

January 14, 2020

To City of Calgary Councillors and the Mayor,

I am writing in support of Banff Trail Applications LOC2019-0079, LOC2019-0080, LOC2019-0081.

As a long term resident and home owner in Banff Trail, I am concerned about the impacts of medium density development in our community, however I believe the advantages of this project outweigh the disadvantages. Here are my comments:

- Without medium density development in areas set out by the ARP, the housing stock along 24th Ave and Capitol Hill Crescent are likely to continue decaying for a long time.
- According to the 2018 census, 65% of dwellings in Banff Trail are not owner occupied. Concerns of becoming a rental district don't seem relevant.
- Our community could benefit greatly from commercial business on the main floor.
- 24th Avenue (at this location) is currently not pedestrian friendly. This type of building is proven to improve the pedestrian experience. The building height and proximity to 24th Avenue will provide a measure of traffic calming.
- Our community has one recently built, 6 storey medium density building on the NW corner of 24th Avenue and Crowchild trail. Although this project was opposed by some residence, the concerns were not realized. The number of units did not lead to any parking issues. It was also discovered that the building provides a sound barrier to many of the residences in the east.

Thank you,

Rob Hirsch

2227 Halifax Cr NW, Calgary AB T2M 4E1

January 8, 2020

Re: Developments in Banff Trail

2460, 2464 and 2468 – 23 Street NW, LOC2019-0079, CPC2019-1509

2022 and 2026 – 24 Avenue NW, LOC2019-0080, CPC2019-1507

2103 and 2107 – 24 Avenue NW, LOC2019-0081, CPC2019-1508

My name is Shawna Curry, my husband Jason and I live at 2436 26 Avenue NW. We are in support of increased densification of Banff Trail as our community will significantly benefit from this positive change. Much of the housing stock in Banff Trail is nearing the end of its useable life and needs to be torn down or significantly renovated. The increase in density will increase the number of people actively using the community, providing for safer streets, increases in active transportation, higher transit usage and an increase in a sense of community as residents connect with their neighbours more often. As houses are replaced, more permanent residents move in, reducing the transient nature of illegal rental units that are prevalent in Banff Trail.

We moved into Banff Trail in 2011, to be closer to amenities and active transportation routes. Due to the proximity to three train stations, we walk or cycle daily and went down to a single vehicle until Car2Go pulled out. We plan to be a single car family again. Our friends in Banff Trail have also reduced their need for additional vehicles. I anticipate similar factors would exist for the future residents of Banff Trail.

After sitting on the Banff Trail Planning and Development Committee for over 5 years, parking is a concern frequently raised by residents. These issues are most frequently brought up by residents who live in single-family bungalows. There is ample parking in Banff Trail with few parking restrictions and permits available for residents in controlled areas. We live 100m from the Kaleidoscope building, a six story mixed residential, commercial, and office use building at 2520 Capitol Hill Crescent; the intersection of 24th Avenue and Crowchild Trail. We have no spillover from the residents. Kaleidoscope is unable to fill their parking lot, a factor that I anticipate would be common with future developments.

Increased density helps to support the infrastructure for safer corridors for active transportation. I see more people walking and biking since Kaleidoscope has been built. More eyes on the street increases community awareness and decreases safety issues. Active transportation improves our personal health and the health of our communities. The more people walk and bike the more we lower health care costs as we decrease the incidence of chronic diseases.

Approximately 98% of collisions on regional roads are between gas-powered vehicles. Creating roads for alternative forms of transportation means less traffic accidents. An increase in cycling and walking has the outcome of fewer vehicles on the road. Streets where more people walk, and bike have been shown to reduce local crime rates. Active transportation has other environmental benefits including cutting down on greenhouse gas emissions, air pollutants and

global climate change. It reduces noise pollution and congestion and reduces the need for new parking lots and roadways.

Allowing Banff Trail to increase their density would support active transportation corridors while increasing the health of our populations. As loneliness is quickly becoming a global epidemic, active transportation supports increased contact with neighbours and community, improving mental health outcomes and creates social bonds.

It is for these reasons that we support this project and the increase of density in Banff Trail.

