

DCA Comments Regarding "Visioning Report" Draft.

Including information relevant to the Land use application (CPC 2016-157), 4739 Dalton Drive.

A. General Commentary Relevant to Dalhousie Visioning Discussion

Dalhousie design brief won an award in the 1970s and the community design and has stood the test of time. It is incumbent on our current leadership and administration to redevelop to this high standard maintaining what is one of the more desirable neighborhoods in the City.

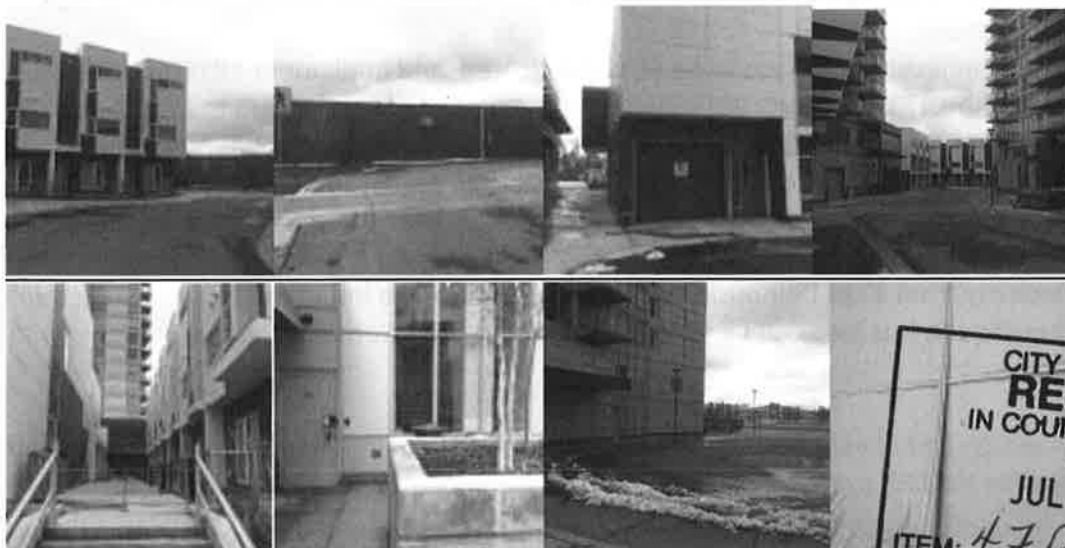
Rapid land use approvals without sufficient time for communities to digest the impact, assess the opportunities, nor to conduct adequate research and homework on the processes and practices, such that we can provide professional feedback, is unsettling and unlikely to achieve high standards.

The DCA has made clear its position that a Visioning Document regarding or community cannot be considered valid unless it adequately receives feedback and commentary and is ultimately endorsed by the Community Association. While our community members did attend an information session and provide input, we believe it would be bias to simply take the City prepared document as the truth about "what the community said".

The following document is our effort to articulate preliminary feedback into what would be a final Community Informed Visioning document.

It remains our position that the three current major applications for land use rezoning in Dalhousie do not need to be approved in the immediate near-term. Rather, the Dalhousie Vision Document should be completed enabling proper guidance for redevelopment, prior to the approval of any significant applications, and in particular prior to second and third readings.

While we have based on feedback on our continual direct dialogue with our residents, it is our intent to circulate this document and the draft Dalhousie Visioning Report in our monthly Community Newsletter to ensure a complete feedback loop with the residents. Until such time, we don't believe that it would be valid to claim consultation complete. **Recent TOD pictures:**



B. Principles Articulated by the City:

1. *Adjacent and on-site publicly-accessible open space should benefit from redevelopment, particularly through the provision of more and higher quality gathering spaces that can support programmed cultural or sporting events as well as unprogrammed relaxation and leisure for a range of age groups.*

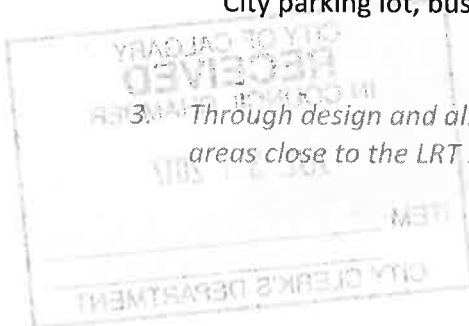
Comments:

- a) We emphasize the importance of maintaining and protecting existing green space and playing fields, so that improvement of this space is possible.
 - b) What spaces are city owned vs. private in Dalhousie? The DCA is asking for a formal document specifying all land use designation within Dalhousie. This would include greenspace, roads, walkways, etc. We would also like to have ownership clearly specified as either "City", "Community Association", "Private", and "Other" – with details – if applicable. We believe this will allow for the Community to better support planning efforts and do so in a proactive manner.
 - c) We would like to see the greenspace plan for Dalhousie to assess plans for green space against the needs and wants of the community, and to test greenspace planning for context with any other potential development.
2. *Redevelopment should improve connectivity and provide safe, comfortable, and convenient walking and cycling connections on-site as well as through redevelopment sites between different destinations in the community including the LRT station, commercial services, and other community facilities.*

Comments:

- a) We note that this includes landmarks such as the Dalhousie Community Association existing pathways and connectivity to the edges of the community and linkages with adjacent communities.
- b) We note that crossing 53rd Street is a significant matter, as the Street is used as a high volume corridor.
- c) We expect adjacent pathways to be lit, snow cleared, and implement CPTED principles.
- d) Specific to the 4739 property we would note the pathway heading N/S to Ctrain, and the E/W path to COOP and Cdn Tire as primary candidates for this improvement.
- e) We also note the uncovered walkway to the Ctrain as a key candidate for improvement. It can be extremely windy, cold and "scary with kids". We note that shelter on Ctrain walkways is not unprecedented (see Chinook mall).
- f) Connectivity from 4739 Dalhousie Drive to the plaza can be improved by rethinking the City parking lot, bus loops and odd roadways and intersections in the area.

3. *Through design and allocation of density, building height and massing should be focused on areas close to the LRT station, Crowchild Trail, and Shaganappi Trail NW, and transition to*



lower scales and intensities as development get closer to the low-rise and ground-oriented areas of the community; height and massing should also consider microclimate (wind and sun/shadow) impacts on adjacent and on-site streets and public spaces.

Comments:

- a) We agree with this in principle. We make the following specific observations.
- b) Heights are not specified and the current application at 4739 Dalhousie Drive has heights up to 75 meters which exceeds the reasonable expectations of an overwhelming majority of Community residents. As such it appears clear that 75 meters is too tall and requires reconsideration from the City.
- c) It is our assessment and should be evident from the City workshops that Dalhousie residents do not support 75m heights (even at Crowchild). We believe that contextual heights for the NW are more appropriate and consistent with acceptable development to our residents.
- d) Contextual heights are available and have their upper limits defined by existing building heights along the Ctrain line. Starting closest to the city centre in Sunnyside, where we don't see much higher than 25m (10 stories) and continuing NW through North Hill Mall, Mc Mahon Stadium area, Brentwood and to Dalhousie. Along this stretch we see max heights in the 25-50m (10-20 story) range. This includes locations within the TOD radius of Ctrain stations.
- e) We also refer to recent and immediately adjacent development at the "Groves of Varsity" which is much no more that 15 stories in height.
- f) We believe that height should stay at or under the maximums established along this corridor.
- g) Due to the downward slope toward Crowchild it may be possible to attain some addition and acceptable height when compared to height from ground level at Dalhousie Drive. But any such relaxation would need careful consideration and be aligned at the skyline.
- h) We have noticed that a common "Area" or Community Activity Centre ("CAC") is being discussed by both the Community and the City. This CAC is bound by 53rd Street, Dalhousie Drive, Shaganappi Trail, Crowchild Trail.
- i) We agree that the CAC as being most appropriate for redevelopment and agree with the scaling of heights.
- j) We support the remainder of Dalhousie retaining its existing family friendly zoning which is virtually all R1 with some R2 along Dalhousie Drive.
- k) We note a concern regarding the shadowing of Dalhousie Drive (which is the northern boundary of the CAC) and hence subject to stubbornly icy roads if the low southern sun is blocked in winter.
- l) We note a common concern regarding the slope on the Dalton Drive, on both the north and south side of the intersection with Dalhousie Drive. It has been known to create accidents and strand cars in winter due to the slope.
- m) As density increase in the CAC, traffic will become a significant concern for the CAC. Currently egress is limited to two points where Dalton intersects Dalhousie drive, and a minor enter/exit point at Dalgetty Drive and Dalhousie Drive.

- n) The traffic spillover creates heightened pressure on Dalhousie Drive and more importantly on the intersections of Dalhousie Drive with Shaganappi and with 53rd Street.
- o) We note that Dalhousie has FUD zoned property within our current R1 area and would like to initiate a plan to integrate current R1 standards in this area.

