

Albrecht, Linda

From: Debbie Kirkby [dbbkirkby@gmail.com]
Sent: Wednesday, March 23, 2016 8:50 AM
To: City Clerk
Subject: Maria Loop

Your Worship and Members of Council,
RE: BYLAW 88D2016/ CPC2016-089

I am writing to share my concerns regarding the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089). As the owner of the commercial property located at 2136 33rd Ave, I have serious concerns about the effects that the proposed rezoning will have on traffic, congestion and parking in the area. The proposed zoning and unlimited density on the site seem out of character with the area, particularly on this challenging, sloped site. The site of the proposed condo does not easily support such a high-density building as it has no road access without using residential streets and shows little sensitivity to the transition between the proposed building and surrounding residential homes.

My family has been very involved in the Marda Loop area since 1984 when my father purchased a rental home on 33rd Ave SW and developed the commercial building that stands there today. At the time, he made sure that he was putting something in place that did not overpower the site and was aesthetically pleasing, as well as fitting into the community.

The current municipal development plan (MDP) outlines the planning principles that should be considered to create quality developments that have a positive influence on the areas surrounding them. In this case, approving this current zoning application will result in a building that completely ignores or downplays many of these City bylaws, which is seen by the significant bylaw relaxations required and granted at the development permit stage. The need for substantial bylaw relaxations suggests that the selected land use is not fit-for-purpose on this challenging site, such that 10 pounds of potatoes won't fit in a 5 pound sack without something giving. In the case of MH1 zoning, what will be lost are walkability, pedestrian comfort, mixed-use potential, transitions that consider scale, form and character of the surrounding buildings and the overall BRZ growth is immediately reduced as the residential-only zoning does not permit the building to evolve and adapt with the neighbourhood's needs. The surrounding areas of Richmond, South Calgary, Altadore and Currie all have growing populations that also support the BRZ services of which the retail/commercial opportunities with this zoning will be lost.

Of course, development in this neighbourhood needs to happen, but it should not be done in a manner that spoils the quality of living for the existing businesses and residents and reduces the economic growth of the area. The vision for Marda Loop is what draws both investors and residents to the area and makes it desirable, however approving a rezoning that ultimately permits a development that does not align with the overall framework and vision for the area will ultimately change the vision. Please reject this proposed rezoning in its current form, in favour of a more moderate intensification that is more suitable to this challenging site and in keeping with character of the neighbourhood.

Sincerely,

Debbie Kirkby

RECEIVED
2016 MAR 23 AM 10:16
THE CITY OF CALGARY
CITY CLERK'S

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March 22, 2016

Dear members of the council and residents of the community:

2016 MAR 22 PM 4:02
THE CITY OF CALGARY
CITY CLERK'S

In reference to:

CPC2016-089

Application for Land Use Amendment: LOC2015-0023

Location: 2410, 2414, 2418, 2424, 2428, 2432 33 Ave SW

My wife, Joanna Williams, and I are titled owners on the 32 avenue block backing the proposed land development. I would first like to express my displeasure that we learned about the amendment from a neighbor whom received a letter in the mail. It was somehow believed that this project would only affect five or six properties on this block which is an egregious mistake. I believe this amendment thus far to have been approached with the same poor tact and lack of transparency as the request for the change in height restriction for commercial properties in this area for which I have yet to meet a single person in the neighborhood that received a letter or knew about the proposal. I am disappointed in how this has been approached and both my wife and I are opposed to the zoning amendment requests for the following reasons.

1. Currently the corner of 22nd Street and 33rd Avenue SW allows traffic to exit West on to 33rd Ave. This means traffic from the unit would be able to exit on to 33rd Ave towards Crowchild Trail only. Traffic entering the unit would have to turn North on 21st Street, which currently is already backed up to the Crowchild Trail overpass during rush hour. This would have anywhere from 150 to 300 vehicles driving down an already densely packed residential street with room for only one way traffic, then into an ally on the next block. With 32nd Ave being a dead end street this could easily lead to traffic jams both in the residential area and an increase in traffic on 33rd Ave. The current proposal would put the largest most densely populated building in the entire neighborhood in what is currently the most poorly accessible area in the neighborhood.
2. At the moment there is little to no parking on 32nd Ave between 21st Street and the end of 22nd Street and is already affected by public traffic in the Marda Loop area. The proposed development would allow only one parking stall per unit with 23 visitor stalls. This could potentially lead to an extra 140+ vehicles based on double occupancy with nowhere to park and would be detrimental not only to the residential areas but the neighboring commercial areas as well. My wife and I use the ally to access our garage on a daily basis and the addition of nearly 200 vehicles worth of traffic seems to be poorly planned with little to no consideration to the current congestion of traffic in the area. The current proposal suggests opening up 22nd st SW and putting in a left hand turning lane on eastbound 33rd. The traffic study for this did not take into consideration the two buildings currently under construction block from this location and would further congest traffic by funneling vehicles attempting to turn onto Crowchild South, north and west on 33rd into a single lane. Currently during rush hour 33rd is typically already backed up for ten blocks or more.

3. Marda Loop is a very unique neighborhood in Calgary, and I believe it is in the community's interest to maintain a proper balance of private and commercial space. The current development plan goes against the existing ARP plan for having mixed usage, not residential only. I believe it would be unfortunate and a mistake to allow a residential only property.

I understand the need for increasing density in the neighborhood and do not disagree but I believe that the proposed plan would increase traffic and density beyond the range of the current civil infrastructure and would ultimately be a detriment not only to this block but the entire neighborhood. I believe that mixed zoning and larger/fewer units ties in with the existing ARP and would be of greater benefit to the community as a whole. I oppose the modifications in the LOC 2015-0023. The floor area ratio of 3 and maximum height of 16m are too high for this area of the neighborhood. In my opinion a more reasonable size building would be a maximum of 14m height and floor area ratio less than 2.5 with a maximum of 85 units, as defined in the ARP.

Sincerely,

Darryl MacDonald

2435 32 Avenue SW

Calgary, AB T2T 1X4

Albrecht, Linda

From: Melissa Tsang [melissawtsang@gmail.com]
Sent: Monday, March 21, 2016 4:35 PM
To: City Clerk
Subject: Concerns Regarding CPC2016-089

Good Afternoon,

My name is Melissa Tsang and I am contacting you regarding the intended condo development on the corner of 33rd Avenue and 22nd Street SW (M-H1f2.5h16m, permit number 2015 0685 for one building with 152 units). My husband, Wilson Tsang, and I are home-owners of a south-backing, attached home at 2439 32nd Avenue SW since 2012. After reviewing LOC2015-0023, the proposed building drawings, and meeting with the Richmond / Knob Hill Community Association's Development committee, we are deeply concerned with the proposed structure. While we encourage urban redevelopment and revitalization, we feel we can achieve a sensible middle ground that would benefit the developer, the City, and the existing residents that will be directly impacted by this condominium.

The following are our concerns with this development:

1) **Parking** – Our greatest concerns are parking and traffic, which I will discuss in my next point. The proposed condo will contain 148 condo units with one parking stall per unit. We feel this is insufficient parking, especially when considering the average Albertan household owns 1.87 vehicles (based off a report by the Office of Energy Efficiency with the Natural Resources Canada government department). Another important consideration is the location of the condo within a residential area, where overflow parking can easily be found on adjacent streets. Condo visitors are also highly likely to park on 32nd Avenue if the condo's visitor parking is full. My husband and I feel that should this condo development occur, 32nd Street should be regulated by parking permits, where each home-owner receives two parking passes and two guest visitor passes.

2) **Traffic** –

- a) Currently, the intersection at 22nd Street and 33rd Avenue SW is already highly congested with many traffic violators (eastbound 33rd Avenue does not permit a left turn onto 22nd street, which many drivers still illegally turn into, which could result in head-on collisions for those *legally* exiting 22nd street). If construction occurred to open 22nd Street to incoming traffic, we would experience an intense traffic increase due to the number of communities that would use 22nd Street as a direct route to Safeway. This poses a safety risk due to the number of young children we have in this community and street.
- b) On another aspect, the condo drawings state that access to the underground parking will be accessible by the alleyway behind our homes (the alley is located between 33rd Avenue and 32nd Avenue SW). This gravel, unpaved alley is already in a poor state due to frequent use of current residents. I cannot imagine its condition with higher traffic volume. Also, since the alley is very narrow, those entering/exiting the condo building are likely to drive through the entire alley since the alley cannot accommodate both directions of traffic simultaneously. This affects existing residents as well as future condo owners. The City should require the developer to pave the entire back alley and install street lamps to promote safe visibility of oncoming traffic and pedestrians who may be walking through the alley to access the condo.

3) **Density** – the density of condo itself is a concern due to the environmental impacts to the community. My husband and I purchased our home in 2012 due to the pine trees and green space that we back onto. It provides a sense of privacy and nature. As applicants for The City of Calgary's Neighbourhood Tree Steward program, we feel promoting vegetation, greenery and urban forestry is important to the community and aligns with the current outdoor atmosphere in Marda Loop. The current drawings for the condo only provide trees in planters, which would not encourage lush, mature tree development.

4) **Deviation from ARP** – the current condo proposal deviates from the previously approved ARP, which allows for a maximum FAR of 2.5 and 85 units of development. The land use was also slated for a mixture of residential and commercial. The current condo drawings have now increased to 148 units and there are no plans for commercial use. I feel those living in Marda Loop moved into this community to enjoy the numerous amenities and retail businesses that are located just steps away. By limiting this building to only residential, we are removing an entire block of Marda Loop for potential businesses, which may have included new restaurants, retail shops, and services. Also, by permitting a deviation from a previously approved ARP, it sets a poor precedence for future development along 33rd Avenue which could negatively impact other home owners (such as the block with the Mac's and Post Office, where developers could attempt to build higher and block sunshine to impacted residents or increase unsafe traffic).

In summary, my husband and I strongly oppose the requested revisions to LOC2015-0023 and provided potential solutions for each of our concerns.

Thank you for your time and we look forward to more dialogue.

Sincerely,
Melissa & Wilson Tsang

2439 32nd Avenue SW
Calgary, Alberta T2T 1X4
melissawtsang@gmail.com
403-605-6679

RECEIVED
2016 MAR 22 AM 8:16
THE CITY OF CALGARY
CITY CLERK'S

Maya Harari
2418 32 AVE SW
Calgary, AB T2T 1X3
Email: mharari@shaw.ca
Tel: 403-246-0935

RECEIVED
2016 MAR 29 AM 9:07
THE CITY OF CALGARY
CITY CLERK'S

March 21, 2016

City Clerk
City of Calgary

Dear Sir/Madam:

RE: CPC2016-089

My name is Maya Harari and I live at 2418 32 AVE SW. I have been at this address for 24 years and have seen this neighborhood and Calgary grow over the years.

Recently, while driving through the neighborhood around 31 and 32 Aves, due to the high number of parked cars up to the corners on every intersection, I had difficulty seeing if the way was free to cross the intersection. This is occurring with increasing frequency and is a hazard to motorists, cyclists and pedestrians alike. It has become difficult to drive on the side streets of my neighbourhood due to the large number of cars parked on the streets, decreased visibility and increased traffic.

Although I generally walk to the shops on 33rd and 34th Aves, if I am driving and have to stop, there is hardly any space to park. This only forces motorists to park in the residential side streets, further adding to congestion.

While I have no objection to the revitalization of 33rd and 34th Aves in principle, the change to the rest of the neighborhood is not to be underestimated. It is already feeling less like a quiet residential neighborhood, which was one of the advantages for me of living in the area.

The effect of parking and traffic due to current building construction on the south side of 33rd AVE and 22st has yet to be determined. We do not know how it will impact traffic flow and parking but can only assume that both will worsen. This of course will be compounded by the proposed condo development on the NW side of 33rd Ave between 22st St and Crowchild, with a much higher population density than the existing single family dwellings now present.

Accessing this neighborhood from Crowchild trail is already difficult, especially at rush hour, and trying to get on Southbound Crowchild from 33rd can be time consuming as vehicles are backed up to 22st ST waiting for the green light before making a left turn.

Regarding the new condo proposal, the new height allowance of 16 m due to the rezoning proposal would create a significant shadowing effect on the homes on the south side of 32 Ave, in that there will be no sun for two months of the year. This is very evident in the developer provided shadow studies, and is an unacceptable infringement on their property. I consider sunlight to be a huge feature to the attractiveness and livability of a home.

The new building above the Shopper's Drug Mart, on 33rd AVE and 20th St. casts a significant shadow on 33 AVE and in the winter, it is often in shade, colder, and much less attractive. The effect on the homes on the south side of 32 AVE would be more marked, as there would be less space between any proposed tall building and these homes.

As a concerned resident of Ward 8, I feel that the proposed zoning change, should it be approved, will detract from this neighborhood. There is too much development happening without due consideration to issues such as parking, traffic, shadowing. This does not fit with the vision proposed for this area, and will make my neighborhood less attractive, less safe and less livable. How can it be reasonable to suggest that a space occupied by 6 or 8 single family homes will now be occupied by 145 units and not impact the neighborhood? This jump in density is huge. It would be foolhardy to ignore these issues at the planning stage. This needs to be thought through before any approvals are granted.

I hope that you will consider the impact these changes will have on the people living here and fight for our cause of judicious and appropriate development.

Kind regards,

A handwritten signature in black ink, appearing to read 'M. Harari'.

Electronic Signature

Maya Harari

RECEIVED

2016 MAR 29 AM 9:14

THE CITY OF CALGARY
CITY CLERK'S

Richard Hayes
2411 - 32 Ave. S.W.
Calgary, Alberta
T2T 1X4

March 28, 2016

Attn: Mayor Naheed Nenshi and Members of Calgary City Council

Re: CPC2016-089

Dear Council Members:

This letter is to express my opposition to the rezoning application for the parcels of land along the north side of 33rd avenue S.W. between 22nd street and Crowchild Trail. I feel that the existing land use designation for the area already exceeds what fits in with the character of the neighbourhood.

If the proposed change goes through it would allow building heights and densities that far exceed what was set out in the Marda Loop Area Redevelopment Plan. Buildings built to the new allowable height would result in my house being in darkness for 2 and a half months in the winter - when sunlight is most needed. Higher densities would turn what is now a narrow back alley into a major road.

I have lived in my Marda Loop home for the past 25 years and have seen many changes to the area. Some good. Some bad. I'm not against development, or higher densities, but I do think that the limits set out by the Marda Loop ARP should be the blueprint for the area. Three story buildings can add density to an area while keeping the feel of the neighbourhood. Anything bigger would be a mistake.

Sincerely,

Richard Hayes

Smith, Theresa L.

From: Munro, Ian [Ian.Munro@cibc.com]
Sent: Monday, March 28, 2016 3:22 PM
To: City Clerk
Subject: RE: CPC2016-089

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2016 MAR 29 AM 9:10

THE CITY OF CALGARY
CITY CLERK'S

Members of Council,

I have prepared this letter to communicate to the city of Calgary my strong disapproval of the proposed land use amendment, LOC 2015-0023 (CPC2016-089). I am writing to share my concerns regarding the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).

I have been at this address for 10 months and chose to move into this neighborhood because of its charm, proximity to the city center, types of homes and sense of community. We moved to our new home with anticipation that this community would be a great place for raising a family and setting up family roots. However, if this proposed land use amendment were to be approved and with it such a significant increase in density and lack of respect for the area redevelopment plan, we will most certainly be reassessing to determine why I would want to live in this area any more.

I would like to first emphasize the fact that I am not opposed to smart development and improvements to our neighborhood, however I am strongly opposed to this land use amendment application and the overwhelming and significant increase in density it will bring. I really struggle with the fact that this proposed amendment has even made it this far. Has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) is a straight out conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with over 100 units (145, to be exact) results in an unbelievably significant increase in density (over 1000% increase!). Further increasing population density beyond what is currently approved seems inappropriate given the existing road infrastructure and traffic patterns. Already there is very little street parking on the Richmond/Knob Hill streets and at busy times cars regularly take short-cuts through 32nd Avenue at unsafe speeds, especially when considering that children are playing on the small front yards.

I am all for thoughtful development of this community, and understand that the city desires density increases, however the increase in density resulting from a M-H1 (high density) designation is not at all respectful to the residents of Richmond/Knob Hill and the people of Marda Loop as a whole. For our home, shadowing studies have been provided by the developer and it is clearly shown that a 16m building will eliminate sunshine into my south facing backyard through the winter months, the time of the year when sunlight is so very important to us. I think this unfair to our family and the height of the building should be reconsidered to redesigned to fit within the existing neighborhood.

Furthermore, another major concern to this proposed development is the limited access to this site. The back lane used by the residents of 32nd Avenue (such as my family) will become a primary thoroughfare for residents of a M-H1 (high density) building and 32nd Avenue will be used to cut through the Marda Loop area on off to 26th Avenue or 14th street (as there will be a road block installed on 22nd street, preventing residents from using 22nd street to get through Richmond/Knob Hill). 32nd Avenue will most certainly become an extremely busy street and living on a cul-de-sac and the benefits it brings will be totally thrown out the window.

We ask that you please add a density modifier to the land use change, so that the number of units allowable is respectful to the existing community. An M-H1 zoned building will result in an excessive invasion of privacy to the adjacent low density and will most certainly impact quality of our life. Overlooking studies provided by the developer confirm this to be the case and a building up to 16m will most certainly result in dozens of eye peering into family backyards and even kitchen and living room windows.

I strongly urge and hope that you will consider the impact these changes will have on the people living here and the community as a whole. Again, I support redevelopment, but something that is to the scale of the adjacent neighborhood and one that follows the principles and visions set out in the city's MDP and the areas ARP.

Regards,
Ian S. Munro

Resident of 2431 32 AVE SW, Calgary, AB, T2T-1X

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Smith, Theresa L.

From: Peter Grobauer [peter-paul@telus.net]
Sent: Monday, March 28, 2016 7:43 PM
To: City Clerk
Subject: proposed Marda-Loop rezoning

Hello,

I am extremely concerned over the potential changes to the zoning laws in the Marda-Loop community, allowing higher and more dense buildings to be constructed.