Shawna Curry
2436 26 Avenue NW
Calgary, Alberta
T2M2G9

January 18, 2020

Land Use Redesignations - Bylaw 20D2020, 21D2020, and 22D2020

Amendments to the Banff Trail Area Redevelopment Plan - Bylaw 5P2020, 6P2020, and 7P2020

My name is Gareth Spicer, my wife Heather and children James, Carys, and David live at 5 Creston Crescent NW. We moved into the neighbourhood of Banff Trail in 2008.

Banff Trail has undergone significant contextual changes since its initial development in the middle of the last century. Although many of the original resident cohort has been replaced by families such as ours, this replacement has not been at a rate to maintain the rate of attrition. Like many areas in Calgary of similar age and demographic, this has led to a decreasing population and related decrease in overall community health. Over the same period, additional development in proximity to Banff Trail including the University of Calgary and related sports training facilities, the light railway transit line, and additional suburban development have greatly altered the urban context from which Banff Trail was originally conceived. The proposed developments related to the land use and redevelopment plan amendments reference above are in alignment with the contemporary urban context of the area and represent an opportunity to mitigate demographic issues by contributing to the long term health and stability of Banff Trail.

It is for these reasons that I support the proposed land use redesignations listed under Bylaw 20D2020, 21D2020, and 22D2020 and related amendments to the Banff Trail Area Redevelopment Plan listed under Bylaw 6P2020, 7P2020, and 8P2020

Located at the intersection of 24th Avenue NW and Crowchild Trail, a similar project as those represented by the amendments listed above, at 2520 Capitol Hill Crescent (Kaleidoscope) includes similar features, including; 4-6 stories, underground parking, landscaped public space, and a mixed use commercial/office ground floor. Despite widespread trepidation from many local residents at the time, this mixed use multi-story development has enjoyed great success. This development provides an important safe, well maintained, and serviced residential option for many people at a stage in life not currently in alignment with home ownership. Particularly at the scale and economic commitment currently required in Banff Trail.

This resident population helps to support the tenant coffee shop (currently a Higher Ground bistro) at this location; which includes an outdoor patio. This commercial space is well used and has developed into a valued meeting and social opportunity for community residents in addition to those occupying the Kaleidoscope development. I live approximately 100 metres north of this development and have not experienced any related parking or noise issues and can confirm the grounds and structure have been well maintained since its construction in 2012. I anticipate the subject projects represented by the above amendments will enjoy a similar level of success.

As was the case with the Kaleidoscope project, the proposed development at the northeast corner of 24 Avenue and Exshaw Road NW (Bylaw 20D2020 and 5P2020)

includes landscaped public space facing Exshaw Road toward the northwest portion of this irregular lot. The component included in this proposed development is an innovative design solution to the space created by the transition of Exshaw Road from 20 Street NW creating a public gathering space and park amenity for the community. In combination with the at grade commercial space also planned at this location, I anticipate a positive public/private dynamic will develop similar to the Kaleidoscope example.

Unlike the residential development from which the community of Banff Trail was initially built upon, or the contemporary expression of this building form (new single family, duplex, side by side) seen in recent years, mixed use multi-story developments, like those currently proposed under the above amendments, represent a scale of investment which allows for a more creative approach to building form, a complementary and diverse resident population, and the development of a more dynamic public realm. This investment is manifest in not only the planned architecture elements (building form/public park space) but also the public/private interaction provided by the commercial potential they provide (bistro, coffee shop, etc.).

Contemporary developments offering greater density, uses, and a broader resident demographic such as those currently proposed and represented by the above listed amendments (as exemplified by the existing Kaleidoscope development) are consistent with the contemporary urban reality of the neighbourhood and will provide an important part of a strong foundation in support of Banff Trail's future health and viability. It is in light of this discussion, that I support these proposed developments and urge Mayor and Council to approve the proposed land use redesignations and related amendments to the Banff Trail Area Redevelopment Plan

With best wishes,

A handwritten signature in black ink, appearing to read 'Gareth Spicer'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Gareth Spicer

From: [Rick Schulze](#)
To: [Public Submissions](#)
Cc: ben@civicworks.ca
Subject: [EXT] RE: February 3 Public Hearing: LOC2019-0079, LOC2019-0080, LOC2019-0081
Date: Monday, January 20, 2020 4:22:38 PM

To City of Calgary Councillors and the Mayor,

I am writing in support of Banff Trail Applications LOC2019-0079, LOC2019-0080, LOC2019-0081.

