

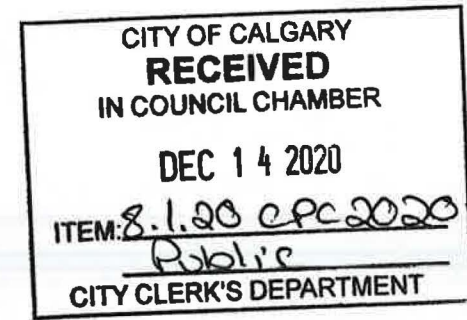
An abstract graphic design featuring several overlapping geometric shapes in shades of orange and white. The shapes are defined by multiple parallel black lines, creating a layered, three-dimensional effect. The overall composition is dynamic and modern.

801 8 Ave NE
LOC2020-0054



We are very concerned about the extreme

R-C2 to M-C1 land-use re-designation



Especially with

- X Insufficient consultation
- X extreme densification not appropriate at current time and this scale
- X Traffic and parking
- X Impact on the character of our beloved neighbourhood



We recommend:

R-C2 to R-CG relaxation

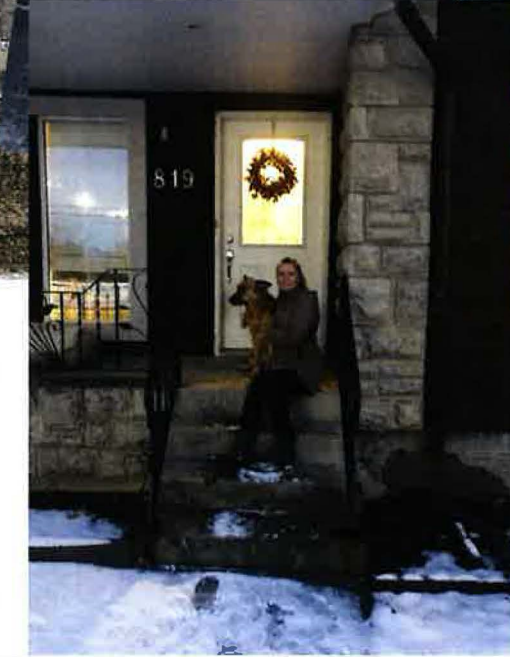
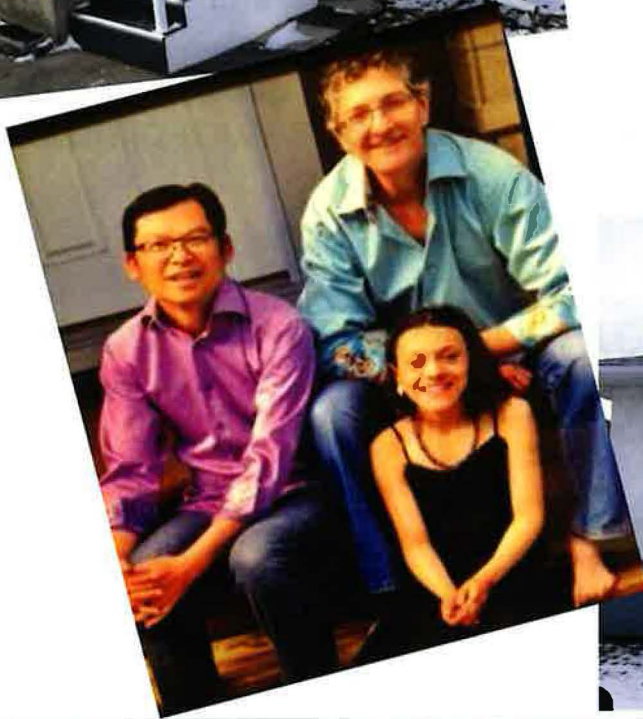




We are here today to ensure that we have a say in the size and scale of this development

- This build form and landscape will impact this neighbourhood for 40+ years and needs to be well thought out.
- This seems like ramming ideas into this community without listening to the actual community. None of us in this community want to live in a city where you cannot distinguish between downtown and residential like in Vancouver. We love Calgary!!
- If we don't listen to the wisdom of the community we will lose sight of what is valuable. And if we break what is valuable it is really hard to replace and rebuild.