Traffic is already extremely congested at rush hours, parking is becoming a challenge, and my particular part of the neighbourhood is already being used as a cut - through for traffic (21st. from 33 Ave.). I have concerns that allowing a higher density than is outlined in the Marda - Loop BRZ guideline will change this area for the worse. I support higher density in all areas of the city, but not at the expense of quality of life. We are seeing more families with small children here, as well as an aging population. Both of these groups are at risk when traffic levels increase. It is difficult to see oncoming traffic when you have cars parked up and down the street. This is also a problem for just driving in the neighbourhood, and access in and out.

With the developments being contemplated for 33rd Avenue, I am concerned also that the size of these proposals will diminish the desirability of the area, bringing traffic and blocking light/views. Allow redevelopment, but keep it in check, preserving the quality of life here. I see developers coming in and asking for changes, and getting them. It makes me question why we bother with zoning regulations and a planning department.

I've lived in Marda-Loop for 16 years, and welcome the changes so far. Please help ensure that this area (and other areas that are similar) remains a vibrant, attractive place to live, instead of a crowded urban jungle.

Thank you.

Rgds,
Paul Kenney
2202 - 32 Avenue S.W.

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2016 MAR 29 AM 9:11
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March 29, 2016

2016 MAR 31 AM 7:48

The Mayor and City Councilors
City of Calgary

THE CITY OF CALGARY
CITY CLERK'S

Your Worship and Members of Council,

We have prepared this letter to communicate to the City of Calgary our strong disapproval of the proposed land use amendment, LOC 2015-0023 (CPC2016-089).

We have been residents of Marda Loop (2202 32 Ave. SW) for over 16 years and have watched this neighborhood grow from mainly all bungalows to about 90% infills, resulting in a significant increase in density. In addition, we have seen the development of Garrison Woods to the south of us. All of these additions have added to the population density, as well as, viability and vibrancy to the commercial area of Marda Loop. However, all of this development to date has been done while honouring the scale and density of the existing community.

We would like to emphasize the fact that we are not opposed to smart development and improvements to our neighborhood, however we are strongly opposed to this land use amendment application and the overwhelming and significant increase in density it will bring. Further, we are concerned about the traffic impacts this proposed development will create.

We really struggle with the fact that this proposed amendment has even made it this far. Why has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) is a direct conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with over 100 units (145, to be exact) results in a unbelievably significant increase in density (over 1000% increase!). Why does the City bother to undertake Area development plans only to contravene all the recommendations of such a plan – a mere six months after the plan is finalized (Marda Loop Area Redevelopment Plan – dated December 2014 and this development put forth in June of 2015)?

We are all for thoughtful development of this community, and understand that the city desires density increases, however the increase in density resulting from a M-H1 (high density) designation is not at all respectful to the residents of Richmond/Knob Hill and the people of Marda Loop as a whole. Per the City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets". An M-H1 high density development is not respectful, but rather, disrespectful of the existing community character.

We notice the rezoning amendment's height modifier of 16m. We question why any potential development would need to be 16m in height in this area, or even 14m in height, especially in this location on the north side of 33rd Avenue? Have we totally lost respect for the neighbouring residents and enjoyment of their backyards/quality of life? A 14m height might make sense on the south side of 33rd Ave, where shadowing would affect the street in the winter months, or in an area with other adjacent 14m or 16m buildings, but next to low density housing - this is not at all respectful, and is in contrast to what is asked for in the ARP and MDP.

We suggest that the site remain M-C1 for the reasons stated above. However, if M-H1 is passed, we respectfully ask that a unit modifier or density modifier be attached, so that the number of units in this small access restricted area is limited to 75 or less.

We notice that the application, as currently written, does foresee a traffic restrictor on the north side of the laneway on 22nd St. SW – allowing for vehicle access to the building from 33rd Ave and 22nd St. SW. It is imperative that this traffic restrictor – and the corresponding signal and lane marking changes for the 22nd St. – 33rd Ave SW intersection – be a condition of any approval. We already experience significant “cut-through” traffic in our neighbourhood and don’t require more. Again, adding a density modifier to the land use change, so that the number of units allowable is reduced should address traffic volume concerns.

We strongly urge and hope that you will consider the impact these changes will have on the people living here and the community as a whole. Again, we support redevelopment, but only something that is to the scale of the adjacent neighborhood and one that follows the principles and visions set out in the city’s MDP and the areas ARP.

Sincerely,

Paul Kenney & Peter Grobauer

Gee, Kristin

From: Lesley.Hoven@shell.com
Sent: Monday, March 28, 2016 3:28 PM
To: City Clerk
Subject: CPC2016-089: Concerns Regarding Rezoning

Good day,

I am writing to express my concerns related to the rezoning application (M-H1f2.5h16m) for the land parcels required to build the proposed ML33 condo (LOC2015-0023). I live at 2129 34 Avenue SW. The traffic and parking issues in Marda Loop have become increasingly bad over the last several years. Adding another large development to the already overly dense and problematic area will add to the significant issues we're already having in this area. The following points highlight my biggest concerns:

- **Safety:** On an almost daily basis I see near miss vehicle accidents on 33rd and 34th avenue, close calls with pedestrians and vehicles, and severe "road-rage" and aggressive driving behaviours. There are many children and elderly that live in this area and it's becoming a very dangerous area for them, and other residents, to simply cross the street. Rezoning to allow an additional large condominium development in this area will further increase the density and add to the existing issues.
- **Parking:** Parking is increasingly difficult to find in the area and vehicles are parked so close to intersections that it's almost impossible to see oncoming traffic when turning onto 34th and 33rd avenue from the connecting side streets. Rezoning to allow a 145 unit building to this area, with only one parking stall per unit, is going to meaningfully increase the current parking issues.
- **Traffic:** The access to and from Crowchild Trail is becoming progressively poor at the 33rd avenue exit. Southbound traffic during the evening rush-hour is backed up from the 33rd exit as far as 26th avenue on Crowchild on a regular basis. It can take upwards of 20 minutes to exit into Marda Loop from that location. Additionally, as mentioned above, the heavy volumes and aggressive driving along 33rd avenue and 34th avenue in particular are very troubling. Rezoning to allow a building of this magnitude will surely have a negative impact on traffic issues in the area.

Without substantial changes to the community roadways and traffic patterns in the area, I believe that this high density rezoning is a huge safety concern for the residents of Marda Loop. The traffic, parking, and road safety issues in Marda Loop are getting so bad that I'm actually considering moving from the area. I urge you to deny the application to rezone as it is currently being proposed.

Sincerely,
Lesley

Lesley Hoven, P.Eng.
Air Quality Specialist
Shell Canada Limited
400 - 4th Avenue SW, Calgary, Alberta, T2P 2H5

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RECEIVED
2016 MAR 28 PM 2:27
THE CITY OF CALGARY
CITY CLERKS

Gee, Kristin

From: fardad zabetian [fardad56@yahoo.com]
Sent: Monday, March 28, 2016 4:08 PM
To: City Clerk
Subject: CPC2016-089

Dear Sir,

I am usually in support of development and prosperity in our city however a project of this size and magnitude in its current location will pose significant challenges for the neighbourhood. We are already suffering from increased traffic and longer waiting periods behind traffic lights or stop signs in this neighbourhood so my concern with this project is additional traffic that the new condominium building is going to bring about. The current infrastructure on 22nd Street and 33 Avenue will not support this.

Thank you

Fardad Zabetian

THE CITY OF CALGARY
CITY CLERK'S
2016 MAR 28 PM 3:47

RECEIVED

Smith, Theresa L.

From: Lindsay Smith Abrams [Lindsay_Abrams@ultimatesoftware.com]
Sent: Tuesday, March 29, 2016 9:32 PM
To: City Clerk
Subject: RE: CPC2016-089

Members of Council,

I have prepared this letter to communicate to the city of Calgary my strong disapproval of the proposed land use amendment, LOC 2015-0023 (CPC2016-089). I am writing to share my concerns regarding the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).

I have been at this address for 10 months and chose to move into this neighborhood because of its charm, proximity to the city center, types of homes and sense of community. We moved to our new home with anticipation that this community would be a great place for raising a family and setting up family roots. However, if this proposed land use amendment were to be approved and with it such a significant increase in density and lack of respect for the area redevelopment plan, we will most certainly be reassessing to determine why I would want to live in this area any more.

I would like to first emphasize the fact that I am not opposed to smart development and improvements to our neighborhood, however I am strongly opposed to this land use amendment application and the overwhelming and significant increase in density it will bring. I really struggle with the fact that this proposed amendment has even made it this far. Has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) is a straight out conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with over 100 units (145, to be exact) results in a unbelievably significant increase in density (over 1000% increase!). Further increasing population density beyond what is currently approved seems inappropriate given the existing road infrastructure and traffic patterns. Already there is very little street parking on the Richmond/Knob Hill streets and at busy times cars regularly take short-cuts through 32nd Avenue at unsafe speeds, especially when considering that children are playing on the small front yards.

I am all for thoughtful development of this community, and understand that the city desires density increases, however the increase in density resulting from a M-H1 (high density) designation is not at all respectful to the residents of Richmond/Knob Hill and the people of Marda Loop as a whole. For our home, shadowing studies have been provided by the developer and it is clearly shown that a 16m building will eliminate sunshine into my south facing backyard through the winter months, the time of the year when sunlight is so very important to us. I think this unfair to our family and the height of the building should be reconsidered to redesigned to fit within the existing neighborhood.

Furthermore, another major concern to this proposed development is the limited access to this site. The back lane used by the residents of 32nd Avenue (such as my family) will become a primary thoroughfare for residents of a M-H1 (high density) building and 32nd Avenue will be used to cut through the Marda Loop area on off to 26th Avenue or 14th street (as there will be a road block installed on 22nd street, preventing residents from using 22nd street to get through Richmond/Knob Hill). 32nd Avenue will most certainly become an extremely busy street and living on a cul-de-sac and the benefits it brings will be totally thrown out the window.

We ask that you please add a density modifier to the land use change, so that the number of units allowable is respectful to the existing community. An M-H1 zoned building will result in an excessive invasion of privacy to the adjacent low density and will most certainly impact quality of our life. Overlooking studies provided by the developer confirm this to be the case and a building up to 16m will most certainly result in dozens of eye peering into family backyards and even kitchen and living room windows.

I strongly urge and hope that you will consider the impact these changes will have on the people living here and the community as a whole. Again, I support redevelopment, but something that is to the scale of the adjacent neighborhood and one that follows the principles and visions set out in the city's MDP and the areas ARP.

Regards,
Lindsay Abrams

Resident of 2431 32 AVE SW, Calgary, AB, T2T 1X1

Lindsay Abrams

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2016 MAR 30 AM 7:45

THE CITY OF CALGARY
CITY CLERK'S

Dear City Council,

Re: CPC2016-089

I am writing this letter in opposition of the proposed rezoning and construction of a high density 145-unit condo at the particular proposed location. I believe we have an unique perspective being both home and small business owners within the community.

We have owned our home in Marda Loop at 2206 32nd Avenue for 13 years. As we had recently moved from a walkable neighbourhood in Vancouver we were very deliberate in our purchase location. Even at that time we paid significantly more for an older, smaller house and yard than we would have in a newer community. Our desire was to be in a central location, walkable to amenities, local schools and work.

The main problem with the current building proposal is the number of units and lack of reasonable vehicle access. I trust that those making a decision on this rezoning have visited the site or in the very least looked at a map of the present traffic access. The current proposal has one access point through the alley between 33rd and 32nd Avenues from 22st. There is no northbound left turn allowed at 22nd Street from 33rd Avenue thus everyone trying to access the building must go left on 21st Street down 32nd Avenue past our house. This left on to 21st has already been established as a problem cut- though by the City of Calgary when we had a neighbourhood traffic study. The southbound access to this alley access goes past our community school, and two playground zones. There are no speed bumps or traffic circles just frustrated parents who already wave their arms at those drivers cutting through at speeds in excess of the playground zone limit.

My children walk and bike to school and cross our already busy street to see friends. We walk and bike to work and through our community to use the services. We have practiced different routes to pick the safest crossings and discussed pedestrian safety ad nauseum. There are certain urban planning principles that make an area user friendly and promote a walkable, safe, vibrant community. There is density and then there is crowding. Putting a 145 unit building in this particular location does not help create the vibrant community that we hope will continue to grow and improve.

Sincerely,

Nicole and Paul Hunter
2206 32nd Avenue SW
Calgary, AB
T2T1X1

Natalie and Vicente Miranda

Your Worship and Members of City Council,

We are writing this letter as concerned parents and residents of 2422 32nd Ave SW in relation to the rezoning of 2410, 2414, 2418, 2424, 2428 and 2431 33rd Ave SW (CPC2016-089).

We bought our home 6 years ago because of the quiet cull de sac it was located on. We hoped the cull de sac would limit vehicle traffic, making it safer to raise children and have pets, as well as maintain a walk ability lifestyle.

We are not opposed to densification in Calgary and our neighbourhood; however we are opposed to increasing density in our neighbourhood by 1000%. It goes against the Municipal Development Plan and the ARP's plan of a "modest increase in density".

We worry about the increase in traffic and the increase in street parking in front of our home. Currently we witness on a daily basis speeding cars going past our home to the cull de sac, as we play with our 3 year old and dog on our small front lawn. I can only imagine that the increase in traffic will cause increase in speeding as people access the lane way. We and visitors to our home have issues finding any parking close. With the increase in density we worry our elderly parents will have even more trouble finding parking near our home. We are all for thoughtful development of this community along with modest increase in density, however the increase in density to M-H1 goes against the ARP's vision.

We have chosen to live in Marda Loop for its walk ability. The increase in traffic worries us. On numerous occasions we have almost been hit, and have witnessed people almost being hit by vehicles travelling at higher speeds, especially in the school/park zones. Putting 145 units on a parcel of land that currently has about 12 units will increase the traffic and pose risk to ourselves, our child and our neighbours.

We strongly urge and hope that you will consider the impact these changes will have on the people living here and the community as a whole. Again, we support redevelopment, but one that follows the principles and visions set out in the city's MDP and the areas ARP.

Sincerely
Natalie and Vicente Miranda

RECEIVED
2016 MAR 29 PM 1:22
THE CITY OF CALGARY
CITY CLERKS

Bernadette Geronazzo

March 30, 2016

2204 – 32 Ave SW, Calgary, AB T2T 1X1

Your Worship and Members of Council,

I have prepared this letter to communicate to the city of Calgary my strong disapproval of the proposed land use amendment, LOC 2015-0023 (CPC2016-089).

I have been at this address for 24 years and have watched this neighborhood grow from almost all bungalows to a majority of infills, resulting in a significant increase in density.

I have been involved in the collaborative and active planning that joined with the City of Calgary the Marda Loop BRZ, Richmond Knob Hill as well as Marda Loop Community Associations to come up with appropriate guidelines for a new BRZ Area Redevelopment Plan. In that plan we were very clear on the levels of density that would be appropriate for this area and this particular development contravenes those guidelines set out by the City of Calgary and these stakeholders.

It is perplexing to me that this proposed amendment has even made it this far **because** of the precepts laid out in the collaborative effort of the relatively new (+-2012) Marda Loop Area Redevelopment Plan. This increase to M-H1 (high density) is a straight out conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with over 100 units (145, to be exact) results in an unbelievably significant increase in density (over 1000% increase!). This in addition to the lack of appropriate access directly to Crowchild trail and the complete lack of underground parking or the proposed development is erroneous and should be struck from the development plans under consideration by the City of Calgary. WE are asking this proposal to be denied in full because of its many contraventions to approved plans or this area.

A modest increase in density would be acceptable, per the Marda Loop ARP. But how somebody could misinterpret the term "modest increase" with 1000% increase for one structure alone is beyond acceptable. As currently zoned, a very modest-to-somewhat intense increase to 54 units would be possible under M-C1, much more in line with what is recommended per the approved Area Redevelopment Plan (albeit, still equivalent to an approximate 400% increase in density).

Per the City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets". An M-H1 high density development is not respectful, but rather disrespectful of the existing community character.

Per the City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets." An M-H1 high density building of up to 16m in height and possibly 100m long, with the rear facing one and two storey low density households is anything but human-scaled.

Per the City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets." An M-H1 high density building of up to 16m in height adjacent to a residential street with 3m high bungalows and 6m high infills does not provide for a transition anywhere close to what one would deem sensitive.

Per the City of Calgary approved Marda Loop ARP's Guiding Principles, the very first principle is Community Character and it states that "Development should respect the local context, history and character of the area and promote a sense of place through the design of buildings and public spaces. We are a community of bungalows and 2 storey infills. M-H1 with a modifier allowing up to 16m in height does not respect the scale of adjacent neighborhoods.

Per the City of Calgary approved Marda Loop ARP's Section 4.1.1, new development should provide a minimum building setback of 6.0 metres from the back of the curb at the front of the building. Rezoning to M-H1 requires a minimum of 0m setback at the front of the building, and does not adhere to the Complete Street Vertical and Horizontal zones specified in section 2.5.3 of the MDP. We are setting up for failure. Per the MDP, "pedestrian and cyclists should be given the high priority along Corridors".

I notice the rezoning amendment's height modifier of 16m. I question why any potential development would need to be 16m in height in this area, or even 14m in height, especially in this location on the north side of 33rd avenue? Have we totally lost respect for the neighboring residents and enjoyment of their backyards/quality of life? Maybe 14m on the south side of 33rd makes sense, where shadowing would affect the street in the winter months, or in an area with other adjacent 14m or 16m buildings, but next to low density housing...this is not at all respectful, and in contrast to what is asked for in the ARP and MDP.

The MDP's intensity target for Marda Loop is 100 jobs and population per hectare, as shown in the Marda Loop ARP. We are already at 98! A modest increase in a couple of areas within the Marda Loop corridor would put us beyond the 100 target. Allowing for M-H1 in this small access restricted area will blow up Marda Loop's 6- year target already!

I suggest that the site remain M-C1 for obvious reasons, as stated in the rest of my letter. However, if M-H1 is passed, I respectfully ask that a unit modifier or density modifier be attached, so that the number of units in this small access restricted area is limited to 75 or less.

I respectfully submit this letter as my strong rejection of the proposed re- zoning, along with the significant relaxations which contravene the ARP.

