double, so instead of 12 vehicles for the three lots there could potentially be 24 vehicles with only enough garage space for 12. These 12 vehicles will be on the street.

Another issue that I personally have experienced is the danger of attempting to enter the street from the alley or even from a corner. Due to the number of vehicles on the street it is extremely difficult to see if there are oncoming cars on the street. My vehicle was hit when I kept inching out and couldn't see the vehicle until it hit me. I was charged because I was entering from the alley. In my opinion there should be a restriction on vehicles too close to corners and alleys.

I am not opposed to change, and I know that the city is wanting higher density in communities like Killarney. This is revitalizing my neighbourhood! It is going through a very dramatic change and in my mind it is positive, replacing some of the old 1950's bungalows with new dynamic housing, but most of these changes are duplexes, which supply 2 car garages for each unit. If duplexes were approved for the three lots across the street this would actually take vehicles off the street! It would also blend in better with the rest of the changes taking place, and give a more balanced look to the community.

I am but one tiny voice on my block, and likely the only voice, but I think that my concerns are very real, particularly when it comes to the already existing number of vehicles on the block, and what would happen if twelve housing units were added to the existing parking dynamics.

I hope that you will strongly consider what I have written, and know that I feel very positive about change in the community if it is thoroughly investigated for serious negative impacts. Killarney is a popular area and I'm happy to see new young families coming in. They bring with them an exciting vitality which will carry the community for another 35 years.

Please feel free to contact me if you have any questions. Thank you for your time and allowing me to express my concerns.

With kind regards,

Janet Webb

From: [Steve Benson](#)
To: [Public Submissions](#)
Cc: [Maribel Benson](#)
Subject: [EXT] Land Use Redesignation Bylan 25D2020 - 732GN, BLOCK 9
Date: Monday, January 27, 2020 8:00:22 AM

Attention: Laura M. Kennedy, CITY CLERK

We fully believe that the properties located under Plan 732GN, Block 9, Lots 18-20 from DC (Direct Control to M-CGD72 (multi-residential) will be knocked down and replaced by row housing/townhouses. We are not in favour of this change for multiple reasons.

Firstly, it would not complement or fit in the streetscape at all. Directly opposite to the three properties in questions are single homes all the way down south on 33rd Street until you reach the corner lot at Richmond Road. That development of townhouses is located across from the former married quarters (former Currie Barracks) that were privately sold and remodelled in the early 90's. In that sense the development on 33rd and Richmond Road fit the streetscape unlike this proposal.

Secondly, there are two elementary schools in the immediate area; Killarney and Ecole Holy Name. School buses regularly travel down the street dropping students off in the morning and returning to pick up in the afternoon. In fact, I've seen a school bus travel north up the block and turn right on 26 Avenue (heading east) at noon hour, with students on board. These must be kindergarten students finished for the AM classes. The road/block in question is already busy during these times and allowing a zoning change to increase density will make matters worse. Parking is already an issue around our neighbourhood where single homes have been replaced by duplexes and infills. You can imagine what that would look like in a row housing development where some households have 2-3 vehicles. Also, the block in question is a snow route, so if the city declares a snow emergency then all vehicles have to move off the block in question.

Thirdly, I have walked and taken photos in the neighbourhoods of Spruce Cliff (north of Bow Trail) from 37 Street to 33 Street SW and Shaganappi. Both of these neighbourhoods have had lots of older single homes torn down, but I have only seen side by side duplexes and infills replace the older structures. Both these districts are closer to the city center than Killarney. As the present mayor of Calgary has made clear, he wishes higher densities to happen in districts closer to the city center first, before it spreads out to districts further from the city center. Our question is why would row housing occur in Killarney before the districts closer to the city core?

Yours truly,

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