Real community full of real people

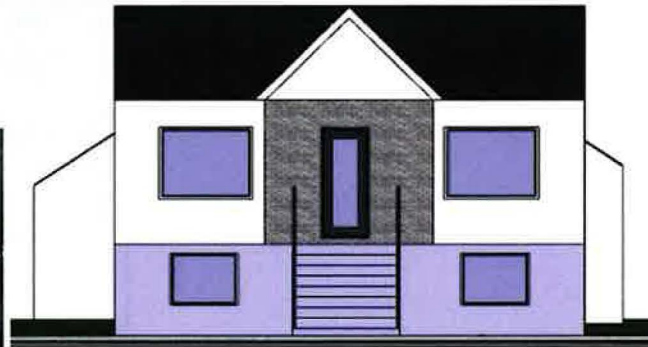


Insufficient Consultation



Extreme Densification

CURRENT 😊



803 - 8 Ave NE



801 - 8 Ave NE



Extreme Densification



Proposed ☹️



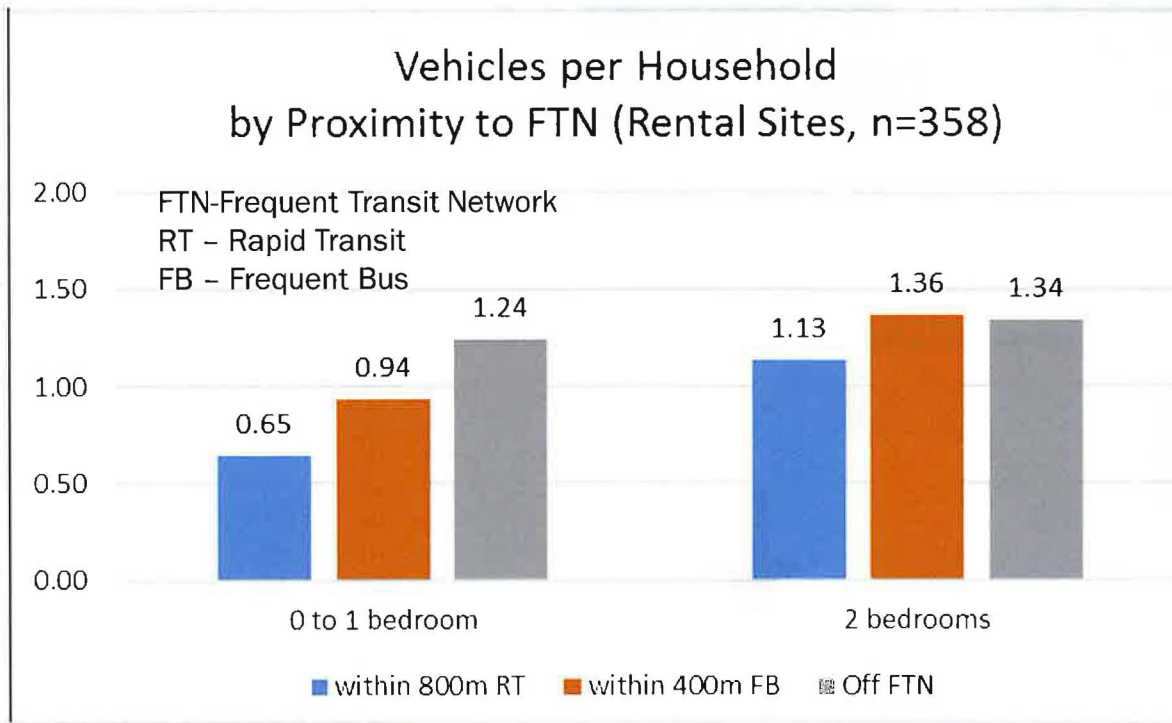
Picture sourced from Eagle Crest Developer Slide Pack

PARKING

For this multi-residential 11 unit building on a single lot only 6 off-street parking stalls are suggested => **ZERO off-street parking** for 5 dwelling units.



Very loose justification



Sourced from Metro Vancouver regional parking study as cited from Bunt

IN SUMMARY:

$$6 \times 1.78 + 5 \times 0.94 = 15.38 \text{ CARS}$$

Almost 10 more cars than off-street parking stalls!!!!



Note that this study was done for Vancouver with a very different climate, density and public transit system.

PARKING

AGAIN VANCOUVER NUMBERS result in:

Almost 10 more cars than off-street parking stalls!!!!