4. *Off- and on-street parking should be appropriately managed in order to support transit ridership, housing affordability, and access for visitors, while minimizing the impact on the limited supply of on-street parking.*

Comments:

- a) We agree with this in principle. In fact, it has been a consistent message that the CAC has parking issues at its current density.
- b) We do not understand the connection to housing affordability. Please clarify. . . We note that many people in need of affordable housing also require a vehicle for transit to work. This is evident by the current high density of cars with the CAC.
- c) We have observed that the condo units in the CAC have many cars on parked on the limited street parking and are overflowing onto Dalglish Road.
- d) We add emphasis that the noted parking congestion is immediately adjacent to the Ctrain and partly within the TOD circumference. Hence we find little merit in the argument that being located close transit reduces the need for auto parking spaces.
- e) The current situation indicates that more, not less parking is required.

5. *The fabric and scale of the existing ground-oriented residential areas north of Dalhousie Drive NW should be maintained.*

Comments:

- a) We strongly agree with this principle. The family homes and yards are an attractive feature of Dalhousie.
- b) Please clarify what this principle will mean in practice. What is available to ensure we do not compromise on this principle?
- c) We notice that reference to R1 is absent in this principle. Instead you have chosen the words, "fabric", "scale", and "ground-oriented residential". We require clarity on the meaning of this principle.

6. *More efficient and cost-effective ways of providing enhanced and increased parking for LRT passengers, while providing enhanced community space and potential development sites, should be explored.*

Comments:

- a) We agree. We note that the current Dalhousie Ctrain parking lot is underutilized land.

- b) We also note that there is sufficient land within the AREA to re-consider other development such as the proposed Intercare facility. Currently Intercare is considering a commercial scale care home on two residential lots amidst the R1 area that is intended to maintain its scale and ground orientation residential as articulated in principle 4.
- c) We encourage reconsideration of the location of a care facility to the CAC to allow for potentially a better more effective facility.
- d) We would point to the example at SAIT, where they have built a multi-level parkade with a soccer field on the surface at ground level. This is one example of a myriad of improved use for that land, while increasing rather than decreasing the available parking.
- e) An increase in available Ctrain parking at Dalhousie, must be considered in conjunction with the overall patterns of use for the whole NW line. We do not believe its desirable to encourage people to drive futher in to the city rather than finding appropriate parking space at their Ctrain stops. E.g. Crowfoot, Tuscany and beyond.
- f) We believe that the intersection standards are rating traffic flow are informative. We expect Dalhousie to maintain a minimum intersection ratings lower than anticipated in the recent transit impact studies. We are supportive of proposals to reconfigure traffic, roads and intersections to maintain low intersection performance ratings.
- g) We note that the Land use application CPC 2016-157, 4739 Dalton Drive creates intersection pressure on Dalhousie Drive that is unacceptably poor.
- h) We encourage the City to collaborate to achieve new designs for traffic flow in and around the CAC, and specifically the area from 53rd to 4739 Dalton Drive. The intersections and entrance/exits to and from Crowchild, 53rd and the bus loop are awkward and in certain examples dangerous.
- i) Inside of the LRT/mall area (Crowchild, 53rd, Dalhousie Drive and 4739 Dalhousie Drive), the intersection at the corner with the Husky station and Indigo is dangerous to pedestrians, has blind spots, and a confusing light and turning pattern.
- j) By taking a holistic view we believe traffic patterns can be improved and made safer and more efficient.

7. *Redevelopment in close proximity to the LRT station should provide a mix of transit-supportive land uses and minimize the extent and impact of auto-oriented uses.*

Comments:

- a) We note that Dalhousie has many seniors and people with disabilities for whom bike, walk, transit are unreasonable modes of transportation. We encourage maintaining efficient and effective auto-oriented uses in Dalhousie.
- b) We do not believe that minimizing the extent and impact of auto-oriented land use is reflective of our Community's input.
- c) Maintaining the importance of auto-oriented land use will support the existing demographic of the community and allow for aging in place.
- d) We do not believe that a mix of transit supportive land uses requires any minimization of auto-orientation use and rather the focus should be on mixed use.