I do not support this land use change. It does not fit with the vision proposed for this area, I ask that you consider asking developers to adhere to the principles and visions set out in the Marda Loop BRZ ARP.

Regards, Bernadette Geronazzo – Former Executive Director for the Marda Loop BRZ

Ben Eckstrand
2230 31 Avenue SW
Calgary, AB T2T 1T6

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2016 MAR 29 AM 10: 32

March 29, 2016

Your Worship and Members of Council, **THE CITY OF CALGARY
CITY CLERK'S**

I have prepared this letter to communicate to the city of Calgary my strong disapproval of the proposed land use amendment, LOC 2015-0023 (CPC2016-089).

I am writing to share my concerns regarding the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).

I moved into the Marda Loop area 6.5 years ago and generally enjoy the area for a multitude of reasons. But, my biggest areas of concern relate exactly to the concerns that this project will inevitably cause a bigger problem to.

Firstly, traffic between Crowchild and 19th street on 33rd avenue is awful in peak hours. This project will put more people at the crux of the issue.

Secondly, we walk to Safeway and the Garrison stores on the north side of 33rd and crossing the road here (22nd street) has become alarmingly a high alert area. People are stuck in traffic turning onto 22nd street causing back-ups to other drivers trying to use the same road. People speed by on their ramp up to Crowchild and it's very concerning as a pedestrian myself, let alone for my kids who are 2 and 5 and don't pay attention as they're children. This is a busy, dangerous intersection. This project will make it worse.

Thirdly, my kids and I use the small park on 22nd street and 30th avenue and the sidewalks in the area. Currently the right turn only onto 33rd avenue makes 22nd street less busy. I hope it stays this way. If people are able to turn onto 22nd street south from 33rd avenue, it will increase the traffic in this area significantly. We use the sidewalks for bike rides, scooter rides and the park. It does not feel safe when cars are driving by so fast. Lots of cars do not respect the 30 kmph park zone and putting more drivers on this road will obviously just create a more dangerous area for the many kids in the area.

I have lived in the beautiful Richmond/Knob Hill community and I wish to continue living here. However, if this proposed land use amendment were to be approved and with it such a significant increase in density and lack of respect for the area redevelopment plan, I will most certainly be reassessing to determine why I would want to live in this area any more.

I would like to first emphasize the fact that I am not opposed to smart development and improvements to our neighborhood, however I am strongly opposed to this land use amendment application and the overwhelming and significant increase in density it will bring.

I really struggle with the fact that this proposed amendment has even made it this far. Has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) is a straight out conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or

approximately 12 units, and replacing with them a massive building with over 100 units (145, to be exact) results in a unbelievably significant increase in density (over 1000% increase!).

Further increasing population density beyond what is currently approved seems inappropriate given the existing road infrastructure and traffic patterns. Already there is very little street parking on the Richmond/Knob Hill streets and at busy times cars regularly take short-cuts through 32nd Avenue at unsafe speeds, especially when considering that children are playing on the small front yards.

I am all for thoughtful development of this community, and understand that the city desires density increases, however the increase in density resulting from a M-H1 (high density) designation is not at all respectful to the residents of Richmond/Knob Hill and the people of Marda Loop as a whole.

A modest increase in density would be acceptable, per the Marda Loop ARP. But how somebody could misinterpret the term "modest increase" with 1000% increase is staggering to me. As currently zoned, a very modest-to-somewhat intense increase to 54 units would be possible under M-C1, much more in line with what is recommended per the approved Area Redevelopment Plan (albeit, still equivalent to an approximate 400% increase in density).

Per the City of Calgary-approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets". An M-H1 high density development is not respectful, but rather disrespectful of the existing community character.

Per the City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets." An M-H1 high density building of up to 16m in height and possibly 100m long, with the rear facing one and two storey low density households is anything but human-scaled.

Per the City of Calgary approved Marda Loop ARP's Guiding Principles, the very first principle is Community Character and it states that "Development should respect the local context, history and character of the area and promote a sense of place through the design of buildings and public spaces. Building height and massing should respect the scale of adjacent neighborhoods." We, Richmond Knob Hill are not a community such as Mission, which is already occupied with existing condos of 10m to 16m in height. We are a community of bungalows and 2 storey infills. M-H1 with a modifier allowing up to 16m in height does not respect the scale of adjacent neighborhoods.

Per the City of Calgary approved Marda Loop ARP's Section 4.1.1, new development should provide a minimum building setback of 6.0 metres from the back of the curb at the front of the building. Rezoning to M-H1 requires a minimum of 0m setback at the front of the building, and does not adhere to the Complete Street Vertical and Horizontal zones specified in section 2.5.3 of the MDP. We are setting up for failure. Per the MDP, "pedestrian and cyclists should be given the high priority along Corridors".

A policy of the MDP suggests that developments shall sensitively transition intensity from low density residential to multi-residential. M-H1 is not at all sensitive.

A policy of the MDP = Massing of a new development shall frame and respect the existing scale of the street. An M-H1 building will not respect the existing scale.

A policy of the MDP = New development and redevelopment shall be compatible with the built form (height, scale, and bulk) within the local area.

One of the objectives of the MDP = Respect and enhance neighborhood character and vitality. How is the potential for 145 units respectful?

I notice the rezoning amendment's height modifier of 16m. I question why any potential development would need to be 16m in height in this area, or even 14m in height, especially in this location on the north side of 33rd avenue? Have we totally lost respect for the neighboring residents and enjoyment of their backyards/quality of life? Maybe 14m on the south side of 33rd makes sense, where shadowing would affect the street in the winter months, or in an area with other adjacent 14m or 16m buildings, but next to low density housing...this is not at all respectful, and in contrast to what is asked for in the ARP and MDP.

I suggest that the site remain M-C1 for obvious reasons, as stated in the rest of my letter. However, if M-H1 is passed, I respectfully ask that a unit modifier or density modifier be attached, so that the number of units in this small access restricted area is limited to 75 or less.

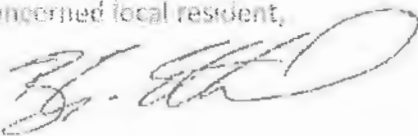
Please accept this letter as my strong rejection of the proposed re-zoning, and significant relaxations which go along with it. The current zoning of M-C1 allows for up to 54 units in this area, and would be much more respectful to the neighborhood, while still increasing density on that block by approximately 450%.

I do not support this land use change. It does not fit with the vision proposed for this area, and will make my lovely neighborhood less attractive, less safe and less livable.

I strongly reject the proposed rezoning to M-H1 and the extremely ridiculous number of relaxations required by the developer.

I strongly reject the proposed rezoning to M-H1 and the overwhelming number of relaxations (TO M-H1) required by the developer.

Concerned local resident,



Ben Eckstrand

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2016 MAR 29 PM 2:46

THE CITY OF CALGARY
CITY CLERK'S

Greg and Maggie Dycke
2416 32 Avenue SW
Calgary, AB T2T 1X3

March 24, 2016

Re: CPC2016-089

Your Worship and Members of Council:

Please accept this letter regarding the proposal to redesignate the land use of 2410, 2414, 2418, 2424, 2428, and 2432 33 Avenue SW to M-H1.

We have several concerns with the proposed redesignation:

- The Marda Loop Area Redevelopment Plan (ARP) is not reflected in this redesignation
 - The Marda Loop ARP indicates a maximum building height of 4 stories in 16 metres for this area. While the developer intends to maintain the 16 m height, they have also proposed increased density (going from 85 units to 145 units). The increased density will be problematic for area access from existing roads.
 - The developer does not intend to pursue commercial use on the property, which relates to the retail-vitality objective of the ARP.
- 145 residential units will increase the amount of cut through traffic on the street.
 - We originally chose this block of 32 Avenue for the low traffic and cul-de-sac, with the safety of our pets and children in mind. A quiet, closed-off street will lower the likelihood of our pets or children meeting with an accident before we found them, should our pets or children ever be on the street without our knowledge.
 - The increase of infills has resulted in more parked cars on the street, and visibility is now quite low – our neighbour's dog was unfortunately hit by a car when she escaped from her home. While this is understandably an accident, it is still very unsettling.
- Shadowing
 - The setback of less than 5m will affect neighbours north of the development.

We are not opposed the redevelopment of this site, and would like to see a development that contributes positively to the neighbourhood. We are, however, opposed to the significant increase in density it will bring. Given the existing infrastructure, we would like to see a more modest proposal that will allow the new and existing homeowners to continue to enjoy the community for all of its benefits – its unique atmosphere, its walkability, and its vibrancy.

Sincerely,

Greg and Maggie Dycke

Gee, Kristin

From: Yan & Diana Côté [yan_diana_cote@yahoo.ca]
Sent: Saturday, March 26, 2016 1:17 PM
To: City Clerk
Subject: CPC2016-089

Dear City Counsellors

I am wiring in regards to the proposed land amendment use LOC2015-0023.

I am not opposed to development and improvements, however I am opposed to this proposed amendment!

My family recently moved into the Marda Loop area and we love it. It's so close to downtown and we can walk to stores on 33rd Ave SW.

On the down side, there is so much traffic getting off of Crowchild and on to 33rd Ave. Sometimes it takes me 10 minutes to get off of Crowchild and then home. I only live on 28 AVE SW at 22 St.

I am in favour of new development at the North East corner of Crowchild and 33 Ave SW, however not a Commercial Corridor(LOC2015-0023).

First of all , it would be extremely difficult to access, as the only way of getting there would require driving through Marda Loop and then turning around to get there. This is because you cannot turn left (North) from 33rd Ave SW to 22 St. If we could turn left at 22nd St, it would back up cars to way over the bridge into Killarney, our neighbouring community. There is such a small distance from the top of the bridge to 22 St, that we don't want to hold up traffic more than we already do. This would add to the difficulty of entering and exiting our neighbourhood as it is.

This would also increase the number of cars just using our streets as way to get around. We have lots of kids that play in the neighbourhood and increased cars zipping along our streets puts them at an increased risk of getting hit.

Secondly, I don't feel it would add to the flow of the neighbourhood. The South side has already been developed with a Safeway and the many shops around it. That north corner has an open breezy feel about it. If you were to allow a huge development, that would enclose the area and the entry to our neighbourhood would be confining. It would overshadow the streets and provide less enjoyment when walking along 33rd. One reason we love the neighbourhood is ability to walk on 33rd.

Finally, street parking is already at a premium in the surrounding area, and adding a Commercial Corridor would only aggravate the shortage – and make it difficult for area residents to find spots for their own vehicles.

I urge to you reconsider the re-zoning and not allow the LOC20150023 amendment.

Best Regards,
Diana Addeo
2235 28 Ave SW
Calgary, AB

THE CITY OF CALGARY
CITY CLERK'S

2016 MAR 28 AM 9:58

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RECEIVED

2016 MAR 28 AM 9: 58

THE CITY OF CALGARY
CITY CLERK'S

March 22, 2016

Dear Members of council:

In reference to:

CPC2016-089

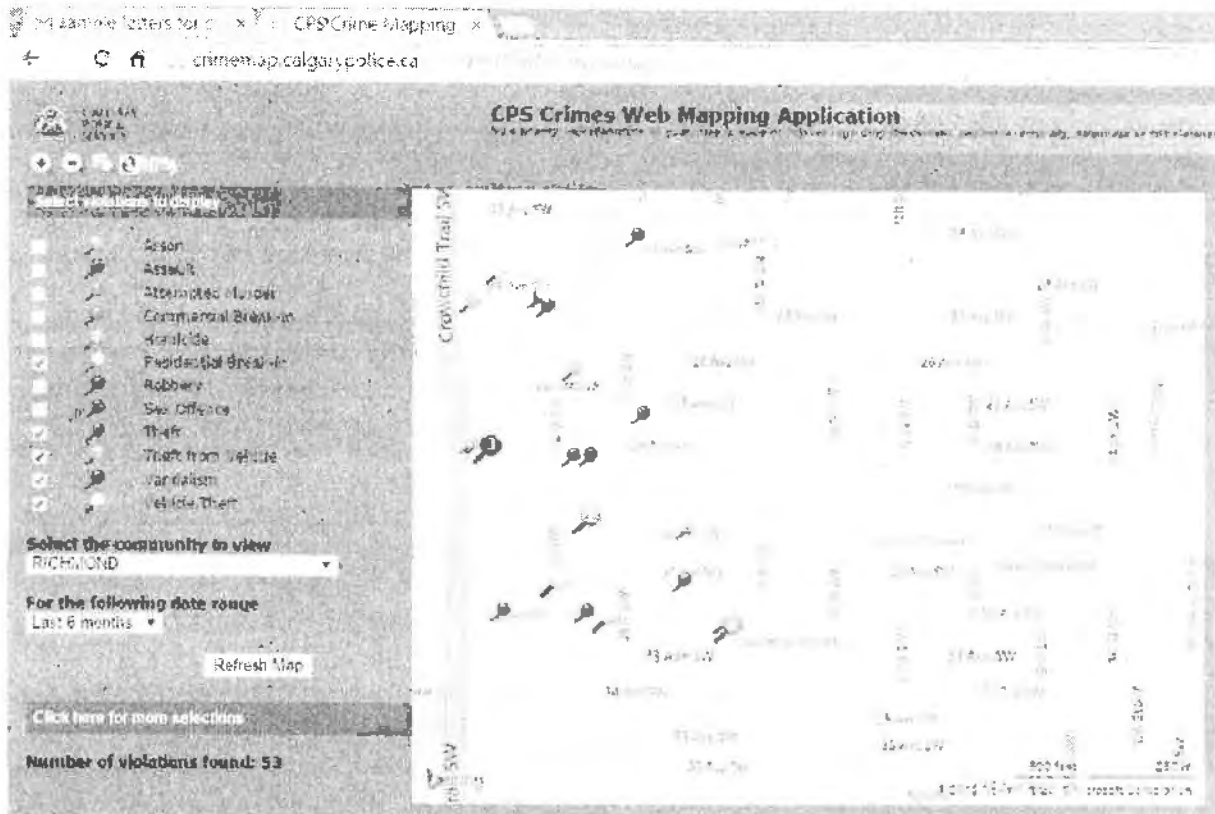
Application for Land Use Amendment: LOC2015-0023

Location: 2410, 2414, 2418, 2424, 2428, 2432 33 Ave SW

My husband, Darryl MacDonald, and I are titled owners on the 32 avenue block backing the proposed land development. I would first like to express my displeasure that we learned about the amendment from a neighbor whom received a letter in the mail. It was somehow believed that this project would only affect five or six properties on this block which is an egregious mistake. I believe this amendment thus far to have been approached with the same poor tact and lack of transparency as the request for the change in height restriction for commercial properties in this area for which I have yet to meet a single person in the neighborhood that received a letter or knew about the proposal. I am disappointed in how this has been approached and both my husband and I are opposed to the zoning amendment requests for the following reasons.

1. Traffic - Currently the corner of 22nd Street and 33rd Avenue SW allows traffic to exit West on to 33rd Ave. This means traffic from the unit would be able to exit on to 33rd Ave towards Crowchild Trail only. Traffic entering the unit would have to turn North on 21st Street, which currently is already backed up to the Crowchild Trail overpass during rush hour. This would have anywhere from 150 to 300 vehicles driving down an already densely packed residential street with room for only one way traffic, then into an ally on the next block. With 32nd Ave being a dead end street this could easily lead to traffic jams both in the residential area and an increase in traffic on 33rd Ave.
2. Parking - At the moment there is little to no parking on 32nd Ave between 21st Street and the end of 22nd Street and is already affected by public traffic in the Marda Loop area. The proposed development would allow only one parking stall per unit with 23 visitor stalls. This could potentially lead to an extra 140+ vehicles based on double occupancy with nowhere to park and would be detrimental not only to the residential areas but the neighboring commercial areas as well. My wife and I use the ally to access our garage on a daily basis and the addition of nearly 200 vehicles worth of traffic seems to be poorly planned with little to no consideration to the current congestion of traffic in the area.
3. Inconsistent with the ARP - Marda Loop in a very unique neighborhood in Calgary, and I believe it is in the community's interest to maintain a proper balance of private and commercial space. The Marda Loop ARP states a maximum FAR of 2.5 and 85 units for a development and a land use designated as residential/retail for this particular location. The proposed development does not comply with this ARP, as the condo complex does not have any retail component and is requesting an FAR of 3 instead of 2.5 and 148 units instead of 85. Both of these attributes are highly undesirable for the same reasons as stated above.
4. Population density - 32nd Ave already suffers from a high crime rate and serves as an easy target given the pedestrian trail adjacent to Crowchild Trail. These stats are readily available from the Calgary Police website and in the last six months alone (refer to map below), there have been 53 reported break-ins, vandalism and theft in the Richmond area. I know a number of my neighbors

that have been victims of these crimes. The addition of a massive condo complex will increase activity in this area and may create a bigger target for crime



I understand the need for increasing density in the neighborhood and do not disagree but I believe that the proposed plan would increase traffic and density beyond the range of the current civil infrastructure and would ultimately be a detriment not only to this block but the entire neighborhood. I believe that mixed zoning and larger/fewer units ties in with the existing ARP and would be of greater benefit to the community as a whole. I oppose the modifications in the LOC 2015-0023. The floor area ratio of 3 and maximum height of 16m are too high for this area of the neighborhood. In my opinion a more reasonable size building would be a maximum of 14m height and floor area ratio less than 2.5 with a maximum of 85 units, as defined in the ARP.

Sincerely,

Joanna Williams

2435 32 Avenue SW

Calgary, AB T2T 1X4

Albrecht, Linda

From: Anita Klavins [aklavins@telusplanet.net]
Sent: Wednesday, March 23, 2016 6:59 PM
To: City Clerk
Subject: CPC2016-089

Dear City Council,

I am voicing my concerns about the new condo development on 33rd Avenue between 22nd street and Crowchild Trail. I take the 33rd Avenue route to work daily and traffic for me is an issue. (I live on the corner of 31 Ave. and 22nd Street). The volume of vehicles during rush hour causes 2-3 blocks of back-up and this is when the roads are clear, there's no snow and no accidents. If there's too much traffic, I can see enough ahead to be able to back up and take an alternate route, being the 17th Ave. exit. If the condo unit is built, any traffic build-up will not be seen when approaching from the North. Additionally, there will be an increase in traffic caused by more residential vehicles and pedestrians walking across 33rd Ave.