As stated by the City Planner Christine Leung in the CPC meeting on Nov.5 2020, timestamp 3hrs 7 minutes:

Requirement of being within 400 metres of frequent bus **not satisfied!!**

Quote: *“This development does not comply with those criteria of secondary suite section in R-CG. It is further away than the minimum distance from the frequent bus service that would qualify for a parking reduction”*



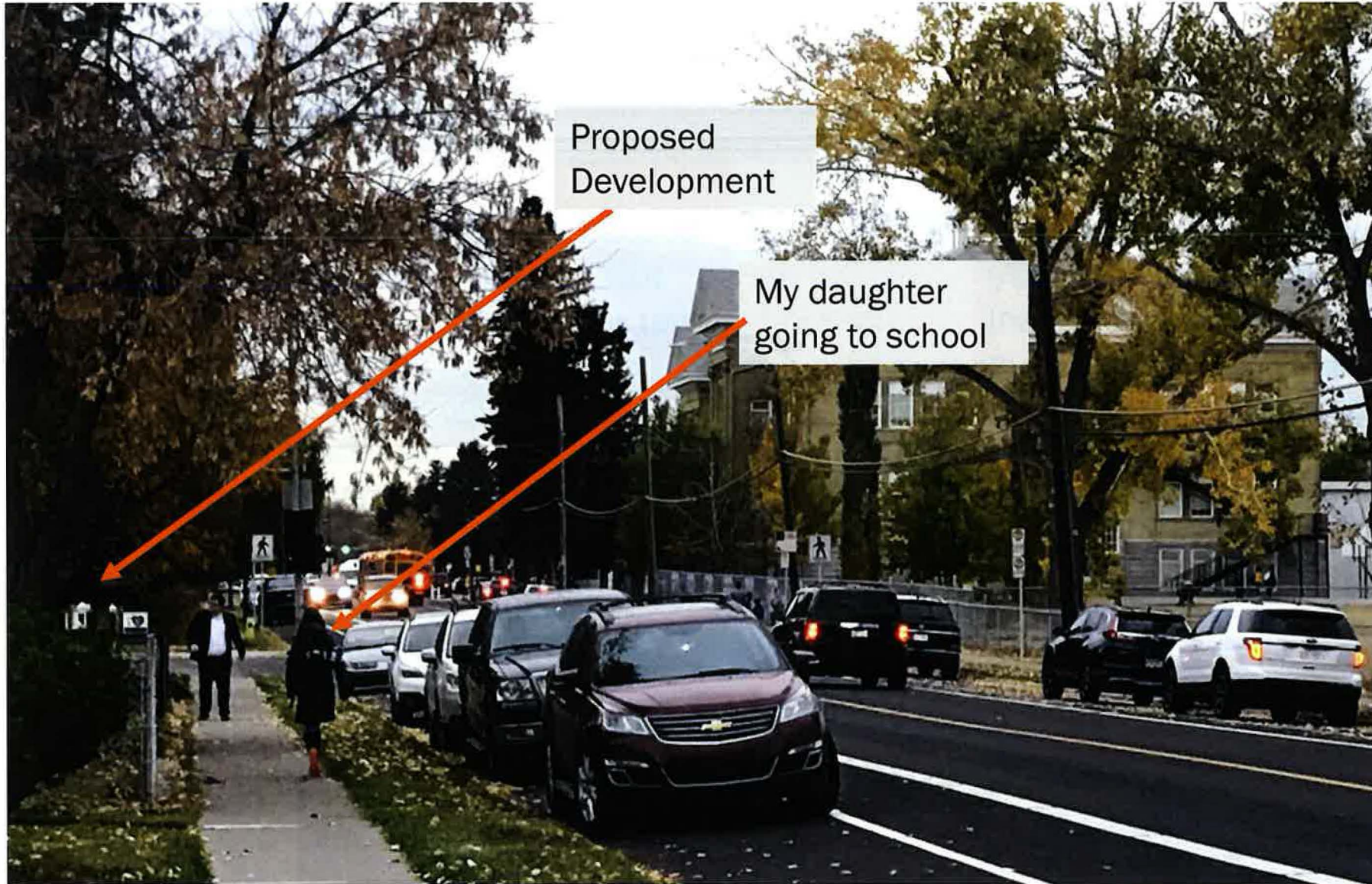
On top of that the dwelling units under 450sqft cannot be classified as secondary units. This is used as the whole base to justify parking relaxation!!