The vast majority of housing stock in Banff Trail was built in the '50s to serve the growing working population of northwest Calgary. Much of this housing stock is reaching the end of its lifecycle. Replacing it with higher density housing benefits the City by taking advantage of existing infrastructure; and the community by providing more variety for people wanting to live near schools and large employment centres.

Increasing density in Banff Trail has several easily recognized benefits:

- increased tax base
- more eyes on the street
- increased demand for local services

Using existing inner city infrastructure helps the community and the city by:

- not requiring new roads
- lowering the per person cost for maintenance

Providing more variety of residences benefits the community and the city by:

- broadening the range of people residing in the community increases the cultural and economic diversity
- increases the demand for public spaces and amenities
- encourages alternate modes of transportation by reducing the number of parking spots per residence over all

I support the 2 applications listed above.

Thank you,
Rick Schulze
1925 22 Ave NW T2M 1R8

From: [Jennifer Herring](#)
To: [Public Submissions](#)
Cc: ben@civicworks.ca
Subject: [EXT] RE: February 3 Public Hearing: LOC2019-0079, LOC2019-0080, LOC2019-0081
Date: Tuesday, January 14, 2020 7:29:58 PM

To City of Calgary Councillors and the Mayor,

I am writing in support of Banff Trail Applications LOC2019-0079, LOC2019-0080, LOC2019-0081

Banff Trail is blessed with an inner city locale, proximity to the university and its corresponding amenities, and potential to be a hotspot of cultural and economic growth that can impact the city as a whole.

As a young graduate student living in a rental suite in Banff Trail, I do not have the same economic means to purchase single-family homes in the Banff Trail area. I benefit greatly from the retrofitted, multi-suite single family home that I rent from (with three different suites inside). Densifying the neighbourhood will allow for more options for student living, while also creating infrastructure that supports local businesses within the area, increasing of pedestrian and cycling traffic and reducing vehicular traffic in the area.

While the university itself has many amenities, it can be difficult to access if you are either not a student or if you have disability, or are afraid of crossing traffic by foot across Crowfoot. Implementing these developments will allow for a greater mosaic of amenities that would be accessible by foot, bike, and/or personal movement aids such as wheelchairs, crutches, and other variations of the like. Implementing these developments will also stimulate the construction of safer pedestrian crossings, which are imperative to safety of all ages and abilities when attempting to cross 24th street. The walkability/accessibility of these developments will cut down on vehicular traffic within the community and increase the overall quality of life of residents and people commuting to this area for school and work by fostering community and creating an inviting streetscape. I know this because I chose to live two blocks away from Higher Ground in Banff Trail, so that I may have a community hub to access without having to cross pedestrian-unfriendly major roads (like 19th Street and Crowfoot Trail) with my own occasional difficulty with walking. I can only imagine the great economic, social, and health-related benefit that these developments will bring to residents and neighbouring communities in and around Banff Trail, and my hope is that council approves these applications in support of the future of Banff Trail and its many diverse inhabitants.

Thank you for your time,

Jennifer Herring

Jennifer.herring@shaw.ca

From: Randi Berting <randi.berting@gmail.com>
Sent: Thursday, January 23, 2020 11:35 PM
To: Public Submissions
Cc: Farrell, Druh
Subject: [EXT] Comments opposing the Application for Land Use Amendment LOC2019-0080 (Document attached and text inserted below)
Attachments: Application for Land Use Amendment LOC2019-0080 - Comments from Randi and Al Berting opposing development.pdf

January 24, 2020

Attn: Office of the City Clerk, PublicSubmissions@Calgary.ca
The City of Calgary, 700 Macleod Trail S.E.
PO Box 2100, Postal Station "M", Calgary, Alberta T2P 2M5

RE: Comments opposing the Application for Land Use Amendment LOC2019-0080

We are writing to oppose the Application for Land Use Amendment LOC2019-0080 which pertains to parcels 2022 24 AV NW and 2026 24 AV NW. Unfortunately, we are not able to attend the Public Hearing, but we hope that City Council will consider our comments. We have several concerns with this application, which seeks to redesignate the two parcels from the current R-CG and R-C2 designations to the mixed use (residential and commercial) designations of MU-1f2.9h15.5 and MU-1f2.9h15.5. In the recently revised Banff Trail ARP, these parcels have been designated Medium Density Low-Rise Residential, which does not permit commercial/retail other than minor home businesses located within the dwelling units (live/work units).