If the condo proposal goes through, 33rd Ave will be towered on both sides with tall buildings. I often walk to Safeways for groceries. With more blind spots and more vehicles, my safety is compromised as a pedestrian. Children will especially be at risk as there are 2 playgrounds on 22nd street. The volume of cars and the speed they travel around these areas scares me now, especially when walking with my grandchildren. I can't imagine what it will be like with 145 units just around the corner from us.

My husband and I have lived in this area since 1986 and we've raised our children here. It's a fact of life that the city needs higher density in the inner city and I have come to live and accept this. I believe this project should stay within the approved land use by-laws and not exceed them. I think that by staying within the current guidelines the neighbourhood will maintain its small city style and friendliness. Thank you for reading my letter.

Yours truly,

Anita and Oskar Klavins

RECEIVED
2016 MAR 24 AM 8:03
THE CITY OF CALGARY
CITY CLERKS

Re: CPC2016-089

Our home is at 20 st & 32 ave SW. We have a 13 month little girl. We chose mardo loop to raise our family because it has lots of convenience eg parks, shops, supermarkets, restaurants, gym & library. We envision as our child gets older, she can be independent & walk or bike by herself to shops, library or go get herself some snacks since everything is so close. I no longer feel that is safe because of massive amount of people & traffic. This condo project will make it even worse. The traffic on 33 ave SW out of chowchild is already busy as is. Sad to say but I think mardo loop has or will be like one of those suburb areas where parents have to drive their kids everywhere.

Thanks,

Jackie Lee

RECEIVED
2016 MAR 24 AM 8:03
THE CITY OF CALGARY
CITY CLERKS

Albrecht, Linda

From: Marilyn Hollander [marilyn@hollanderconcrete.com]
Sent: Thursday, March 24, 2016 6:56 AM
To: City Clerk
Subject: Re: CPC2016-089

To Whom It May Concern:

I am writing with regards to the proposed rezoning application in Marda Loop on 33rd Ave SW and Crowchild Trail SW.

The proposed condo units will impact us at #2236-32 Ave **significantly**. Since 22 St SW has been closed to left hand traffic coming from the west, the potential condo owners will not be able to access their alley for underground parking unless they turn left on 21st St from 33rd Ave and then left again on 32 Ave SW, going right past our house. The traffic congestion will be huge- it already is- going into the Loop. There are too many cars and people for the small streets, and the proposed increase in cars for another 145 units will make it unbearable to get in and out of our street. I would ask you to consider turning this application down, and have the condos built elsewhere.

Thank you,
Marilyn Hollander
2236-32 Ave SW

RECEIVED
2016 MAR 24 AM 8:03
THE CITY OF CALGARY
CITY CLERK'S

Albrecht, Linda

From: Brendan O'Connell [boconnell@shaw.ca]
Sent: Wednesday, March 23, 2016 1:00 PM
To: City Clerk
Cc: rezoning33@gmail.com
Subject: Reject the proposed re-zoning on 33rd ave in Marda Loop.
Attachments: Letter to City of Calgary March 2016.pdf

As a longtime resident of Marda Loop, I would like to register my opposition to the proposed re-zoning of 33rd Ave in Marda Loop, CPC2016-089. Traffic is already very bad in the neighborhood, access and egress is challenged and access to public transit is limited. Yet another high density apartment building in the area would result in increased traffic in the neighborhood and a deterioration in the culture and the value of homes in the neighborhood. Please reject the re-zoning application.

Brendan O'Connell
2219-31 Ave SW
Calgary
403.245.8611

RECEIVED
2016 MAR 23 PM 2:11
THE CITY OF CALGARY
CITY CLERKS

March 23, 2016

The City of Calgary
Planning Department
e-mail: cityclerk@calgary.ca

**Re: Application for Permit to Re-Zone Area on 33rd Ave Between Crowchild and 22nd Street, SW
CPC2016-089**

Dear CityClerk,

I am a resident of Marda Loop/Knob Hill, Calgary and have been made aware of the fact that an entity has applied for a permit to re-zone the area on 33rd ave between Crowchild and 22nd street, SW and is seeking to construct a multi-unit building in this area. As the owner of a house on 31st avenue SW, a long time resident of Marda Loop and Calgary and as a taxpayer, I would like to submit a formal complaint to this re-zoning and ask that the City of Calgary REJECT the rezoning application.

My concerns are as follows:

- Parking and traffic is already a significant issue in Knob Hill due to the increase in the number of infills in the neighborhood;
- Significant traffic law violations are already occurring including excessive speeding on residential streets, red light violations, failure to stop at stop signs, etc. and increased population density and traffic will only make these problems worse;
- Access and egress is already challenging in Knob Hill and increasing population density in the neighborhood will make this more challenging;
- There is very little access to public transit in Marda Loop and increasing the population density will significantly increase the number of cars and traffic congestion;
- My house faces south and my property value and the property value of a number of homes to the north of 33rd ave will be negatively impacted if a structure above two stories is erected on the north side of 33rd avenue;
- There is already a significant amount of traffic in 33rd avenue and adding to population density in Marda Loop will only exacerbate that problem;
- There are already a significant number of multi-unit dwellings in Marda Loop and additional high density dwellings in the area will increase congestion, noise and traffic.

Recently, I was speaking to another resident of Knob Hill and he stated that he could not allow his children to play on his front lawn due to the heavy traffic on his street. This will only get a lot worse if a significant development is allowed in the neighborhood and thus will have a seriously negative effect on the culture of the neighborhood. I would request that the City of Calgary reject this application to re-zone 33rd avenue and maintain the status quo. Please keep me informed as to the status of the application and if there are any further steps for me to take to register my protest against this re-zoning application.

Regards,
(signed)
Brendan O'Connell
2219-31 Ave SW, Calgary
403.245.8611

RECEIVED
2016 MAR 23 PM 2:11
THE CITY OF CALGARY
CITY CLERK'S

Smith, Theresa L.

From: Darryl Krawchuk [darrylkrawchuk@shaw.ca]
Sent: Monday, March 28, 2016 4:49 PM
To: City Clerk
Subject: Re: CPC2016-089

RECEIVED
2016 MAR 29 AM 8:20
THE CITY OF CALGARY
CITY CLERKS

Hello,

Can you please delete my last email as it's not complete?

Thanks
DJK

On 3/28/2016 4:47 PM, Darryl Krawchuk wrote:

> Hello,
>
> The rezoning application (M-H1f2.5h16m) proposed 16m tall and 145 unit
> ML30 condo (LOC2015-0023).
>
> I have no issue with redevelopment as I have redevelopment my property
> in 2013.
>
> I object to the proposed plan to create 145 unit condo with no current
> access route to the building.
>
> Using 33 Ave SW and 21 ST SW and then using 32 Ave SW as the main
> access road to the proposed build is a problem for my two properties
> at 2140 and 2142 - 32 Ave SW.
>
> Today we have a cut through issue that has been identified by the city
> but there is no proposal to add street commoning measures on 21 St.
> SW. On the corner of 21st and 31 Ave SW there have been two accidents
> due to poor visibility and speed. Last year's accident caused
> extensive damage to ones property and if there was not a retaining
> wall there would have been extensive damage to both house on the north
> west corner of 31 ave sw.
>
> Living on a corner I have major concerns about this type of accidents
> happening to my house.
>
> We need to fix the current problems in this area:
>
> We need a north bound turning lane at 33 ave and 20 st SW.
>
> I've not used the Garrison Safeway due to traffic congestion at all
> time of the day. The stress of the construction on 34 Ave SW and 22
> St. Sw plus the new Flanders ave construction have create a living
> mess most interests in this area. 20 and 34 ave.
>
>

RECEIVED

2016 MAR 30 AM 10: 23

THE CITY OF CALGARY
CITY CLERK'S

Michael Frederick
Margarita Volkova
2404 32 Ave SW
Calgary, AB
T2T 1X3

Your worship and members of council.

Re: LOC 2015-0023 (CPC2016-089)

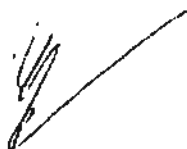
We are writing this letter to express our strong disapproval of the proposed land use amendment, LOC 2015-0023 (CPC2016-089).

We have lived in our home for the past eight years after re-locating to Calgary. We choose Marda Loop, because it had a great neighbourhood feel and at the time we purchased it was transitioning into a residential neighborhood with great access to all of the wonderful things in Calgary. Our house is an infill, so we certainly appreciate the affordability and sense of community that this density level creates.

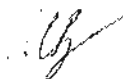
However, the proposed condo development is a complete shift to a high density model and is in absolute conflict with the Marda Loop Area Redevelopment Plan (ARP). Our home and quality of life would be very negatively impacted by this proposed development. The proposed development, with its very high density, is very close to our home location on 32 Avenue and would create significant parking, traffic and safety issues for current residents.

We are not opposed to community development and understand that an increase in density improves that quality of life and continued economic sustainability for the city. However this proposed development with its 145 proposed units is certainly not in line with the Marda Loop ARP. Frankly, we are shocked that this proposal has made it this far, given that it is so out of line with the guidelines established for the neighbourhood.

Please accept this letter as our strong rejection of the proposed re-zoning.



Michael Frederick



Margarita Volkova

Smith, Theresa L.

From: quoctram@gmail.com on behalf of Tram Nguyen Hughes [tnguyen.cavn@gmail.com]
Sent: Wednesday, March 30, 2016 2:05 PM
To: City Clerk
Subject: CPC2016-089 Request to Council to reject rezoning to MH-1

Tram Hughes (Nguyen)
2135 32 Ave SW, Calgary
T2T 1W9

Your Worship and Members of Council,

I am writing to share my deepest concerns regarding the proposed rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).

I live on the second block south of the proposed development with a South facing yard on to a narrow unpaved back alley on 32 Ave SW. Already it is becoming difficult to find a parking spot outside the front of my home (probably due to the increased number of lot splitting and infills in recent years). Often I get stuck trying to exit Crowchild on to Richmond Road as the traffic going South on Richmond Road is so intense. I

I feel that this proposed amendment should never have made it this far. The Municipal Development Plan and the Marda Loop Area Redevelopment Plan are not at all respected by the proposed rezoning to MH-1. The proposed increase to M-H1 totally conflicts with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with 145 units is shocking to me and totally inappropriate. The targeted area is nearly inaccessible and will create major congestion on a major thoroughfare (33rd) negatively impacting the entire community, as well as turning a narrow cul-de-sac and family neighborhood into an unsafe, noisy, smelly urban mess and sprawl - with blocked streets, no parking for residents or visitors/friends of residents and a heavy stream of noisy youths returning late from bars and clubs – a place no longer safe or even suitable to families (like myself) with young children.

I must appeal to your worship and learned council to please use your authority to put a total stop this rezoning (CPC2016-089). Please protect me and my child that are living nearby and who are crushed and distressed by a rezoning plan that suddenly completely changes the old neighbourhood that I know and love – a community that had been very nicely renewing itself through thoughtful and respectful infills with modest density increases (ongoing doubling of density is acceptable - but a 1000% density increase through an MH-1 is NOT)!

Please, please stop this train wreck about to explode on my dear community, my child, my friends and neighbours! Please say NO to the rezoning to MH-1.

Kind regards,

Tram Hughes (Nguyen)

My detailed concerns are

1. Heavy 32nd Avenue traffic at unsafe speeds, especially when considering my child playing in our small front yard.

The MDP states, "Sites shall see a modest amount of intensification". Amending this site to M-H1 is NOT "modest" intensification – it contravenes everything that has made our community strong and good for 60 years!

3. The City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets". An M-H1 high density development will destroy the family two storey low density home character and neighbourhood on a quiet cul-de-sac.
4. The rezoning amendment's height modifier of 16m will cause shadow - impacting many residents.
5. An M-H1 zoned building will clearly result in an excessive invasion of privacy to the incumbent residents in the adjacent low density homes and will most certainly impact quality of life – especially with dozens of people overlooking what are today private, sunny south facing backyards.
6. Significantly increased congestion in traffic flow off of Crowchild, on 33rd and 32nd Avenues as well as 22nd Street.
7. A nightmare of congestion and lack of available parking on 33rd and 32nd Avenues as well as 22nd Street.
8. I am particularly concerned about increased crime (drugs) and noise at night from a MH-1 with a high density young population among single home families with young children.

Jeremy Hughes
2221 32 Ave SW, Calgary
T2T 1X2

RECEIVED

2016 MAR 30 PM 1:47

THE CITY OF CALGARY
CITY CLERK'S

MARCH 30, 2016

RE: CPC2016-089

Your Worship and Members of Council,

I am writing to share my deepest concerns regarding the proposed rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).

I have lived in the beautiful Richmond/Knob Hill community for several years now, and over 10 years in Altadore. And I wish to continue living here. However, if this proposed land use amendment were to be approved and with it such a significant increase in density and lack of respect for the area redevelopment plan, I will most certainly be forced to relocate. As it stands, I live on the next block south of the proposed development with a South facing yard on to a narrow unpaved back alley. Already it is becoming difficult to find a parking spot outside the front of my home (probably due to the increased number of lot splitting and infills in recent years). Furthermore, I find that traffic into the area from Richmond Road (exit from Crowchild as well as regular traffic) is so intense that I am spending more and more time sitting in traffic jams trying to get home – often I get stuck for 5 to 10 minutes.

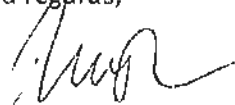
I am appalled that this proposed amendment has even made it this far. Has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 totally conflicts with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with 145 units is both unsustainable and totally inappropriate. The targeted area is almost completely inaccessible to that volume of vehicles and will create congestion on a major thoroughfare (33rd) inconveniencing the entire community, as well as turning a narrow cul-de-sac and family neighborhood into a ghetto - with blocked streets, no parking for residents or visitors/friends of residents and a heavy stream of young noisy party goers returning late from heavy drinking at the local pubs – a place no longer safe or even suitable to families (like myself) with young children. I have never felt the need to question City Planning or the Council but in this particular instance I simply have to ask

– has someone completely lost their mind? “Per the MDP, “Sites shall see a modest amount of intensification” – on what planet, or in what universe is a 1000% increase in density “modest” (145 units vs 12)?

I must appeal to your worship and learned council to please use your authority to put a total stop this rezoning (CPC2016-089). Please protect your fellow citizens that are incumbent in the area and whose rights and welfare are being trampled upon by a rezoning plan that is designed to yield maximum profit for minimal investment while destroying the entire existing fabric of a 60 year old neighbourhood – a community that had been very nicely renewing itself through thoughtful infills with modest density increases (doubling of density)! Please, please prevent this travesty!

Finally, I have included a short list below of detailed concerns that proposed rezoning will create.

Kind regards,



Jeremy Hughes

1. Heavy 32nd Avenue at unsafe speeds, especially when considering that children are playing on the small front yards.
2. Per the MDP, “Sites shall see a modest amount of intensification”. Amending this site to M-H1 is NOT modest intensification – it contravenes everything good people and good planning has stood for 60 years!
3. Per the City of Calgary approved Marda Loop ARP’s Vision, “A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets”. An M-H1 high density development bang in among family two storey low density homes on a quite cul-de-sac is NOT respectful of the existing community character.
4. The rezoning amendment’s height modifier of 16m will impact existing residents – causing shadow.
5. An M-H1 zoned building will result in an excessive invasion of privacy to the adjacent low density and will most certainly impact quality of life – especially overlooking south facing yards.
6. Heavy congestion in traffic flow off or Crowchild, on 33rd and 32nd Avenues as well as 22nd Street.
7. Congestion in available parking on 33rd and 32nd Avenues as well as 22nd Street.
8. Increased Crime and Noise at night from a MH-1 with a high density young population among single home families with young children.

Danny Peterson
2424 32nd Ave SW
Calgary AB

March 30th, 2016

CPC2016-089
Attachment 2
Letter 27

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2016 MAR 30 PM 1:11

Your Worship and Members of Council,

THE CITY OF CALGARY
CITY CLERK'S

I would like to express my concerns and **strong opposition regarding the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).**

My wife and I moved into Marda Loop area only 2 years ago and feel that even within the last two years, it is becoming very difficult to find a parking spot on our street. Turning off of 33rd Avenue onto 21st or 20th street is difficult and crossing can be dangerous. Having lived in Calgary for years, I have watched Marda Loop grow and always wanted to live and be a part of this community – and it is truly a wonderful place to live. I feel if this proposed land use amendment were to be approved and with it such a significant increase in density and lack of respect for the area redevelopment plan, I will most certainly be reassessing to determine why I would want to live in this area any more. It's not that we don't want to see these types of developments in the area, it's just this area specifically does not have sufficient access, parking, or road infrastructure. The increased volume of cars and traffic is simply not logistically sound for this particular parcel of land – the access and parking for the proposed density is not sufficient. M-H1 and the associated significant density will surely generate more congestion and erode local character. Per the City of Calgary approved Marda Loop ARP's Guiding Principles, the very first principle is Community Character and it states that "Development should respect the local context, history and character of the area and promote a sense of place through the design of buildings and public spaces. There are only a few walkable, vibrant commercial/residential communities in Calgary – I beg you to consider the long term effects of the community for this particular placement of the proposed development.

Has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) is in conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with 145 units resulting in an unbelievably significant increase in density (over 1000% increase!). I am all for thoughtful development of this community, and understand that the city desires density increases, however the increase in density resulting from a M-H1 (high density) designation is not at all respectful to the residents and the people of Marda Loop as a whole. A modest increase in density would be acceptable, per the Marda Loop ARP. But how somebody could misinterpret the term "modest increase" with 1000% increase is staggering. As currently zoned, a very modest-to-somewhat intense increase to 54 units would be possible under M-C1, much more in line with what is recommended per the approved Area Redevelopment Plan (albeit, still equivalent to an

approximate 400% increase in density). The MDP's intensity target for Marda Loop is 100 jobs and population per hectare, as shown in the Marda Loop ARP. We are already at 98! A modest increase in a couple of areas within the Marda Loop corridor would put us beyond the 100 target. Allowing for M-H1 in this small access restricted area will blow up Marda Loop's 60 year target already! Do we not expect any more development in the area?

