

## Community Association Letter



August 20, 2020

The City of Calgary/Mail Code: #8076  
Floor 5, 800 Macleod Trail S.E.  
P.O. Box 2100, Station M  
Calgary, AB T2P 2M5

Attention: Calgary Planning Commission

Dear Commissioners:

**Re: Varsity Community Association Comments on DP2019-6254**

The community has offered comments related to the broad proposal associated with both the concept plan and the proposed land use redesignations in January, May of 2020 and again in August of 2020 with the parallel land use application before CPC and City Council. The following comments are based on the Detailed Team Review #1 and # 2 of the development permit application and the subsequent applicant response of June 11, 2020.

The community has voiced its concerns about access onto 37th St for emergency vehicles and continues to recommend emergency vehicle access be primarily focused on 32nd Ave as is presently the case. Its second major issue revolves around placing 48 families above an active fire hall in basically what is a sea of asphalt. While this combination may have occurred in isolated instances elsewhere, there are simpler and more satisfactory solutions that would create a pleasant residential environment rather than an institutional one.

The first impression of the structure is that it is a massive dark block that is overwhelming for the site. The blacks and charcoals might be appropriate in some areas, but most buildings on University Research Park have a lighter feel, in terms of colour, detailing of the vertical planes, and the surrounding landscaping. The combination of asphalt required for parking, and for fire department movements is truly overwhelming and the breaking up of the combined uses into separate buildings, while not reducing the amount of asphalt, would split it up into two smaller "packages". The UDRP comments of July 2019 state "...excessive surface parking..." has not been addressed and perhaps the breaking up of the required parking for the fire hall and for the residential project might reduce the visual impact.

The office uses appear to be on levels 1 and 2 whereas bylaw requirements suggest they should be

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on the main floor. The amount of commercial space originally exceeded the 300 m<sup>2</sup> of the bylaw requirement by almost 2.5 times, but in the memo of June 11 the applicant has reduced the commercial space down to 170.59 m<sup>2</sup> of "corporate accommodation". The identification of multi-residential uses on the first two floors appears to be misleading as it appears it is storage space (DP-201). The other spaces on the floor appear to be more related to fire personal. Level 2 appears to contain dorms and child-care (DP 202) but DP-001 indicates multi-residential and shared spaces. DP-203 and 204 show multi-residential for the next two levels. Is it appropriate to assume the next two levels up are identical to the first two residential units? How many 1, 2- and 3-bedroom units are there? How many handicapped accessible units are there?

The parking provisions as listed show no visitor parking for the residents. It is assumed these residents will have visitors, either from agencies, friends or family coming over, but there is no place to park. A re-allocation of staff parking may be appropriate. Provision of handicapped stalls are well located beside the building, but the allocation for residential stalls (DP 100) only shows 2 handicapped stalls, which are not as well located as others on site.

The UDRP report raises the issue of 37th St. numerous times. It suggests the edge conditions are negatively impacted by vehicular considerations. The applicant response has not addressed the primary concern of vehicles coming onto 37th St. which UDRP describes as a residential streetscape and not a highly urban street condition. The report goes on to describe the pedestrian and bike connects of 37th St and the basic incompatibility of allowing extensive vehicle access to the street and this context results in the "...greatest impact on the street edge...". The access to 37th St indicates two driveways. It also appears that the approach to the fire hall bays would also have direct access (T-105 and 106), with the removal of the sidewalk presently in place. Given 37th is indeed a pedestrian and bike route, elimination of the sidewalk and presumably the bike lane to accommodate the fire trucks will cause ripple effects on these modes of transportation. This is why the community continues to argue fire access should remain on 32nd Ave.

DP-110 shows the outdoor space for the childcare. It appears that the planter system blocks access to the western component of the artificial turf...how can you access this second space? Secondly, what other surfaces are commonly used for childcare spaces...artificial turf might be safe for older children, but it may produce some severe scrapes and burns for overactive kids.

The site grading plan ((C-2) shows a 2 m slope in grade coming off the elevated play area. How will runoff be accommodated? The landscaping plan (L-01) appears generous in numbers, but it may not soften the bulk of the building. Are there other ways to incorporate additional soft landscaping on the west facing side of the structure?

The DP-E-1.02 drawing shows the illumination plan with 20' high masts for exterior lighting. How will that lighting system impact the affordable housing residents and how much will it impact residents to the west? Lastly, drawing T105 shows an ambulance going into another structure away from the main building. What is that second structure?

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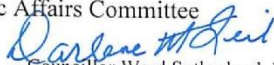
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The community association would request the Approving Authority table the development permit application until such time as the concept plan and land use issues have been resolved.

Yours truly,

Darlene Feil, Chair  
Varsity Community Association  
Civic Affairs Committee



- cc. Councillor Ward Sutherland, Ward 1 (by email)
- cc. Councillor Druh Farrell - Ward 7 (by email)
- cc. Ms. Courtney Stengel, City of Calgary (by email)
- cc. Mr. Roy Wright, Roan Consulting (by email)
- cc. Mr. Mac Logan, Maplehawk Consulting (by email)
- cc. Mr. Robert A. Benson, VCA (by email)

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