We have three main reasons for objecting to this proposed land use amendment:

- (1) inclusion of commercial/retail uses on the main floor of the development;
- (2) building size/scale which seeks to place +/- 45 dwellings on the two (50-foot) parcels;
- (3) placement of the underground parking garage access and commercial loading dock on the already busy alley/laneway.

Reasons for Opposing this Application:

We live on the block where these parcels are located and we will be directly impacted by increased traffic on the alley/laneway as well as other negative impacts from the proposed commercial/retail uses. Our three main reasons for objecting to this proposed amendment are described fully below:

Concern #1: Proposal to include commercial/retail uses on the main floor of the development

The Banff Trail ARP states *"Further commercial expansion into the existing residential area is strongly discouraged."* Redesignating these parcels as Mixed Use is also inconsistent with the Land Use Bylaw (Part 14, Division 2 Mixed Use-General District), which states that Mixed Use-General District is intended to *"be located along commercial streets where both residential uses and commercial uses are supported at grade facing the commercial street"*.

The Land Use Bylaw (Division 2: Mixed Use - General (MU-1f##h##d#) District; Subsection (1) Purpose states: *"the Mixed Use-General District is intended to: (a) be located along commercial streets where both*

residential uses and commercial uses are supported at grade facing the commercial street; (b) accommodate a mix of residential and commercial uses in the same building or in multiple buildings throughout an area; and (c) respond to local area context by establishing maximum building height for individual parcels. Subsection (2) states: "The Mixed Use-General District should only be located where a local area plan, or other policy, supports land uses and development aligned with the purpose statements in subsection (1).

This proposed redesignation to Mixed Use-General is not a minor amendment to the Banff Trail ARP; it and similar current applications will have the effect of transforming 24th Avenue from a residential street (collector) to a commercial street. This has major impacts to the nature and character of the community and will have traffic impacts for existing residents. Commercial/retail zones are already located a short walk away on nearby 20th Avenue and Morley Trail.

The commercial/retail spaces will require delivery vehicles to access a rear loading dock which will be located on the short alley/laneway between Exshaw Road and 19th Street NW. This will generate significantly more truck traffic along the alley, adding to the existing high traffic and noise along the lane. Delivery trucks will likely need to block the alley while goods are being unloaded, and the commercial/retail businesses will require waste disposal services that will add more truck congestion. Retail/Commercial uses will generate additional traffic along 24th Avenue, the alley and 19th Street. This block is currently not designated as commercial except near the intersection of 24th Avenue and Crowchild Trail.

A further concern is that Land Use Bylaw lists a number of discretionary uses for Mixed Use include a large number of commercial activities that would have significant negative impacts on the existing residents in neighbouring homes, such as an *accessory liquor store; brewery, winery or distillery; cannabis store; drinking establishment; hotel; liquor store; restaurant: licensed; vehicle rental; vehicle sales*. While the applicant is not proposing any of these uses at this time, it will be possible for a future owner to apply for these discretionary uses. These discretionary uses that could be permitted over time are not compatible with the residential character of the neighbourhood.

Concern #2: Building size/scale which seeks to place +/- 45 dwellings on the two (50-foot) parcels

This size and scale of this application is *not* supported by the objectives of the Banff Trail Area Redevelopment Plan. The Banff Trail ARP "*accommodates modest redevelopment while contributing to the existing character of the community*" (Page 1).

The objectives of the Banff Trail ARP set out in section 2.1.1 are:

- a) To create and maintain stability within the community.*
- b) To ensure the continued viability of Banff Trail as a desirable neighbourhood by preserving the existing character and quality of the area while permitting compatible infill development.*
- c) To ensure the availability of a variety of housing types within the community.*
- d) Identify areas in the community that are appropriate for modest intensification.*

Bylaw 11P2016

The block on which these two parcels are located was redesignated as Medium Density Low-Rise Residential when the Banff Trail ARP was recently amended. Page 9 of the Banff Trail ARP indicates:

The Medium Density Low-Rise area is intended to allow for a low-rise built form (approximately 3-4 storeys) that can provide for a modest increase in density while not being out of context with the existing character of the area.