I do not support this land use change. This is not fair or respectful to the residents of this community – there are many other land parcels in the area that could geographically support the density of this proposal but the lack of road access and parking for this proposal makes it unsuitable for this proposal. It does not fit with the vision proposed for this area, and will make a historic, vibrant neighborhood less attractive, less safe and less livable. **I strongly reject the proposed rezoning to M-H1** and the extremely ridiculous number of relaxations required by the developer. Again, I support redevelopment, but something that is to the scale of the adjacent neighborhood and one that follows the principles and visions set out in the city's MDP and the areas ARP.

Please consider the integrity, safety, accessibility and thoughtful, sustainable growth of Marda Loop.

Regards,

Danny Peterson

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2016 MAR 30 PM 1:08

THE CITY OF CALGARY
CITY CLERK'S

To: The City Clerk

From: Dr. James Trofimuk
Optimum Dentistry
3511 Garrison Gate SW
T2T 6E4

RE: CPC2016-089 Bylaw 88D2016 (LOC2015-0023, Casola Koppe)

To Whom It May Concern:

I wish to express my concern over the above listed zoning change. I will approach this from two aspects.

- 1 A business owner who has been in the Marda Loop district for 15 years.
- 2 A resident of an area where a high density building was constructed and the impact it had on the community.

Let me first start by saying I understand the City has its Municipal Development Plan (MDP) where it states many of the short and long term strategies for the City of Calgary. One of the seven goals is to develop 'Great Communities.' I would argue that no one in the Marda Loop / Richmond Knob Hill communities would disagree with that goal, that is the purpose of stating our concerns. This MDP should be a fluid document and set of goals, open to change as needed. It should not be a set agenda that is forced on communities. This is what the residents of this community feel is happening here.

In the fifteen years I have been a business owner in Marda Loop parking has always been a concern with both residents and businesses. Yet it seems the City has a different agenda on how to manage this issue, that being less parking. The biggest concern now is the size of developments that are being approved without sufficient and appropriate parking. This has placed a huge amount of stress on the residents, business owners and as well as the construction workers involved in these projects.

I can tell you that as a dentist I see a great number of residents of the Marda Loop (South Calgary), Richmond Knob Hill and Garrison Woods communities. MOST people are open to development however EVERYONE is concerned about parking. This City approves oversized buildings with no expectations placed on the developer on how to manage parking for construction workers. This is important as the behaviour of construction workers echoes what occurs after a building is completed where there is insufficient or inappropriate parking for the residents of these buildings.



The pictures above are of construction workers parking on a private parking lot while working on a construction site across the street. One can see these non patrons of any of the businesses associated with the parking lot have taken up almost two rows of private parking. Parking that is paid for by the tenants of this site for their patrons.

This is an example of what happens when there is inappropriate parking and the City does not put expectations on construction companies and developers when approving large size developments. This is what the residents in the area of this proposed development have to look forward to during the construction. This is also the end result when employees, delivery companies and patrons of this development are faced with a lack of appropriate parking and loading zones.

As a resident of a community that allowed a large, high density condo development in a residential neighbourhood I can tell you what happens after the building is completed. Insufficient and inappropriate parking resulted in community discord with the end result that the only solution was time limited parking in part of the area. This was not desirable by the City or Community but the best solution available. This could have been averted with proper communication with the community and with proper planning on the part of the City. To this day there are vehicles lining the street because of lack of parking (see photos below).

For clarity, insufficient parking is where there are not enough parking stalls for the number of residents in a development. Inappropriate parking is where there is no or very limited provisions for over sized vehicles or a proper loading zone for deliveries.



The above is an example of parking along a residential street (Discovery Ridge) where vehicles from an adjacent condominium complex have insufficient and inappropriate parking. The end result here was community members fighting with each other to come to some agreement on how to handle the parking. The result was limited time parking. This should be an example of what happens when there is poor long term planning as part of development approvals. How can this foster good community relationships. This is an example of how two of the seven goals set out by the MDP were not met; Great Communities and Good Urban Design. Is it the goal of the City to reproduce this error and community conflict in other neighbourhoods?

The Discovery Ridge example is what can be expected to occur if this development occurs. Condo boards fight with community associations fostering bad community relationships and in the end a compromise no one is happy with.

The City may have an agenda of reducing the amount of vehicle traffic in an area or the City as a whole. However, this is not supported by the City's own data.

Below are the statistics (page 40) of the City's Transportation Census with comparisons between 2011 and 2014 as a percentage of the mode of transportation used by residents.

	2011	2014
Bicycles	0.87%	1.39%
Transit	17.15%	18.04%
Walk	5.10%	4.96%
Drive Alone	69.58%	67.39%

Source: 2014 City of Calgary Transportation Census
 (<http://www.calgary.ca/CA/city-clerks/Pages/Election-and-information-services/Civic-Census/2014-Results.aspx>)

The City's own data shows that Calgarians favour driving over any other form of transportation, by a significant amount (factors of 3 or more), and this has not change significantly in the 3 years between census. Remember people don't always (rarely) live where they work. People may choose to live in one area of the City but work in a totally different area potentially not supported by public transportation.

At the end of the day the City may have its own agenda and may reference a document such as the MDP to support its own objectives. I would suggest the document is fluid and needs to change with the reality the City is faced with. More importantly, the City Council and the City Planners have an obligation to support and respect the needs and wants of the residents they represent.

Two questions I have for every decision maker reading this document:

When you go to work each day, is there a parking space available for your use if needed? If so, that means you have a place to park your vehicle both at your residence and your place of employment. What makes you think what applies to you does not apply to the rest of the City? If this is your reality, does it not make sense this is likely the reality of the vast majority of the residents of this geographically large city? The City's own data supports this fact.

What I am asking for:

The City has to re evaluate and place a moratorium on large scale developments in communities such as Marda Loop and Richmond Knob Hill until it can fully meet the short term needs of contractors and the long term needs of residents.

At the end of the day, when the construction company has moved on to the next site, the developer has moved on to the next project, the City planner is approving the next development, it is the residents, condo boards, community associations and businesses that have to make work what the City has created.

Please consider hard what you have approved and the impact it has on this and surrounding communities.

Thank you for reading this document.

Sincerely

Dr. James Trofimuk

Jenelle Peterson
2424 32nd Ave SW
Calgary AB

March 30th, 2016

CPC2016-089
Attachment 2
Letter 29

RECEIVED

2016 MAR 30 PM 1:06

THE CITY OF CALGARY
CITY CLERK'S

Your Worship and Members of Council,

I would like to express my concerns and **strong opposition regarding the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).**

My husband and I moved into Marda Loop area only 2 years ago and feel that even within the last two years, it is becoming very difficult to find a parking spot on my street. Turning off of 33rd Avenue onto 21st or 20th street is difficult and crossing can be dangerous. Being a sixth generation Calgarian I have watched Marda Loop grow and always wanted to live and be a part of this community – and it is truly a wonderful place to live. I feel if this proposed land use amendment were to be approved and with it such a significant increase in density and lack of respect for the area redevelopment plan, I will most certainly be reassessing to determine why I would want to live in this area any more. It's not that we don't want to see these types of developments in the area, it's just this area specifically does not have sufficient access, parking, or road infrastructure. The increased volume of cars and traffic is simply not logistically sound for this particular parcel of land – the access and parking for the proposed density is not sufficient. M-H1 and the associated significant density will surely generate more congestion and erode local character. Per the City of Calgary approved Marda Loop ARP's Guiding Principles, the very first principle is Community Character and it states that "Development should respect the local context, history and character of the area and promote a sense of place through the design of buildings and public spaces. There are only a few walkable, vibrant commercial/residential communities in Calgary – I beg you to consider the long term effects of the community for this particular placement of the proposed development.

Has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) is a straight out conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with over 100 units (145, to be exact) results in an unbelievably significant increase in density (over 1000% increase!). I am all for thoughtful development of this community, and understand that the city desires density increases, however the increase in density resulting from a M-H1 (high density) designation is not at all respectful to the residents and the people of Marda Loop as a whole. A modest increase in density would be acceptable, per the Marda Loop ARP. But how somebody could misinterpret the term "modest increase" with 1000% increase is staggering to me. As currently zoned, a very modest-to-somewhat intense increase to 54 units would be possible under M-C1, much more in line with what is recommended per the approved Area Redevelopment Plan (albeit,

still equivalent to an approximate 400% increase in density). The MDP's intensity target for Marda Loop is 100 jobs and population per hectare, as shown in the Marda Loop ARP. We are already at 98! A modest increase in a couple of areas within the Marda Loop corridor would put us beyond the 100 target. Allowing for M-H1 in this small access restricted area will blow up Marda Loop's 60 year target already! Do we not expect any more development in the area?

I do not support this land use change. This is not fair or respectful to the residents of this community – there are many other land parcels in the area that could geographically support the density of this proposal but the lack of road access and parking for this proposal makes it unsuitable for this proposal. It does not fit with the vision proposed for this area, and will make a historic, vibrant neighborhood less attractive, less safe and less livable. **I strongly reject the proposed rezoning to M-H1** and the extremely ridiculous number of relaxations required by the developer. Again, I support redevelopment, but something that is to the scale of the adjacent neighborhood and one that follows the principles and visions set out in the city's MDP and the areas ARP.

Please consider the integrity, safety, accessibility and thoughtful, sustainable growth of Marda Loop.

Regards,

Jenelle Peterson

RECEIVED

March 30, 2016
Marsha S. Puhali the4puhaljs@shaw.ca
VIA EMAIL: cityclerk@calgary.ca

2016 MAR 30 PM 1: 04

THE CITY OF CALGARY
CITY CLERK'S

Honourable Members of Council,

In reference to: Proposed Land Use Amendment: LOC2015-0023

Regarding the rezoning of 2410, 2414, 2424, 2428, 2432 on 33 Avenue SW

My husband and I purchased our first home in 1998 on 31st Ave SW adjacent to the South Calgary Community Center. We choose to live in this community as a young couple with plans on having a family and becoming members of the community. Our current residence for the past 8 years has been at 2433-32 Ave SW. As we have been long time residents we have seen the community evolve to include a number of young families making Marda Loop their family neighborhood.

As a longtime resident of this community and owner of property at on south side of 32 Ave SW, my family and I request that the referenced land use amendment not be approved. The spirit of the ARP is not reflected by allowing this amendment to change the original zoning which is more in line with the community vision.

The Marda Loop Area Redevelopment Plan (ARP) was developed to provide "clear policy direction for key aspects such as the vision, scale, urban form and character for Marda's Loop redevelopment" (ARP, page 1). The vision is to create a "mixed use development and modest increases in density" (ARP, page 9). The goal is to create a pleasant walkable realm with wide sidewalks, street trees, etc... Multi-use zoning is a cornerstone of the ARP and a broad type of housing types including "larger unit sizes and ground oriented units appropriate for families with children". I have taken most of these words directly from the ARP as I feel the justifications provided by Casola Koppe Architects to support their zoning application do not respect the vision reflected in the Marda Loop ARP.

I would like to emphasize that I am not opposed to smart development and improvements to the above noted locations, however I am strong opposed to this land use amendment application and the overwhelming and significant increase in density that will result. The following items below document my families concern areas:

1. **Parking:** The development plans state that there will be 1 parking stall per unit and 23 visitor parking spaces at grade. This will cause any excess vehicles associated with this condo complex to overflow into any area that is currently near capacity and is already affected by consumer traffic from 33 the surrounding commercial area. The effect is twofold – a reduction in parking for the residents of 32 avenue and increased traffic. The plans for such a high density residential use does not allow enough parking and with street parking unavailable for this development.
2. **Safety:** 32 Avenue already suffers from a high crime rate as is demonstrated on the Calgary Police Services website and serves as an easy target given the pedestrian trail adjacent to Crowchild Trail. The addition in traffic of 200 - 300+ people into a back ally which would be their primary access point should be considered carefully. The addition

of this extra foot traffic along with the excessive road traffic it would cause on residential streets could increase risks for the personal safety of the family's living in the areas as well as a potential and unnecessary increase in property crimes as well.

3. **Traffic:** Already, the area of 21 St SW and 32 Ave SW which is one of the main routes into the location in question has undergone a traffic study as traffic is currently a problem for this area. The architects noted in their amendment request that traffic flow into the area is restricted by the right turn only from 22 St onto 33rd Ave. How will the 150-300+ additional vehicles be accommodated? The vehicle access point to the proposed building would be in a back lane that currently services 18 homes and 1 apartment building. To add 150 – 200 residents accessing a lane that has very limited admittance (the west end runs into the Crowchild separator) funneling all traffic back to 22st is a logistical nightmare that was not addressed anywhere in the proposal. It simply does not seem logistically feasible. Increased traffic as a young family is a big concern. The safety of my children walking to school and home or just enjoy the neighborhood greenspaces and parks is at risk.
4. **Shadowing** – In 2014 the proposed amendment for the height restriction to 16 m was opposed and fought by the Richmond / Knob Hill community association and its members. According to feedback that the city administration received during the open houses that were held for the proposed current ARP in 2011, 80% of the respondents felt that the proposed maximum building limits were too high. Shadow studies prepared by the RKHCA in 2014 demonstrates that the main floor windows directly opposite the proposed building would be without sunlight for approximately 2.5 months of the year. To allow any excess in footprint above what has already been approved would be a disregard for the voice of the community. It is also important to understand that this will not just be a loss in sunlight but also a loss of privacy for the homes and their families as well as a very probable decrease in property value. It would of course provide an increase in return for the builder.
5. **Privacy** - M-H1 zoned building will result in an excessive invasion of privacy to the adjacent low density and will most certainly impact quality of life. Overlooking studies provided by the developer confirm this to be the case and a building up to 16m will most certainly result in dozens of eye peering into family backyards and even kitchen and living room windows.

I fully understand and agree with the need for increasing density within the city. However, the proposal as set forth and justification for a zoning change that results in a density that the site and surrounding area cannot service and is not in line with the ARP's intent to create a pleasant walkable realm.

It is my personal belief that it would be a detriment to the community causing problems with traffic, safety, parking, shadowing and privacy. Please consider carefully weighing all of the deliberations in order to provide a solution that benefits the community, not just the developer/ builder.

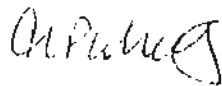
The area under review is a unique location because of its proximity to Crowchild Trail, lack of parking on 33rd, distance to an overpass and extremely limited access with the right only turn on

22nd. Please accept this letter as my strong rejection of the proposed re- zoning, and significant relaxations which go along with it. The current zoning of M-C1 allows for up to 54 units in this area, and would be much more respectful to the neighborhood, while still increasing density on that block by approximately 450%.

I strongly urge and hope that you will consider the impact these changes will have on the people living here and the community as a whole. Again, I support redevelopment, but something that is to the scale of the adjacent neighborhood and one that follows the principles and visions set out in the city's MDP and the areas ARP.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Marsha S. Puhall", written in a cursive style.

Marsha S. Puhall

Darren Moore

March 31, 2016

2451 30 Ave S.W. Calgary, Alberta, T2T-1S1

Reference: Land use amendment M-H1f2.5h16m, LOC 2015-0023 (CPC2016-089).

Your Worship and Members of Council,

I'm writing in connection with the above listed land use amendment application, I know the location and neighborhood well. I have concerns regarding the proposal and wish to object strongly to the approval of this rezoning.

I have lived in the community for 30 years, bought my house here because of the community, met my wife at one of the local parks and we have raised our children here. I have seen the neighborhood transforms itself from predominately bungalows to a large number of Infills. This change has resulted in a significant increase in density and street traffic. Crossing 33rd Avenue at 21st or 20th street either on foot or driving is dangerous with current traffic levels. We are witness to road rage daily on 33rd Avenue at 21st and 20th streets. The additional traffic that will result from a potential 145 units, will worsen this situation.

I support redevelopment and improvements to our neighborhood, however I am strongly opposed to this land use amendment application. Placing additional pressure on the existing road infrastructure and worsening neighbor traffic patterns/delays. As well, this land use amendment application will decrease the current quality of live for the residents of this community. Were either of the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plans consulted and the resulting impacts to the community considered by the City Planning group?

- A policy of the MDP = Massing of a new development shall frame and respect the existing scale of the street. An M-H1 building with such significant relaxations will not respect the existing scale.
- A policy of the MDP = New development and redevelopment shall be compatible with the built form (height, scale, and bulk) within the local area.
- One of the objectives of the MDP = Respect and enhance neighborhood character and vitality.

This letter is my strong rejection of the proposed land use amendment application and re-zoning from M-C1 to M-H1. I hope that you will consider the impact these changes would have on the people living here and the community as a whole. I support redevelopment and improvements to our neighborhood, but something that fits the neighbor's current look and feel. As well, redevelopment that follows the principles and visions set out in the city's MDP and the areas ARP.

Regards

Darren Moore

RECEIVED
2016 MAR 31 AM 7:54
THE CITY OF CALGARY
CITY CLERKS

Smith, Theresa L.

From: Leah Burton [leahnbarton@hotmail.com]
Sent: Wednesday, March 30, 2016 8:14 PM
To: City Clerk
Subject: CPC2016-089 marda loop rezone

RECEIVED

2016 MAR 31 AM 7:43

THE CITY OF CALGARY
CITY CLERK'S

To whom it may concern,

This letter is in response to the CPC2016-089 rezoning in Marda Loop.