- e) A failure to accommodate auto-oriented land use will result in a less desirable land use and less frequented land use and hence a less vibrant community in Dalhousie. Hence we support planning that is inclusive of auto-oriented use including consideration for module transit (shared auto) rather than solely mass transit (Ctrain/bus).
 - f) Ensuring land use is inclusive of auto-oriented needs, while improving the access and use of other modes of transport has been exemplified in our suggestion to build underground (and possibly heated parking) at the Ctrain.
8. *Redevelopment should provide active, comfortable frontages along open spaces and streets, to create a safe, interesting, and comfortable environment for people walking.*

Comments:

- a) We would emphasize a focus on cultural and social spaces where you can meet with neighbours to enhance the community orientation of Dalhousie.
- b) As well we expect the implementation of CPTED concepts.
- c) The DCA has a long history of reaching out to the existing Calgary housing community. We see opportunity to enhance and expand the Community Association's service to Calgary housing and all of the community via acquiring usable space or expanding our existing space to accommodate any increased density. We see an opportunity for the city revenues and the development profits to assist with improving the community.

C. Outcomes, Opportunities, Issues, as summarized by the City:

Our Comments:

Outcomes

1. Great idea. We look forward to this.
2. See 6 and Max height 30m. Clarification this would be south of Dalhousie drive and east of 53rd. All else as is.
3. Yes, like greenspace. We would like to see our greenspace plan and assurances it won't be developed. We would add playing fields or improvements/upgrades to green space with the prior input of the DCA.
4. Some of this is in the purview of the DCA and its residents – not relevant to development and city bylaw applications. The DCA physical building has an opportunity to increase its utility, but may require support and funding from city, and city programming. We concur that we want to increase the sense of community.
5. Concur.
6. 40m vs. 30m? This is clearly not supportive of 75m. It's clear that residents feel the existing buildings are a maximum or excessive of what would be a tolerable height.
7. Concur.
8. Concur. We want a plan to help keep our schools open. We have heard concerns about this. Also, small units in a new development are not supportive of families.
9. We support commercial services, but they need to be viable and compatible.
10. What does this mean? We believe that the community is trying to express the fact that this land use application is not contextual and feels to the community extreme.
11. Concur. Support our schools.
12. Ok – however we need an engagement plan with existing owners of the mall.

Opportunities

1. Happy to have this. Don't know how it connects with the land use application.
2. Great idea.
3. Community amenities we support. NO doubt that additional people will thus require additional services.
4. Ok
5. Concur
6. It is the eastern 3rd of Dalhousie that has sidewalks and alley's. So only west of the gully is there sufficient understanding of the 'walkway system' is that a reasonable alternative to this request.
7. Concur
8. Community gardens would be reasonable for residents not in the R1 area. Therefore, it's simply a matter of giving up green space in a location close to those who need the space. This would need to be driven by dedicated volunteers and supported though the DCA.
9. Concur – Basic expectation, yes. What tools and mechanisms will the city give to Dalhousie to enforce this?

10. We believe that 52nd in Varsity serves as this path connector. We are supportive of bike infrastructure. Possible that pathways don't meet the desire line of users.
11. Concur. More young trees should be planted if replacement occurred.
12. We note that some complaints occur about the bike riders on 53rd street. Try to encourage use of bike paths that are not main streets.

Issues

1. Concur. See previous comments.
2. We would like to specifically address the available capacity in Dalhousie and the CAC area. We need a comprehensive plan for the area that respects all land owners. We need to have an open and honest fact sharing with the city on these matters. To achieve the many objectives of TOD/Municipal plan and residents comprehensive planning is needed, not simply one-off approvals.
3. Concur. Also, it has a nearby elementary and junior high school and a proposed senior care development all culminating in a high-risk area.
4. We would appreciate clarity regarding ownership, rights, and responsibilities for the various walkways and pathways.
5. We are not certain this is contextual for a largely suburban neighborhood that wishes to remain mostly R1. We would hope that resident friendly commercial or cultural venues develop in our CAC area.
6. Agree
7. This should be addressed in the discussion around capacity of Dalhousie. We expect to get the facts from the city and to understand what an appropriate levy is for "redevelopment".
8. Agree see points regarding parking in principles discussion.
9. Gone. Thank you. Zone has been removed.
10. We support the maximum per unit parking as required plus visitor parking. We are open to higher per unit parking allowance.
11. Concur. The current cross walk and bike path and street light crossing are not aligned. This really, needs a re-think. We would add a concern regarding the intersection at Husky and Starbucks (in mall/train parking area) – it is confusing and dangerous.
12. We support maintaining adherence to existing land use bylaw(s).