2.1.3.5 New development within this area should be limited to medium-density low-rise residential developments and includes townhouses, apartments, and live/work units.

2.1.3.6 Redevelopment of individual parcels should demonstrate sensitivity with the neighbourhood context through building scale and design while encouraging innovation in design.

While the Banff Trail ARP Medium Density Low-Rise Area does allow for rowhouses, townhouses and apartments, the proposed +/- 45 dwelling units on two (50-foot) parcels is out of context with the existing character of the area and is not simply a modest increase in density. The Land Use Bylaw indicates that the existing R-CG designation “*accommodates grade-oriented development in the form of rowhouse buildings, duplex dwellings, semi-detached dwellings and cottage housing clusters*” (in addition to existing residential development). It also “*accommodates secondary suites and backyard suites with new and existing residential development.*”

On the existing two 50-foot parcels, the current R-CG designation would allow for a total of 8-12 rowhouses (four to six per 50-foot lot) plus 8-12 secondary suites for a maximum of about 24 dwellings. This already would be beyond a normal understanding of “modest intensification” from the existing two houses. However, the proposed redesignation would double this number of dwellings to +/- 45 in addition to the commercial/retail on the main floor. This cannot reasonably be considered “modest intensification.”

The proposal includes one underground parking space for each unit, with access via the already busy alley between Exshaw Road and 19th Street. The applicant is not providing parking for commercial/retail customers or for guests of the dwelling units. This will compound a parking problem in the area, with parking by permit only between 24th Avenue and Morley Trail, and much of the existing parking on 24th Avenue being converted to bike lanes.

Concern #3: Placement of the underground parking garage access and commercial loading dock on the already busy alley/laneway.

The alley/laneway between Exshaw Road and 19th Street is a short alley that is bisected by a long alley connecting to 26th Avenue NW. The “Y” shape of the alley encourages short-cutting traffic with drivers attempting to avoid the lights at 24th Avenue and 19th Street NW. Those of us who live along the alley often have difficulty accessing it, and having to stop and even back-up to let another vehicle pass through the alley occurs often if not daily. The +/- 45 units will require private waste disposal (roll-off type dumpsters) as the alley cannot accommodate an additional 135 green, blue and black bins. The process of moving and dumping a large dumpster takes time, is loud, and leads to leaking of garbage and odours. This will be unpleasant for those living near the complex. As mentioned earlier, if commercial/retail is approved for the site, delivery trucks will also likely need to block the alley while goods are being unloaded, and the commercial/retail businesses will require waste disposal services that will add more truck congestion.

Conclusion:

We respectfully request that City Council not permit the inclusion of commercial/retail space on the main floor of this apartment complex. If a development of this magnitude and redesignation to Mixed Use (with commercial/retail) from Medium Density Low-Rise Residential is approved, it will undermine the integrity, value and purpose of the Area Redevelopment Planning process. We are not opposed to reasonable, modest intensification as was proposed last year for one of the subject parcels. Banff Trail has been a desirable, pleasant neighbourhood and we hope that it continues to be so, as envisioned in the Banff Trail ARP. Thank you.

Randi Berting and Al Berting
2509 19 Street NW, Calgary, Alberta T2M 4T9

January 24, 2020

Attn: Office of the City Clerk, PublicSubmissions@Calgary.ca
The City of Calgary, 700 Macleod Trail S.E.
PO Box 2100, Postal Station "M", Calgary, Alberta T2P 2M5

RE: Comments opposing the Application for Land Use Amendment LOC2019-0080

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We have three main reasons for objecting to this proposed land use amendment:

- (1) inclusion of commercial/retail uses on the main floor of the development;
- (2) building size/scale which seeks to place +/- 45 dwellings on the two (50-foot) parcels;
- (3) placement of the underground parking garage access and commercial loading dock on the already busy alley/laneway.

Reasons for Opposing this Application:

We live on the block where these parcels are located and we will be directly impacted by increased traffic on the alley/laneway as well as other negative impacts from the proposed commercial/retail uses. Our three main reasons for objecting to this proposed amendment are described fully below:

Concern #1: Proposal to include commercial/retail uses on the main floor of the development

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character of the community and will have traffic impacts for existing residents. Commercial/retail zones are already located a short walk away on nearby 20th Avenue and Morley Trail.