My name Leah Legacy, my husband Frank and daughter Makena own a home at **2421 32 Ave SW in Marda Loop**. After receiving LOC2015-0023 I attended a community council meeting in my neighborhood where I was able to look at the architectural drawings for the proposed development associated with this LOC. I was appalled at how enormous the intended development was. Specifically, my concerns are as follows:

1. **Traffic** - The corner of 33 avenue and 22 street is already a congested area. Adding a large condo complex with an FAR of 3.0 will create more traffic coming and going from crowchild trail which will spill over into the residential area.
2. **Parking** - the development plans state that there will be 1 parking stall per unit and 0.15 visitor parking spaces at grade per unit. This will cause any excess vehicles associated with this condo complex to park on 32 avenue given the easy access with the walkway and vehicle turnaround at the end of avenue. The effect is twofold – a reduction in parking for the residents of 32 avenue and increased traffic. Both of these are highly undesirable.
3. **Population density** – 32 avenue already suffers from a high crime rate and serves as an easy target given the pedestrian trail adjacent to crowchild. As evidence of the crime issues, my husband's vehicle has been broken into twice while locked up on the street, and after discussion with the neighbors we discovered at least 10 other breakins last year to vehicles and garages on this avenue. The addition of a massive condo complex will increase activity in this area and may create a bigger target for crime.
4. **Shadowing** – One of the main reasons I purchased this house was the south facing backyard which warms the back deck and kitchen in the early winter months. This will be ruined by a 16m structure in such close proximity to our backyard.
5. **Privacy** – as a homeowner with a 30 year mortgage I feel entitled to enjoy the privacy of my backyard. The addition of a 16m condo complex with a FAR of 3.0 will mean multiple balconies overlooking our backyard which is something that we did not expect when purchasing a house in Marda loop.
6. **Inconsistent with the ARP** - the Marda Loop ARP states a maximum FAR of 2.5 and 85 units for a development and a land use designated as residential/retail for this particular location. The proposed development does not comply with this ARP, as the condo complex does not have any retail component and is requesting an FAR of 3 instead of 2.5 and 148 units instead of 85. ALL of these attributes are highly undesirable for the same reasons as stated above.

The ARP highlights a need to make Marda Loop an attractive neighborhood to visit and retain young families with children to preserve school enrollment. My husband and I have a 4 month old daughter and prior to this LOC we were planning to stay in this particular house for the long term with no plans to move. We are so upset by this massive complex which would completely change the aesthetics of the neighborhood that we are now trying to determine when the best time would be to sell our house and move to a new community. I am not opposed to densification of this area in general, however I feel it can be done in a manner that creates less disruption in the quality of life we enjoy currently. Here are some examples of new developments in other communities which reduce impact to the residents:

- **50th Avenue SW ARP:** 16m stepping down to a maximum of 10m within 12m of the rear property line

- Fergus & Bix building at 2018 33rd Avenue SW was constructed as a 2-storey building with underground parking within the existing 10m height limit
- 17th Avenue SW, the "The Pint" building at 1428 17th Avenue SW was recently constructed as a 2.5 storey building
- 1-storey retail building on the NW corner of 17th Avenue and 4th Street SW

Closing:

I oppose the modifications in the LOC 2015-0023. The floor area ratio of 3 and maximum height of 16m are too high for this area of the neighborhood. In my opinion a more reasonable size building would be a maximum of 14m height and floor area ratio less than 2.5 with a maximum of 66 units, in keeping with the ARP and current zoning.

Sincerely,

Leah Legacy, P.Eng
Mobile 403-804-5827
leahnburton@hotmail.com

Smith, Theresa L.

From: Shamir C [scharania@gmail.com]
Sent: Wednesday, March 30, 2016 10:50 PM
To: City Clerk
Subject: CPC2016-089 - Community Letter

Hello Clerk,

Please find enclosed below a letter to council regarding CPC2016-089. If you could please confirm that you have received this, that would be greatly appreciated.

Thanks

--Shamir

Councilors,

My name is Shamir Charania, and I am resident in the Richmond/Knobhill area of Calgary. I am writing to you in regards to the proposed development on 33rd Avenue SW (CPC2016-089) and I hope that you will take the time to read my letter. I am always available for questions at scharania@gmail.com should you have any.

My journey with this project started not too long before the first open house. I had heard some interesting comments made about the proposed development, and wanted to check out first-hand some of the details. Little did I know that this journey would take me down a long path.

I think the moment that stuck out the most for me during that first open house was a discussion with the gentlemen showcasing the traffic report for the area. The exchange can best be summarized when I exclaimed, "Well I guess you just wasted a ton of taxpayers money." He looked back at me and shrugged. He didn't seem to understand that the traffic study was inherently incomplete. You see the traffic study was meant to understand traffic times at various intersections on 33rd Avenue, and then it was supposed to extrapolate what the proposed building would add to the wait times. A quick view of any map of 33rd would suggest that there are intersections at 22nd, 21st, and 20th. Not to mention, the broader understanding of the intersections over Crowchild, and how they would be affected. Unfortunately, the traffic study, as it was presented, concentrated only on the 20th Avenue intersection. The reason you ask? It was the only controlled intersection with a left turn, and therefore the only one measured. When I asked about the impact over Crowchild, the answer was that it was "out of scope". Finally, I resorted to a tactic that generally hits its mark: logic and reason. I asked the presenter the following question (paraphrased):

"We know that the wait times on 21st are already large during rush hour. If you have one or two cars waiting to take a left, no traffic moves. With that in mind, where do you think traffic will go?"

The presenter had already previously agreed with the traffic backup on 21st, and simply responded to my question with, "They will find another way". Really? After a large study to understand traffic impact, the best conclusion the presenter could offer was "They will find another way"? I'm sure at this point you can understand my frustration and the source of my initial comment. What a waste.

The official conclusion was that traffic in Marda Loop was already bad, adding another xx number of residence would cause no significant increase in traffic. I guess maybe what they meant was that there was no increase... that could be measured.

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2016 MAR 31 AM 7:50
THE CITY OF CALGARY
CITY CLERK'S

After this point, life got in the way. I casually kept up to date with the on-goings of the project. Doug, a prominent member of the RKHCA development board, had always impressed me, and I figured things were in good hands. A few months ago, after finally catching up on emails, I decided to attend a development committee meeting where Evan Wolley was present. There was a particular interchange that got me worried about the direction we were taking and I decided to get involved.

The group had been talking about the recent events surrounding the Legion development in another part of the city. It was noted that despite strong public opposition, the vote had passed with strong support in Council. Things got a little more serious when we started talking about ML33 in specific. Doug was trying to bring up a point that, regardless of the amount of public engagement the developer had undertaken, the developer had failed to actually listen and incorporate any feedback into the new designs. Evan did not really have an answer for this, and I started in with a possible explanation. (paraphrased)

"Do you think that maybe this is because the developer doesn't care, he knows he is going to win 13-0 in council..."

At that point, I was interrupted by Evan. I clearly triggered something...

"I just want to stop you right there. I've met this developer, he isn't some shit guy. He really cares about the neighbourhood. He is really trying to do good".

I don't know what was funnier. The fact that Evan was claiming the developer really cared (implying that he cared more so) about the neighbourhood to a group of volunteer community association members, or the fact that he hadn't realized the implications of his comments. I reassured Evan that I was not making any personal attacks, and we continued on. Maybe somebody had tried to make this personal at some point. Not my style, in any event.

It took me a few weeks of reading and research to get up to speed. I read the original smartgrowth goals, I read the city of Calgary publications on smart growth, I read the MDP, the MLARP, other ARPs, the core indicators for Calgary, the report to the citizens, and so on and so forth. I couldn't believe that this community, which has already undergone steady densification, was being asked to add such a large scale project in such an isolated corner. I wanted to understand how this could be justified.

After reading the published documents, I began a very length interchange with the ward 8 office. I wanted to understand more about the decisions that were being made, what they were considering, and how they were considering it. If there was legitimate justification for a project of this scale, then I wanted to see it for my own eyes. What I ended up uncovering was a series of logic fallacies, policy errors, and outright factually incorrect statements.

At this point, I would like to address the findings concluded in the "Administration Report To Calgary Planning Commission". I would like to start off by saying that MC-1 designation already meets the purpose, intent, and interpretation of the MDP and the MLARP from a zoning perspective.

The administration have concluded that the M-H1 zoning meets the intent of the ARP, and they focus on two (and only two) points. The first is that the maximum height is 16 meters, which M-H1 fits. The second is around land use density, specifically stating that M-H1 allows for a broader range of housing options.

I would like to present some points to consider:

1) In section 2.1 of the MLARP, the following is quoted "Through mixed-use development and modest increase in density, the area will incorporate". The key point here is a modest increase in density. If you refer to the opposition comments at CPC, you will note that this density increase (6 bungalows to 150+ units) represents an overwhelming increase in density in a small, challenging area.

2) In section 3.4.3 of the MDP, it quotes "Neighbourhood Corridors provide the opportunity for moderate levels of intensification of both jobs and population over time". The key points in this statement are **moderate levels** and **over time**. A rezone from MC-1 to MH-1 (along with associated development plan) represents an overwhelming change in density for the area. It also accomplishes this density change in one development, not taking into account subsequent development opportunities in the vicinity.

3) In section 3.4.3 of the MDP, it quotes "...with the highest densities occurring in close proximity to transit stops". The Administration report further clarifies that "...served by primary transit (high frequency transit services)". It is extremely important to note that the administration report to council is incorrectly stating that the proposed development complies. There is no high frequency transit option for residence heading downtown within close proximity of this building. Further there are no plans to place any high-frequency transit in this area. Current SWBRT plans place the stops far away from this building.

4) In section 3.4.3 of the MDP, it quotes "...These transitions should be sensitive to scale, form and character of surrounding areas, while still creating opportunities to enhance the connectivity with the community". The proposed building has no connectivity with the community planned. As a resident, I disagree with the subjective statement that MH-1 offers transitions that are sensitive to scale, form, and character of the Marda Loop area. The administration report provides no evidence to support their claim.

5) On page 3-10 of the MDP, table 3-2 quotes that typical key uses for neighbourhood corridors are "Low to medium density residential, retail, mixed-use buildings". This should be contrasted with the verbiage for urban corridors which specifically quotes "high density residential". This specifically excludes the use of MH-1 (High-density, low-rise) buildings.

One of the fundamental tenants of Smart Growth, the policy that the MDP and subsequent city policy was based on, lists community involvement as one of the principles. Councilors, the MDP and the MLARP are documents that represent some of that community involvement. The letters you have received, the support you will see on hearing day, the constant communication with city officials, represent more of that community involvement. I want to stress that RKHCA and Marda Loop have been home to a large amount of densification over the past few years. We are YIMBY's as the city's publication <http://www.smartergrowth.ca/nimby-yimby> has asked us to be. What we are really asking for here, is to ensure that the zoning used takes into consideration the feedback from the community, keeps with the culture of the area, and respects growth targets over time. We want to work with council to create a project we can all call a success. Currently, the decision to move forward with a rezoning to M-H1 does not meet these outlined goals. I ask that council vote down this re-zoning request.

RECEIVED

Thomas Walsh

March 30, 2016

2429 32 Ave SW

2016 MAR 31 AM 9:55

Calgary, Alberta, T2T 1X4

THE CITY OF CALGARY
CITY CLERK'S

Reference: CPC2016-089

Your Worship and Members of Council,

I am writing this letter to respectfully ask that the significant land use re-designation related to CPC2016-089 is not approved by city council on April 11th, 2016.

Myself and every single person I've spoken to in the Richmond Knob Hill community, as well as the Richmond Knob Hill Community Association, have stated from day one that this land use amendment is absolutely uncalled for in this access restricted area, just metres away from dozens of low density homes.

I am totally supportive of smart growth and well thought out planning. Hence I would have really thought that the almost 2 year old Marda Loop Area Redevelopment Plan would be followed and appreciated. It concerns me greatly when the Vision and objectives of such an important planning and statutory document are thrown to the wind.

Some of the many reasons why I believe this rezoning from M-C1 to M-H1 should not be approved:

Sensitive Transition

The introduction to the Marda Loop ARP clearly states the following: "Importantly, the Plan ensures that new development will provide a sensitive transition to the adjacent residential streets." See attachment 1. There is nothing sensitive about this development and the proposal to change the land use to such an extreme.

Modest Increase in Density

Per the Vision clearly stated on page 9 of the ARP statutory document, "Through mixed use development and modest increases in density, the area will incorporate a desirable mix of residences, shops.....". See attachment 2. How somebody in their right mind can conclude that the change from the current 6 bungalows (approx. 12 units) to potentially 145 units represents a modest increase is beyond me. I'd like to point out that the "H" in M-H1 stands for high density. Increase from 6 bungalows (very low density) to M-H1 (high density) does not make sense here. Why not stick to the current zoning and use it to its full extent. M-C1 allows for up to 54 units on this 3623m² site. That is an approximate 350% increase; well beyond modest, but something much more in line with what is called for in the ARP and MDP.

Overshadowing and Invasion of Privacy (Loss to Quality of Life)

The poor people that will be living on the south side of 32nd Avenue (not me, as I am moving out here if this linked development permit gets approved); not only are the setbacks and step backs of the statutory ARP not being abided by, overshadowing issues as a result of a ridiculous 16m modifier have been highlighted by the builder. See attachment 3. He also shows pictures of the overlooking issues residents will have, with condo residents looking right into the low density home backyards. See attachment 4.

Traffic

M-H1 zoning will result in an extremely overwhelming increase in density to the surrounding area (over 1000%!!) and will most certainly result in parking issues, traffic issues, such as cut through traffic and car/person accidents. Access to this potential 145 unit building will be by a rear lane only! Garbage trucks, emergency vehicles, constant taxis, everyone. See attachment 5. Do people not realize that there is no access to Crowchild Trail from this development, or from the main street 33rd Avenue? Taxi's I'm sure will stop on 33rd Avenue, illegally. However, for the most part, all vehicles will have to make use of the very narrow back lane, and share that lane with the nearby low density residents. 32nd Avenue's Cul-de-sac will become a busy street with significant parking concerns to the residents, along with cut through traffic (residents will not be able to use the back lane and turn left into the Richmond community anymore; a traffic restrictor is proposed, to block northbound traffic on 22nd street). 145 units or 250 people, driving 200 cars!

Planning for the Future

The Marda Loop ARP plans for specific density increases along the Marda Loop Corridor over the next 20 years. Changing this zoning to M-H1 may result in almost 20 years of densification in 1 year. Has anybody thought about the impact to traffic in this area with the addition of up to 250 new residents in 2017, and more importantly what happens when the next building goes up and the next building, and then Currie explodes? What if all the new developments in Marda Loop ignore the city approved Marda Loop ARP? Nobody seems to want to plan for the future and take into account impacts of additional developments within the next 20 or so years. Do we not see the forest for the trees?

I feel extremely sad for this community and the people who will live here in the years to come. Again, I am for thoughtful development of communities, development which also aligns with the City development goals. Changing from M-C1, skipping M-C2 because it is not ideal for the developer, and hurdling onto M-H1 is utterly disrespectful to the people of this wonderful community and the people who would have liked to live here in the years to come. I ask that you please put yourselves in the shoes of the community residents of Richmond Hill and the wonderful Marda Loop, and unlike the developer and city planners to date, respect what the people are asking for. Reject this land use designation, or at the very least, propose M-C2 with a density modifier and height modifier that will respect the people nearby.

I will leave with a couple of policies and guidelines from the Calgary Municipal Development Plan:

- Massing of a new development shall frame and respect the existing scale of the street.
- New development and redevelopment shall be compatible with the built form (height, scale, and bulk) within the local area.
- Respect and enhance neighbourhood character and vitality.
- Sites shall see a modest amount of intensification
- A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets
- developments shall sensitively transition intensity from low density residential to multi-residential

Regards,

Thomas Walsh

Attachment 1

2.1 Vision

Marda Loop is envisioned to become a vibrant, successful area that will cater to both residents and visitors alike. Through mixed-use development and modest increases in density, the area will incorporate a desirable mix of residences, shops, and offices that enhance the livability of the area during the day and at night. A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets. The area will feature a pleasant, walkable public realm with wide sidewalks, street trees, attractive lighting and street furniture. Marda Loop will continue to be a desirable place to live, work, and play.



Attachment 2

2.1 Vision

Marda Loop is envisioned to become a vibrant, successful area that will cater to both residents and visitors alike. Through mixed-use development and modest increases in density, the area will incorporate a desirable mix of residences, shops, and offices that enhance the livability of the area during the day and at night. A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets. The area will feature a pleasant, walkable public realm with wide sidewalks, street trees, attractive lighting and street furniture. Marda Loop will continue to be a desirable place to live, work, and play.