Again quote: *“This development does not comply with those criteria of secondary suite section in R-CG”*



NOTE: In the bylaw parking relaxations are only noted as options for Residential, NOT even mentioned in Multi-residential

PARKING



- **NO PARKING ALONG NORTH SIDE OF 8TH AVE:** Reserved for Hug and go plus school bus parking
- **SNOW ROUTE:** all of 8th Ave is a snow route, so cars need to be moved frequently – where to?
- **ENDANGERING CHILDREN:** Even busier street with even more cars parked will make it less safe for our children commuting to school & during school breaks
- **BIKE LANE:** Cannot be cleared in winter with on street parking. Already an issue.

PARKING

In summary



- BYLAWS only state possible parking relaxation for Residential, not possible for multi-residential
- This development uses residential parking relaxations as justification to apply for a multi-residential land use change
- On top not even the residential criteria for parking relaxations are met
- They want to compensate this by introducing a \$500 allotment per micro unit for public transit for 8 years



So if developers don't need to follow bylaws
why do they exist?



Renfrew Community Association



- Multiple letters were sent by Renfrew residents & RCA to city stating that the development is not supported
- RCA submitted the below comments on June 3, 2020
 - The increase in density from 1 to 13 units is too significant given the surrounding context;
 - The committee felt that the application was disingenuous and that the applicant should have applied for M-C2 zoning if that is what they actually wanted in terms of density;
 - The committee generally felt that that this land use change could have negative impacts on the community, notably around lack of parking and landscaping on the site as well as building height;
 - The increase in street parking could add increased congestion and unsafe conditions due to the proximity of the school bus loading zone to the North along 8th Avenue;
 - While the committee is generally supportive of the proposed townhouse building form, and some densification in appropriate areas within the community, it should be achieved using assembly of parcels where appropriate, as well as keeping in mind the on site requirements such as parking and landscaping."



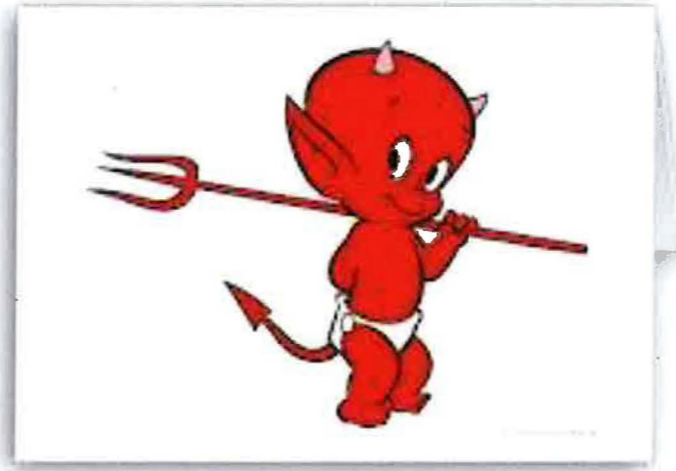
**NO to M-C1 multi-residential
densification**

YES to R-C2 with the option to
amend to R-CG



AND IN THE END.....

*" many developers before have
sold one thing
and built another "*
-Renfrew Community
Association



The devil is in the details

THANK YOU FOR LISTENING

The image features a complex abstract design. It consists of several overlapping geometric shapes in various shades of orange and yellow. Interspersed among these shapes are multiple sets of parallel black lines that form sharp, angular patterns. The overall composition is dynamic and modern.

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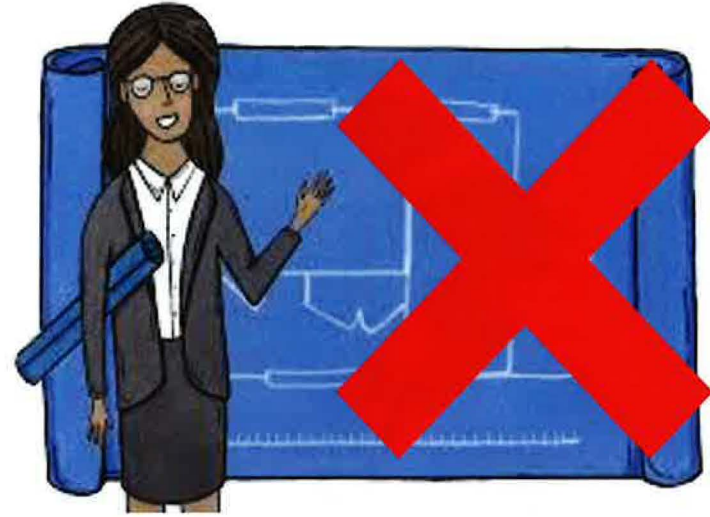
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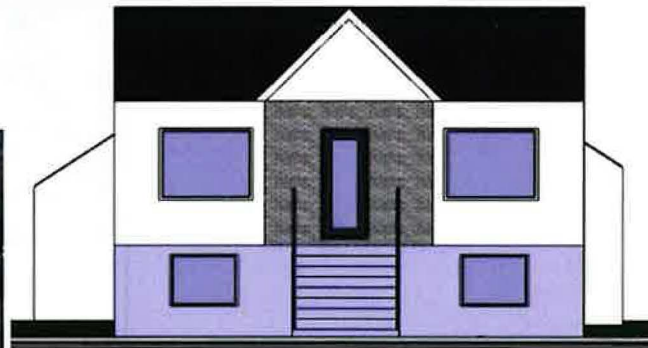