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A further concern is that Land Use Bylaw lists a number of discretionary uses for Mixed Use include a large number of commercial activities that would have significant negative impacts on the existing residents in neighbouring homes, such as an *accessory liquor store; brewery, winery or distillery; cannabis store; drinking establishment; hotel; liquor store; restaurant: licensed; vehicle rental; vehicle sales*. While the applicant is not proposing any of these uses at this time, it will be possible for a future owner to apply for these discretionary uses. These discretionary uses that could be permitted over time are not compatible with the residential character of the neighbourhood.

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- a) To create and maintain stability within the community.*
 - b) To ensure the continued viability of Banff Trail as a desirable neighbourhood by preserving the existing character and quality of the area while permitting compatible infill development.*
 - c) To ensure the availability of a variety of housing types within the community.*
 - d) Identify areas in the community that are appropriate for modest intensification.*
- Bylaw 11P2016*

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- The Medium Density Low-Rise area is intended to allow for a low-rise built form (approximately 3-4 storeys) that can provide for a modest increase in density while not being out of context with the existing character of the area.*
- 2.1.3.5 New development within this area should be limited to medium-density low-rise residential developments and includes townhouses, apartments, and live/work units.*
- 2.1.3.6 Redevelopment of individual parcels should demonstrate sensitivity with the neighbourhood context through building scale and design while encouraging innovation in design.*

While the Banff Trail ARP Medium Density Low-Rise Area does allow for rowhouses, townhouses and apartments, the proposed +/- 45 dwelling units on two (50-foot) parcels is out of context with the existing character of the area and is not simply a modest increase in density. The Land Use Bylaw indicates that the existing R-CG designation “*accommodates grade-oriented development in the form of rowhouse buildings, duplex dwellings, semi-detached dwellings and cottage housing clusters*” (in addition to existing residential development). It also “*accommodates secondary suites and backyard suites with new and existing residential development.*”

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Conclusion:

We respectfully request that City Council not permit the inclusion of commercial/retail space on the main floor of this apartment complex. If a development of this magnitude and redesignation to Mixed Use (with commercial/retail) from Medium Density Low-Rise Residential is approved, it will undermine the integrity, value and purpose of the Area Redevelopment Planning process. We are not opposed to reasonable, modest intensification as was proposed last year for one of the subject parcels. Banff Trail has been a desirable, pleasant neighbourhood and we hope that it continues to be so, as envisioned in the Banff Trail ARP. Thank you.

Randi Berting and Al Berting
2509 19 Street NW, Calgary, Alberta T2M 4T9

From: [Scott Neate](#)
To: [Public Submissions](#)
Subject: [EXT] Land Use Designation comments - 2022 and 2026-24 Ave NW (Plan 2950AJ, Block 1, Lots 10 to 13)
Date: Sunday, January 26, 2020 5:57:02 PM

To whom it may concern,

I've received a notice of public hearing on planning matters from the City of Calgary regarding the above property and re-designation. My concerns are outlined as follows:

- parking - adding 50 units with single stall will create further parking congestion;
- in addition to this property and the one proposed to go kitty corner to this particular property, the through traffic through these alleys will increase. Children play in these alleys
- the proposed properties exceed the height restrictions in this zone and the effect on privacy and natural light to adjacent properties.

I would welcome these projects if I saw safety improvements in these blocks. At present, these are my safety concerns.

- 1) During busy times (particularly evening rush hour and during Stampeder games), cars are flying through the alleys between 23 and 24th Ave west of 19th St in an attempt to bypass the traffic light at 19th St. and 24th Ave NW; this traffic will increase with the development of these two projects and parkade access through these alleys;
- 2) Cars travelling westbound on 24th Ave fly through the marked intersection at 20th St, where kids are crossing.

If the developer would agree to pave the back alleys both north and south of 24th Ave with speed bumps to reduce vehicles cutting through our back alleys, I would see this as an improvement to our community and welcome their development.

If the city agree to install a pedestrian flashing light at the 20th St crossing of 24th Ave, I would welcome the City's approval of this as well.

Regards,
Scott Neate
(403) 680-7673
Owner/resident at 2023-24 Ave NW