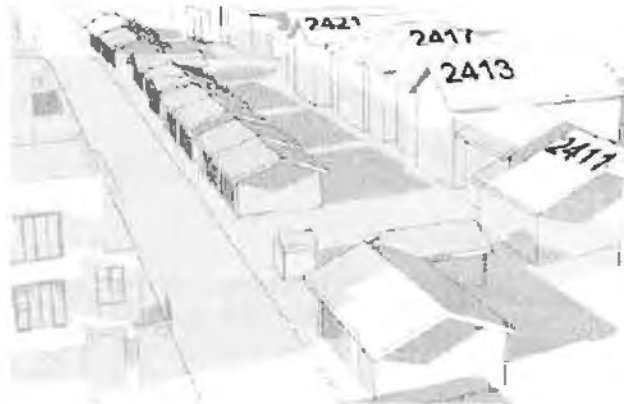


Attachment 3

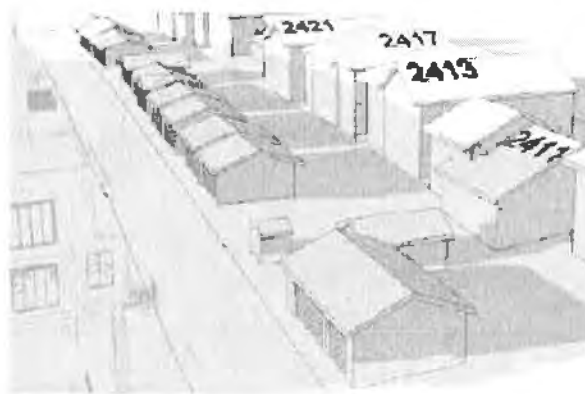
Example Shadowing Impacts from Developer Package for an M-H1 zoned 16m high building

Note: these have been pulled from the developer shadow studies for his current 16m M-H1 zoned building; a building with setback and step backs that do not follow the Marda Loop ARP document

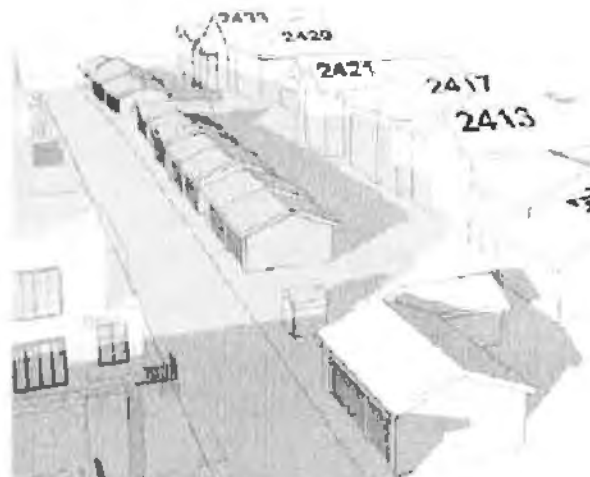
December 1:00pm



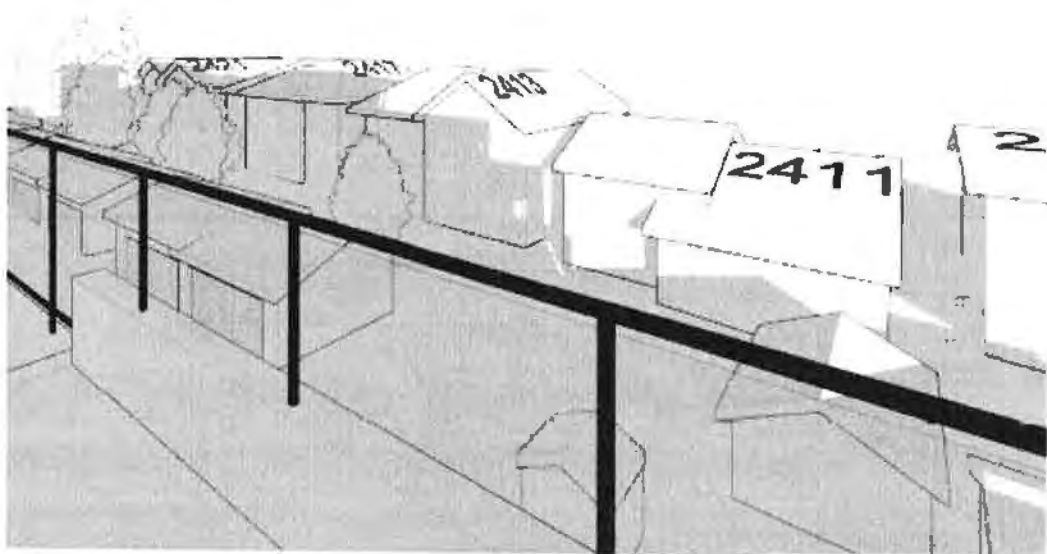
January 3:00pm



February – 11:00am



Attachment 4 – Privacy Issue (Overlooking from 4th storey.....not even 5th)



PROPOSED DEVELOPMENT 4TH FLOOR DEC 21 11 AM

NOTE: Residents would most clearly lose privacy in their backyard and hence quality of life as a result of an M-H1 zoned building's massing, height and proximity to their back yard.

Important: Note the shadowing impact at 11am in the morning; some houses will be in darkness into the afternoon, if not all day.

Attachment 5 – 100% Access & Egress Route for the proposed High Density Zoned Development
(There is no access from 33rd Avenue or Crowchild)



Smith, Theresa L.

From: Darwin [darwin.gillies@shaw.ca]
Sent: Thursday, March 31, 2016 10:00 AM
To: City Clerk
Subject: CPC2016-089

I am writing this letter to express my sincere concern over the proposed condo development on the North side of 33rd Ave entrance to the Marda Loop district.

This development with significantly (negatively impact) my property at 2430 - 32nd Ave SW.

Traffic into the marda loop business district is already quite congested and with 2 new commercial developments nearby, it will only get worse.

Please no not allow this development, especially if higher than 3 stories. Thanks

Darwin Gillies
c: 403-604-6777
e: darwin.gillies@shaw.ca

RECEIVED
2016 MAR 31 AM 9:57
THE CITY OF CALGARY
CITY CLERKS

RECEIVED
2016 MAR 31 AM 9:44
THE CITY OF CALGARY
CITY CLERKS

Smith, Theresa L.

From: Angie Turk [angiel Turk@gmail.com]
Sent: Thursday, March 31, 2016 9:46 AM
To: City Clerk; Husband Daddy Duaner Turk; Donna Dempsey
Subject: CPC2016-089

Re: CPC2016-089

To Whom it May Concern,

My husband and I are writing you regarding the 5 storey tall condo building proposed to be built on the corner of 3rd Avenue and Crowchild Trail. We live on 32nd Avenue and 22nd Street and this will directly affect our family and all others on this block.

Firstly, we have strong concerns about the traffic. We understand that a "selling feature" for this complex is the "lane access only". This lane is ours - we already have a great deal of traffic driving through and more often at speeds exceeding 10km. This is a concern as we have a toddler, as do many residents on this block and often children are playing, riding bikes and families are out walking in the area. Additionally, there are always large potholes in this graveled lane that we endlessly are contacting the City to come and fill. We do not want more potholes and dust due to increased volume.

Additionally, it is crucial that the traffic restrictor on 22 Ave SW be moved to the north side of the laneway and it should be done **PRIOR** to start of construction to minimize large construction vehicles cutting through out streets. Otherwise, all traffic will come to the site from 21ST and 32 Ave SW *right at our home address* will be a feeder street to the condo. If the diverter is moved then traffic will be able to access the condo without cutting through the community. If the diverter is not moved then the 32 Ave SW block between 21 and 22 ST will see and increase of 800+ cars a day (from the traffic study done by the developer).

Increased traffic volume will certainly result in decreased safety and social function of our front yards - this is a residential street and excess traffic cutting through the community can be avoided by moving the restrictor.

As this proposed building will not have additional parking, (facing 33rd Avenue), we anticipate a large volume of parked cars along 32nd Avenue. Street parking is already heavy and often times my visiting family members need to park a block further east to us. We do not want further parking issues out front of our home.

Lastly, with the large number of units proposed (100+), we have concerns about noise and crime. I know from previous condominium board experience in a complex of this size, in this kind of lively neighborhood, there will undoubtedly be a large number of renters and this will attract young, students and persons who could cause upset in this family-oriented neighborhood.

Thank you for taking our concerns seriously and passing our views to those involved in the planning, development and assessment of this project.

Sincerely,
Angie & Duane Turk
2213 32 Avenue SW
T2T 1X2

403-681-1983

Sent from Angie's iPhone

Sent from Angie's iPhone

Smith, Theresa L.

From: Tracy Katay [tkatay@crescentpointenergy.com]
Sent: Thursday, March 31, 2016 9:19 AM
To: City Clerk
Subject: CPC2016-089
Attachments: Letter to Council CP2016-089.pdf

Good Morning,

Please find my attached letter regarding CPC2016-089.

Please consider the area residents thoughts and suggestions on the subject.

Sincerely,

Tracy Katay

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2016 MAR 31 AM 9:28
THE CITY OF CALGARY
CITY CLERK'S

RECEIVED

2016 MAR 31 AM 9:28

THE CITY OF CALGARY
CITY CLERK'S

March 31, 2016

Tracy Katay
2425 31 Avenue SW
Calgary AB, T2T 1T9

RE: LOC 2015-0023 (CPC2016-089).

Your Worship and Members of Council,

I am writing to share my concerns regarding the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).

I have been at this address for 7 years and have watched my street grow from almost all bungalows to about 90% infills, resulting in a significant increase in density. There are only a few more bungalows on my street and 2 new permits just went up. I have one child with hopes of more in the near future. I chose this street specifically because it was quieter, no through traffic, on 22nd street, cul-de-sac, as well as the proximity to the park, school and amenities. Safety becomes infinitely more important when there are small children in the neighborhood, and there are plenty. We moved here so that we could walk safely to all of these amenities and play in the front yard with our children, and the neighbours children, that is why we call this community home. The volume and speed of traffic has already increased dramatically, it can be very dangerous to cross any of the streets as it is, and that is before adding +/- 200 cars to the same streets we use every single day. It is near impossible to park in front of my own house anymore. I will most certainly be reassessing to determine why I would want to live in this area any more.

I really struggle with the fact that this proposed amendment has even made it this far. Has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) is a straight out conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building of 145 results in an unbelievably significant increase in density, > 1000% increase.

A modest increase in density would be acceptable, per the Marda Loop ARP. But how somebody could misinterpret the term "modest increase" with 1000% increase is staggering to me. As currently zoned, a very modest-to-somewhat intense increase to 50-75 units would be possible under M-C1, much more in line with what is recommended per the approved Area Redevelopment.

I notice the rezoning amendment's height modifier of 16m. I question why any potential development would need to be 16m in height in this area, or even 14m in height, especially in this location on the north side of 33rd avenue? Have we totally lost respect for the neighboring residents and enjoyment of their backyards/quality of life? Maybe 14m on the south side of 33rd makes sense, where shadowing would affect the street in the winter months, or in an area with other adjacent 14m or 16m buildings, but next to low density housing....this is not at all respectful, and in contrast to what is asked for in the ARP and MDP.

I suggest that the site remain M-C1 for obvious reasons, as stated in the rest of my letter. However, if M-H1 is passed, I respectfully ask that a unit modifier or density modifier be attached, so that the number of units in this small access restricted area is limited to 75 or less.

I strongly urge and hope that you will consider the impact these changes will have on the people living here and the community as a whole. Again, I support redevelopment, but something that is to the scale of the adjacent neighborhood and one that follows the principles and visions set out in the city's MDP and the areas ARP.

Respectfully yours,



Tracy Katay

Marda Loop Area Resident

RECEIVED

March 31, 2016

2016 MAR 31 AM 9:27

Your Worship and City Council,

THE CITY OF CALGARY
CITY CLERK'S

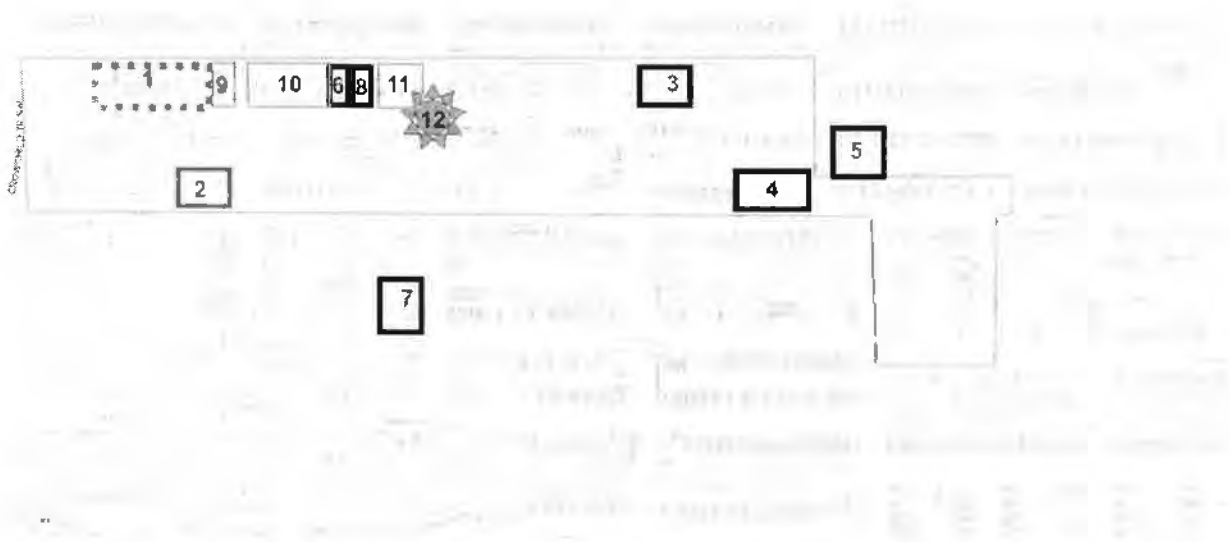
I am writing today on behalf of myself and my family to ask that the rezoning application for the CPC2016-0089 for the north side of 33 Ave SW between 22nd St and Crowchild Trail be rejected. The rationale is based on many planning principles found in the Marda Loop Area Redevelopment Plan (MLARP), Municipal Development Plan (MDP) and in the planning and urban studies literature. As well, the traffic impact assessment suggested minimal impact from the development to the community but it has an inherent flaw in the scope that will be described later but which seriously underestimates traffic volume for the Marda Loop area and specifically at the critical access point to the development at 21st and 33 Ave SW.

Very few people would disagree that the removal of the 6 bungalows or approximately 12 units will be beneficial to the neighbourhood. However, for the current zoning of M-C1 which allows for a maximum of 148 units per hectare (uph) to be replaced with a M-H1 monolithic building with a unit per hectare of over 400 uph or potentially higher, this change can hardly be considered a moderate intensification as discussed in the MDP. With no density restrictor, the developer will likely choose to fill the maximum square footage with units and then because the building doesn't work, ask for relaxations that essentially stretch the box to accommodate the additional size with the result being a much larger building than what the original zoning suggested and what you might believe you are approving.

Challenge and opportunity lie in the sloping grade of the site, however potential for interpretation of 16m height to creep upwards to 18 or 19 m exists due to the nature of how slope is accommodated in the M-H1 zoning. During discussion with the developer and the city there is much talk of how the building is required to be 16 m tall by the City, however when speaking with the Calgary Federation of Communities, they stated that maximum height is exactly that, it represents the tallest box but shorter boxes are allowable. The overshadowing and loss of privacy and sunlight becomes greater and greater as the building grows taller and encroaches on the residential homes on the rear especially when the use of setbacks is minimized.

Councillor Carra stated to me when I spoke to Council in September on another rezoning application that 33 Avenue is one of Calgary's "premiere emerging main streets" and these avenues are for "mixed-use vibrant development that makes the main street even better" but this rezoning will do little to achieve that. The proof is across the street, there is a large residential building across the street that appears lifeless and dead and very few people pass in front. Allowing a similar but even taller and longer condo to be built across the street will amplify this effect and create a social void. As the entryway into Marda Loop from the west, the link to the transit corridor and to the upcoming Currie Barracks and even to the Eastern half of our community of Richmond and the parkland to the west approving the zoning for a building with no ability to adapt will most certainly lead to lost opportunity for social and economic success in the future as the Marda Loop area continues towards fulfillment of the vision. Already entering Marda Loop from this direction in either car or on sidewalk does not inspire much hope for the next part of the experience.

The proposed redevelopment site is south of an almost entirely re-developed (2 bungalows remain) low-density R-C2 residential block. As the development is not accessible from 22nd Street at this time, the shortest route to the building from 33 Ave SW to 21 St and back along the 2200 Block which is more moderately re-developed at this time. A traffic impact assessment was done with various scenarios but the scope of work was based on new traffic counts for most intersections and one intersection that accounted for the modelled increase of Garrison Corner. The result was when looking at traffic travelling east on 33rd Ave, 262 cars disappeared from the modelling by the time they reached the red star. The only development included in the TIA was box 2 from the map below and as you can see a significant amount of development is underway at the moment. What all this translates to is for the intersection (12) shown in red where cars will access the community and 21st could easily see 5000-8000 cars a day or more as a result of the build out of the block (6, 8, 10 and 11) turning left instead of the 3500 cars predicted in the TIA and well beyond the 2000 car threshold for a residential street.



Recent Development Activity in Marda Loop BRZ

1) ML35- LOC2015-0023/ DP2015-0005 (M-C1 to M-H1f3.0h16)

Under Construction:

2) Garrison Corner- (34 Ave SW and Garrison Gate)

3) Odeon- LOC2013-0021 (C-COR2 f1.0h10 to C-COR1f3.0h16)

Recently Rezoned and/or Development Permit :

4) Infinity (34 Ave SW and 19St) DP2014-5144 (DC and C-COR1 f1.0h10)

5) 1931-1939 33 Ave SW LOC 2013-0106 R-C2 to DC

6) 2222- LOC2015-0045 (M-C1 to C-COR1f2.5h16)- Art Gallery/Studio

Under Review by Administration:

7) 3511 and 3515 21 Street SW (Previous DP2014-041- 2 building, 10 unit, M-C1 but now applying for LOC2015-0212 (M-C2 16m)/ DP2015-5249 4-storey 34 units- 2735m2)

8) 2216- LOC2016-0027 (M-C1 to C-COR1 or 2f2.5h16) Legal Office

Future Development:

9), 10) and 11) all remain undeveloped to date but parcels in blocks 10 and 11(22xx block of 33) have high potential for upcoming rezoning applications.

12) Intersection of 21 ST and 33 Ave SW

This road capacity helps provide a guideline for what the area can handle and should require that a mobility study that accounts for the development of the next block over and then determines what the area can support. I would suggest that is why the Appendix A guideline was developed within

the MLARP. The density suggested in that document may no longer make sense, but 12 to 54 units seemed moderate to the neighbours and even a number around 100 units may make sense. However, the proposed zoning provides no limit other than perhaps that unit number is generally linked with parking requirements such that adding additional parking underground becomes cost prohibitive.

The block of 32 Ave SW between 21 and 22nd Street will see a significant increase in cars on a daily basis from about 500 cars to 1300 as per the TIA, but accounting for all the development in the area, it is likely that the traffic will increase more significantly as a result of the entire buildout if the proposed site is not restricted in density. In speaking with the developer, he assured me that the 1-2 extra cars per minute at peak hours would not be noticed. Of course, peak hour traffic coincides with after school when our children like to play in our sunny front yard with the boys next door and their friends across the street, I already worry about them playing but don't want to deprive them of the social aspects of community but if traffic triples then we'll see what happens. One of the reasons for living in this community is the option to have a real front yard instead of a driveway and garage with a house attached like what is more commonly found in some communities and having sidewalks that are rarely crossed by driveways. Having moved to Calgary 20 years ago, left the City and then returned 10 years ago, I've watched the city grow. However, I have never seen the increased density that is being proposed for a site with such restricted access to the building with only a laneway for its entire vehicular access. No example of another similar site with a similar density has been provided to show that it can be successful and for every reduction of unit, it reduces the number of people and car trips.