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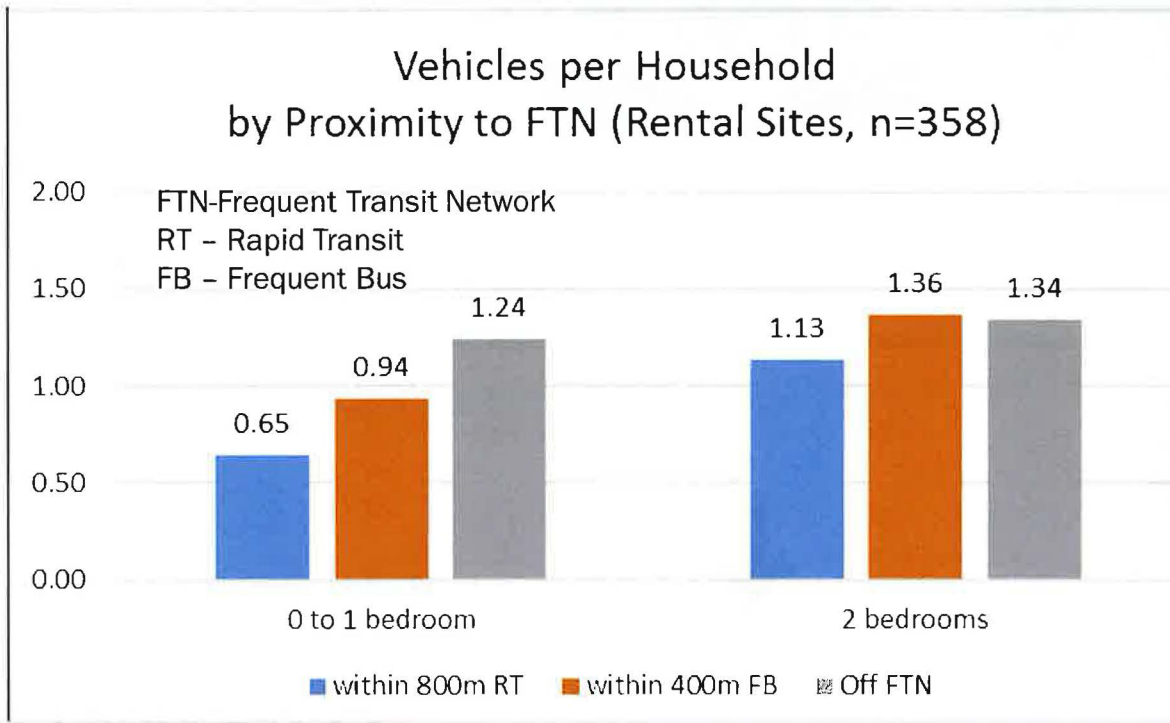
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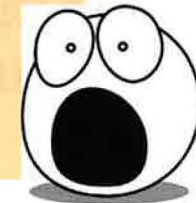
