

Community Association Letter



Ms. Angie Dean
City of Calgary
Planning and Development

February 24, 2020

Dear Ms. Dean,

Please consider the following comments and requests from Shawnee Evergreen Community Association in your review of the Land Use Amendment application (file #LOC2019-0170).

Graywood's current zoning is Direct Control (DC) and allows for a mixed use, multifamily site. Graywood is proposing re-designating the remnants of their existing multi-family residential site (2.82 hectares, M-C2, Bylaw # 54D2012) to create 3 Direct Control (DC) land use districts:

- Site 1 and 2 - Multi Residential Districts (M-C2) are to encompass what was originally approved across all three sites plus an additional 150 units (for a total of 675).
- Site 3 - Local Commercial Neighbourhood (CN-2) site

Why is Graywood proposing these changes? Is it for good planning principles and the betterment of the community or as the Graywood communication to the community stated?

“Graywood may choose to sell the blocks to be developed by others for a purpose-built rental apartment building and a senior’s home but the new owners could build any other type of building within the same zoning”

In 2012, the Developer, City Planning and the Community settled on a set of land uses and development guidelines that attempted to balance the needs of all stakeholders. Now, the Calgary Real Estate market has softened. Graywood is trying to give themselves as much flexibility as possible to market these sites to anybody and everybody. However, it is not the responsibility or obligation of City Hall or the Community to help Graywood market their property, especially when the result is greater traffic congestion and reduced livability.

With the requested re-designation higher traffic volume over a more hours per day would result. The density of the two multi-family sites would exceed the original DC approval (maximum 160 units per hectares) by 149 units and would significantly increase the traffic trips. In addition, the commercial site would add a significant number of trips over a greater period of time.

What concerns the Community about the two multifamily sites is the increase in density on a smaller site resulting in taller building and more concentrated traffic generation. While we are told

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that the developer is simply shifting approved units from other areas yet to be developed, we have not seen a request for a reduction of density from those other areas. This could result in much higher densification than is being suggested.

For the Commercial site, Graywood is proposing DC (CN-2) which is a more intense form of a neighbourhood shopping centre. Clearly there will be more traffic over longer periods of the day. CN-2 allows for convenience stores, gas bars and drive-thrus and other uses that, more times than not, operate 24 hours a day. The site is not on major commercial roadways but within a residential district. Residents feel there is no need for a gas bar in this residential setting and within the Transit Oriented Development (TOD) area.

The community may support CN-1 local commercial where all the users keep hours compatible with surrounding residential homes but any suggestion that a 24 hour or even a late-night operation would be permitted is unacceptable.

We understand the only reason the Developer and Administration are proposing DC is to maintain the existing setback and tree retention program adjacent to Beacon Hill. All other development conditions and land uses would be as per the CN-2 district

The community is also concerned that Graywood could ask for parking relaxations at the Development Permit stage (following the land use amendment stage) allowing them to build less parking stalls in the hope that all the residents would be taking public transit. This is a noble goal but seldom born out in reality. Currently the community is experiencing clogged street parking Monday to Friday during working hours from transit users. Allowing for a parking relaxation within the 600m TOD will add to the existing problem.

Given that the developer is asking for a DC land use, SECA would like to see a special condition applied to parking, that would preclude any parking relaxation in proposed new developments within the 600m TOD zone.

Failing that, SECA would request a parking restriction in that zone for a maximum of 2 hours from Monday to Friday, 6:00 AM to 6:00 PM.

Before this proposed DC land use proceeds, SECA has four requests.

1/ SECA requests a Traffic Impact Analysis (TIA) to quantify trips resulting from the increased density and new commercial uses. We also request an evaluation of whether the road network can handle the increased traffic. We make this request as there is a greater intensity of uses (increased residential and intensive commercial) being proposed with no reciprocal reduction on surrounding sites.

Furthermore, we have noticed a pattern of shortcutting from James McKeivitt Road through this area to avoid the lights at James McKeivitt Road and Shawnee Gate SW. The last TIA was done in 2012 before Shawnee Park was developed. Clearly, SECA and the City need an updated TIA to determine if the road network will handle the increased traffic.

2/ SECA request that any request for a parking relaxation should be analysed at the land use re-designation stage rather than at Development Permit stage. Concurrent with the TIA there should

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be a Parking Impact Analysis with a policy or procedure developed to set out how parking will be managed throughout the Fish Creek-Lacombe LRT 600m TOD area.

3/ SECA requests that a C-N1 zoning be approved rather than the proposed DC (CN-2) site that allows for a number of late night or 24 hours uses. The C-N1 designation would be more compatible to this area. We would also request that there be a list of compatible use (or restricted uses) included in the DC guidelines.

4/ SECA suggests that the community of Millrise should be engaged as they will be similarly impacted by the increased traffic, light, and noise.

Thank you for your consideration of this feedback.

Kind Regards,



Norm Rousseau
SECA
Director of Development
Norm@View-Our-Homes.com



M. Lynn Jobe
SECA
Acting President
VP@shawneevergreen.ca