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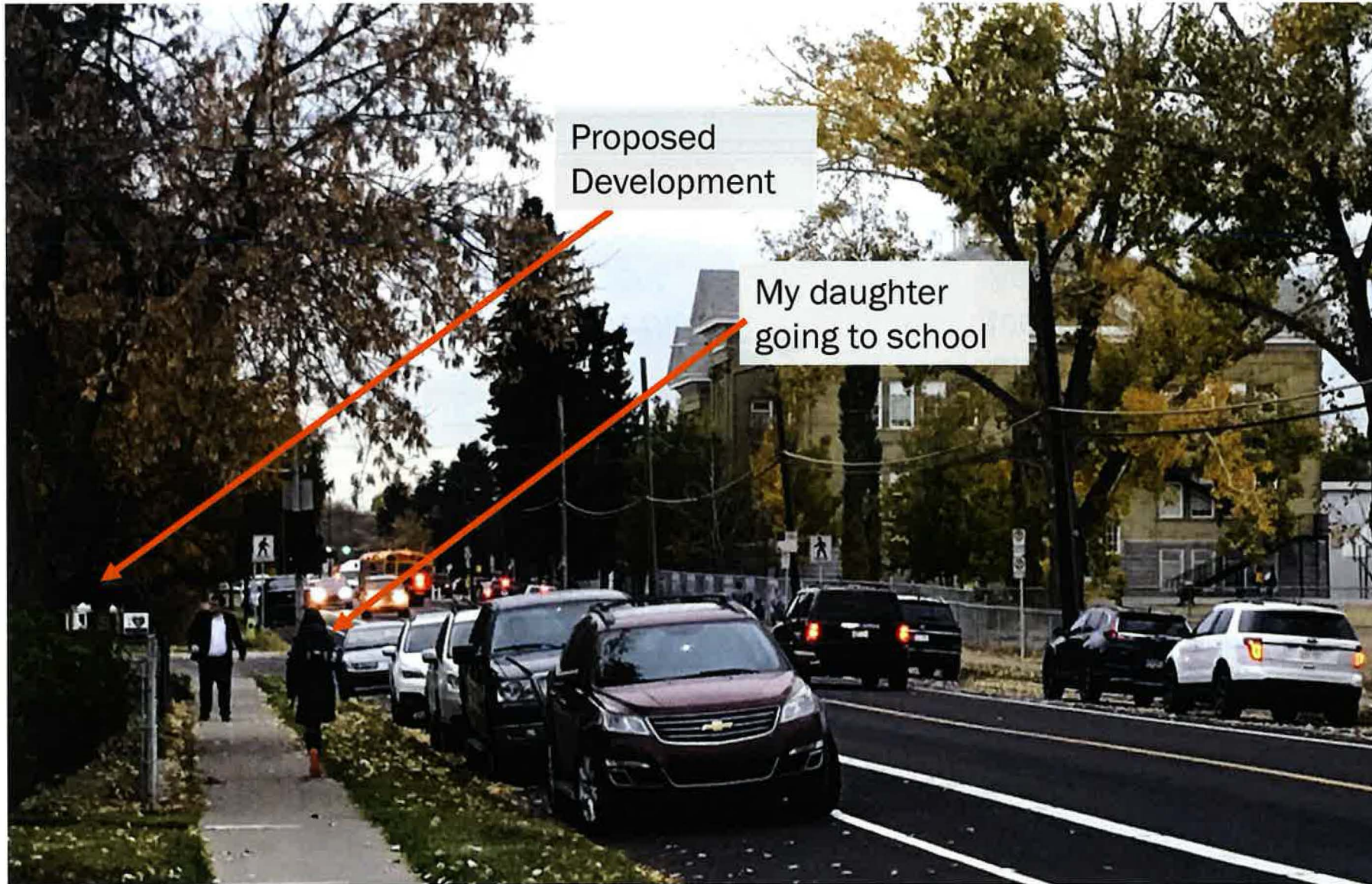
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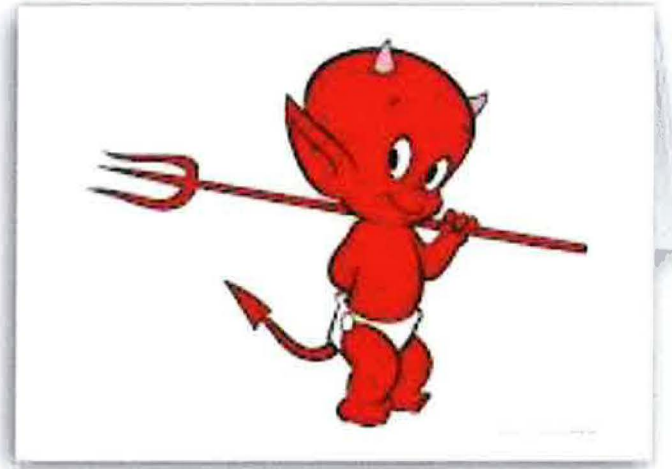
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