My concerns for traffic in the area were further reinforced this year when a car travelled through the flashing pedestrian crosswalk at 21 St and 33 Ave and the driver nearly struck me. The only reason I was not struck was I pivoted to avoid the car resulting in serious injury to my already damaged knee. The driver did not stay.

The proposal for a rezoning that places a high density land use zone adjacent to a low-density residential is hopeful that the transit system will be able to accommodate many of the trips. We are a family that walks a lot, more than most in the neighbourhood and yet we are still required to use our car for many trips in the week. Rush hour has limited options to get downtown, the most frequent buses being the 18 and 7, neither which is particularly reliable. It is impossible to reach downtown prior to 7am by express bus or leave downtown with frequency after 6pm.

The approval of the rezoning to M-H1h16f3.0 seems like a lost opportunity for the City and community and the chance to build a corridor that has meaningful relationships between the building, street and public life and for this site, the opportunity will be gone for at least the next 50 years. This zoning loses sight of the context and character of the neighbourhood and shows that community input has no value as none of the significant concerns brought to the developer have been addressed in a meaningful way. The western edge of the corridor will have effectively been sealed shut having no social function to the greater community and the development of a park at the end of the site becomes much less important to the greater community. A meaningful engagement process would have realized that it is not the limited numbers of homes that received initial notification of the concurrent process that are affected, but everyone who lives in and uses the services of Marda Loop now or in the future will be affected by this redevelopment. Creativity

and innovation would serve this site well, not the cookie cutter approach that has been used on this application and the concurrent DP.

The need for sustainable development and higher density in the inner city should not be done in a manner that stresses the neighbourhood and creates a fight or flight reaction and requires 100s of volunteer hours in an attempt to make concerns heard even if they are ultimately ignored and misrepresented. A strategic vision needs to be adhered to, allowing for incremental increases in density that are appropriate and accentuate the communities while minimizing impacts.

Please 1) **add a density modifier to the rezoning application** which supports moderate intensification of a developed community as suggested by the MDP. Limiting density on this site does not place any future restriction on the community's ability to accept density, but it acknowledges that the site has limited access and can best serve a certain population of people.

Please don't make play and the walk to school an impossible dream for our little boys.



Regards,

Donna and Liam Dempsey

2208 32 Ave SW

Re: Re-zoning proposal CPC2016-089

Dear City Council Members,

Thank you for taking the time to read our input regarding the proposed zoning changes at the corner of 33 Avenue and 22 Street/Crowchild Trail that if approved would allow (up to) a 16 m tall and 145 unit condo to be built there. We wish we could attend the hearing, to show our support for our community vision and fellow members, but our jobs and family schedule do not allow for it. We hope very much what our letter says is taken to heart as much as it would be if we could speak in person.

We have a young family. We have made a very deliberate decision to stay in Marda Loop and raise our children here. We want it known first and foremost that we are not against high density neighborhoods or forward thinking development for residential and commercial purposes — because if we were, Marda Loop would not be the place to be. We did not actually expect another row of single detached homes to replace the ones that are there presently. But the sheer height of the building and volume of units proposed at that corner make no sense to us at all.

We are not among those who would have this enormous structure looming well above and virtually in their backyards. We feel terribly for those community members on the one-two blocks backing onto and facing this space, knowing that the obliteration of privacy and light would be awful, and no doubt property value would also be significantly negatively impacted.

The impact from our perspective a few streets up starts with how the condo is to be accessed and the consequence of the increase volume of traffic at this corner (ie. 33 Ave and 22 St/the east side of the overpass.) The traffic here can be terrible throughout the day. Driving west down 33rd and trying to turn southbound on Crowchild Trail can at times be upwards of a 5 light wait (not just in rush hour — 1100-1400 in the daytime also sees heavy volumes). One proposed change to the lanes to allow one way access at 22nd would take away most of one of the westbound lanes on the ramp (with a bus stop conveniently plunked into said lane.) Traffic would most certainly back up as far as 20 St for westbound traffic. This proposal is not a good solution to the problem. When our concerns were discussed with the City representative at the last community meeting regarding the development proposal, we were met with the comment, “Oh, well, we’ll be studying Crowchild overpasses in the next two years.” Why create a massive problem first, only to have to scramble to fix it later? There seems no reasonable options for access to this spot, especially with higher volumes resulting from such a high density.

In addition, the overflow of cars from the structure (which currently has planned for underground parking for only one car per unit, as we understand it) will negatively impact parking on the side streets for the people living nearby. It is idealistic at best to assume that putting a bus stop out front will limit the number of cars requiring parking at the apartment building. Currently the corner at 33 Ave and 21 St (one block down — how we access our house off 33rd) already allows parking on both sides of 21 St, obstructing safe vehicle passage. We have narrowly avoided accidents repeatedly at this corner because only one car can fit through at a time. We voiced our concerns to the community about this, and apparently nothing they have said or done to try to convince the city to reduce parking — even by having no parking 5 or 10 meters on one side of the street to make it a safer turn — has had an effect. So we can only imagine what an overflow of parked cars from such a huge complex will do to the safety of side streets off 33rd avenue, or

alternatively/in addition, to eastbound traffic if it ends up being an access point to this condo. Congested street parking will also affect access to surrounding small businesses.

Another consequence would be that because traffic would get so much worse on 33rd, drivers (including those from the apartment complex) would in increasing numbers choose to bypass it and instead access Crowchild Trail via Richmond Road (ie. by the old Children's Hospital.) Our children go to school at Richmond Elementary at 22 St and 26 Ave, and every morning that we walk them there, the presence of TWO playground zones on 22 St do not stop people who are cutting through the community from 26th to 33rd Avenues (or vice versa) from speeding.

We have also had many near misses as pedestrians trying to cross 22, 21, and 20th streets as cars fly up and down the hill between 26th and 33rd. Few stop for pedestrians — even at marked crosswalks. No one seems to see pedestrians. . .they are in a rush, and our neighborhood is the perfect cut through for many routes. We can worry about ourselves, but as you can imagine, we are far more concerned about the safety of our children.

Again, when approaching the community association about our concerns regarding cut through traffic, the answer was that they too had approached the city about the ever increasing traffic problems such as these, but there has been no response or further discussion to date. And, when we brought these concerns up to the City representative at the last community meeting about the development proposal, the answer was, "Traffic calming is a separate issue, it has nothing to do with approval of this development." We would argue vehemently that NO, it is NOT a separate issue and it has everything to do with this proposal. Any development decision that will impact traffic flow through a residential neighborhood and school zones needs to be made with careful consideration of ALL future/surrounding implications, and in particular knowing that getting traffic calming in our neighborhood has been a lost cause to date.

We are not anti-development/anti-apartment/anti-high density. We have chosen to live in an inner city neighborhood. *That corner* simply is not the place for something of this size/density. It truly amazes us that every concern about the ability (or lack thereof) of this particular space to handle something of this size and density has essentially been pushed aside by city administration to date.

We know the city has a "vision" for Marda Loop and that there are loopholes to ignore the ARP. But what precedent does that set for future development? We just ask that you remember there are actual families and individuals who live here who will have to deal with the negative consequences of un-thoughtful development on a daily basis.

A vision for the city and its communities is a good thing. But poorly thought out development simply in the name of that vision is unforgivable.

Thanks again for your time, and consideration of our concerns.

Miles Cook, Paige Demong (+3 kids and a dog). . . home owners on 30 Ave ☺

March 31, 2016

Angela Dowd
2443 32 Ave SW

Regarding proposed land use amendment, LOC 2015-0023 (CPC2016-089).

Location: 2410, 2414, 2418, 2424, 2428, 2432 33 Ave SW

Your Worship and Members of Council,

I am writing today to renew my concerns regarding the proposed rezoning of the above mentioned location from M-C1 to M-H1. The density increase is just too high considering the access to the location will be only from one direction in a back lane that serves single family housing on a cul-de-sac (of which I am among the homeowners). Approving M-H1 zoning would not result in any building that respectfully takes into consideration the daily lives of the residents of the well-established streets feeding this development.

I have lived in my house in Marda Loop for more than 10 years and love the vibrant and diverse community of which I am a part of. Part of the character of this area are the many local small shops here, large buildings destroy that character, especially when they offer no new services for the community. I have seen a tremendous amount of densification through infill builds in the last 10 years. When I moved in there were only 4 or so attached (or semi-detached) infill homes on the block (of which I am included). I am no stranger to development. I have called Calgary home for nearly 16 years, having previously rented a house in Sunnyside, and owned a condo in the Beltline. I have been both a renter and a first time home buyer dealing with rapidly increasing housing prices and I recognize the difficulties that first time home owner's face and I also recognize that the city requires densification. I have no objection to this growth in my community and I sincerely welcome the development of this particular location. However, in this case I feel that **the proposed rezone to M-H1 is too extreme**. It would result in too many people in a spot with very little access, and in a spot that was never intended to have this many people, as shown in the Marda Loop Area Redevelopment Plan.

I was unfortunately not aware of the Marda Loop Area Redevelopment Plan when it was being completed. But I have since read its contents and I see the need for such a document. I wonder, when so much time and money was put into this ARP, **why the rezoning to M-H1 is even being considered** when there could be so much more than a "modest" increase in density to what was put forth in "the Plan". To go from 6 single family homes (up to 30 people) to 145 units (290 people or more) **goes well beyond modest and into the realm of extreme**.

Were there even merely a "big" increase in density to 54 units (which I understand to be the maximum density under current M-C1 zoning), this is still a huge increase in density! And at 54 units this particular development is still going to be hindered by limited access to the site. The only access is to be the rear lane servicing the single family homes on 32nd avenue. The developer has proposed to pave the lane only for the length of the building; apparently they do not intend for any of their 145+ cars to be travelling west down the lane. My understanding is that under M-H1 there is 0m setback required in the lane – **this is not at all sensitive to the existing residents who have garages back there that they are entitled to access at all times**. Already this lane is "tight" and there are not many areas where cars can pass one another. By taking out the rear driveways of the existing homes (to be demolished) by building a new building with potentially 0 setback, there won't be any room for cars to pass in

the lane. I am also very nervous that there will be days during construction that I will not be able to access my garage at all. Once all the new residents are driving in the lane there will be an order of magnitude increase in usage of this lane. Beyond the lane access issues, the traffic at 22nd street and 33rd avenue is already bottlenecked, and the entry into the community at 21st street and 33rd Avenue is already dangerous. As the area matures we are seeing more and more children in the area and I fear for their safety with the increase in traffic. **Two residents of 32nd avenue have already been hit by cars along 33rd avenue.** It won't get better by adding significantly more traffic to the streets by way of this development. Also, the development comes with a very small number of visitor parking stalls proportionate to the total number of units they intend to have. **With the infill housing boom that has already occurred on this block there is very limited parking as it is.** There are two family homes trying to use the street parking space of one "regular size" home. Visitor parking over-flow and residents looking for quick escapes from the condo are going to park on our street and make it difficult for residents of this street to find parking. This is going to be a big problem here affecting our daily lives.

There are at least two new buildings in the community currently being constructed within a block of 33rd Avenue. Both seem to have managed to abide by the Marda Loop ARP, and are striving to maintain the community character through generating possibilities for small business. **They have also not built beyond 4 stories tall.** The rezoning that would allow for increased height to the building is going to further adversely affect several existing single family homes on 32nd Avenue through loss of sunlight which will be especially obvious during the winter months. Other recent developments have maintained a maximum of 4 stories, I believe this one should be able to as well. The Marda Loop ARP guiding principles include guidance on building height and massing. Marda Loop is a community primarily made of smaller unique buildings, most of which are 2 stories, and very few of which are more than 3 stories tall. **The addition of a 16m tall building in this location (or any other location in the community) does not at all "respect the scale of adjacent neighborhoods"** which the ARP was striving for. Furthermore, families that bought their homes have done so with the knowledge that the Marda Loop ARP did not intend for there to be any buildings that would affect the sunlight in their yards let alone the first floor of their homes. **How is this justifiable, when upholding the current zoning of M-C1 would adequately serve to densify the area** but would also limit the size of construction so as to not unfairly burden the established residents with so many problems that this re-zone will result in? To date it would seem that no concern is being given to the existing homeowners of this community.

Once again, I respectfully request that the current zoning of M-C1 be upheld. It is my understanding that the current zoning allows for up to 54 units which is a considerable increase in density as it is. How is this increase in density not enough? The rezoning of the location to M-H1 does absolutely nothing to achieve any sort of balance in the community and is going to take away a lot of its character. The traffic issues that the development is going to generate are going to affect a lot more Calgary residents than just the Marda Loop community. I ask you to please consider the impact that these changes will have, especially on established residents, and uphold the current zoning of MC-1.

Thank you for your time,

Angela Dowd

Calgary, March 30th 2016

In reference to:

Application for land Use Amendment: CPC2016-089

LOC2015-0023

From Multi-residential- contextual Low Profile (M-C1) to Multi-residential – High Density Low Rise (M-H1f3.0h16)

Location: 2410, 2414, 2418, 2424, 2428, 2432 33 Ave SW

Dear members of the council,

As a homeowner of 2407 and 2415 32 Ave SW, tax payer and voter I am writing to formally communicate my opposition to the zoning amendment request of the land in the area mentioned above.

According to me, the proposed zoning amendment will have the following negative impacts, present certain lack of assessment and is not in line with the ARP released 2 years ago

Access, traffic and parking

The request mentions a development of 145 units. In regard to the current ARP that states a maximum of 85 units on the zone.

The only survey completed about the traffic impact only considers the impact of the proposed building. No formal assessment has been completed to estimate the traffic impact once 33rd avenue is fully developed and 3000 new residents added to the area.

The proposed rezoned site does not have any easy access.

More people coming from Crowchild Trail will turn north on 22nd street to access the building and increase risk of accident and traffic issues at the traffic light.

The proposed solutions to redesign the intersection to only allow southbound access at the level of the back lane will not be respected. We already daily see, cars turning north at the intersection of 33rd and 22nd street. We can only expect more people to do so to directly pass the road restriction or to use the gravel back lane and 32nd street to go north.

A lot of people would also drive north coming from 22nd street from Garrison.

The proposed rezoning and development do not include any improvement of the existing gravel back lane (e.g. width, pavement, burying of electrical lines) as the lane could have more traffic than the matching portion of 32nd Ave SW.

The traffic increase on the gravel back lane will increase dust, noise and risk of accidents for people driving out their garages or children playing on the back lane.

As now most of families have more than one car, I doubt the parking facility to be included in the building will fully meet the parking need and this will dramatically increase parking problems on 32nd avenue and potentially in the back alley itself creating issues to residents to access the garages.

Integration with the existing neighborhood

Integration with existing surrounding houses:

The current zoning already allows a 3-storey building that would be in line with the ARP and still significantly increase density.

Our family has been living on 32 ave for the past 10 years, and can testify that the neighborhood has switched from bungalow to infills already resulting in doubling the density.

A integrated development similar to what was done on the south of 33rd avenue and Garrison green along the north of 33rd would definitively create a more pleasant walkable atmosphere than the new buildings without consistent design we see growing on 33rd.

The new example of the Altadore 36 development definitively shows that such a development is possible.

The Marda Loop ARP section 4.1.1 states the following: Where new developments share a lane with a low-density residential district the building should meet the following guidelines:

- Provide a minimum setback of 5 meters from the rear property line.
- Provide a minimum step-back of 3 meters at either the second or third storey.

M-H1 requires a minimum of 0m stepback, and is not sensitive to the low-density neighbors.

The proposed development obviously does not respect the required setback from the back lane.

A 16 m building will create a "concrete" high wall, definitely shade backyards in winter and would cancel direct sunlight (this may directly impacts some residents with solar panels).

Privacy:

The rezoning to MH1 with a height of 16 meter will result in full loss of privacy with people having direct view access in our properties and back yards. This will be increased by the fact that the setback on a lane is much lower than the 6 meters required on the street side.

The step back as proposed on 4th and 5 floor will not mitigate that concerns are there will be terraces from where people will have direct view especially during warmer season when we use our backyards the most.

The entrance of a 145 units building will definitely increase noise annoyances for direct neighbours and risk for pedestrian traffic in the alley (including playing children).

Inconsistency of the land use amendment request with the ARP

Allowing this change does not reflect the spirit of the ARP and the original zoning is more in line with the community vision.

The Marda Loop Area Redevelopment Plan (ARP) was developed to provide "clear policy direction for key aspects such as the vision, scale, urban form and character for Marda Loop redevelopment" (ARP, page 1). The vision is to create a "mixed use development and modest increases in density" (ARP, page 9). I consider doubling number of unit is not a modest increase and is not desired density as mentioned in the architect documents. Switching from 5 bungalows and small rental properties to 145 units would result in a density increase of 1000%

The goal is to create a pleasant walkable realm with wide sidewalks, street trees, etc... Multi-use zoning is a cornerstone of the ARP and a broad type of housing types including "larger unit sizes and ground oriented units appropriate for families with children".

The location of the proposed development will never increase pedestrian traffic but will definitely increase car traffic on a back lane.

Smaller units as described do not target families.

I also oppose the vision and integrity of the ARP when the first building to be build on the north sides of 33rd Avenue is already asking for derogations to over step the ARP in number of units, zoning, height, FAR... What will the request be for the second building?

Comments on experience of the consultation process

The consultation process definitively demonstrates that the neighborhood does not support the zoning amendment.

After the open houses 79 out of 82 sheets and 77 forms out of 81 expressed the opposition of the residents.

143 opposition letters have been received by the city during the consultation process. The RKHCA community also expressed concerns and does not support the project.

As a resident, I do support the redevelopment of the land but the consultation process with the developer and the city leaves a bitter test. All of the suggestions from the community have been ignored or challenged by the developer:

No proposed development alternative that would comply with the current zoning

No answer from the developer to mitigate our concerns and to try to identify a common solution.

No reduction of building footprint

No reduction in the density to comply with ARP

No willingness to comply with the current height limit of 14m or setback limitations

No contribution to improve the direct surroundings

No contribution to the community.

As a conclusion, I do support development of this site, and recent developments in the vicinity (Altadore 36 at 3620 16th Street SW or townhouse block at SE corner of 26 Ave SW and 22nd street) clearly demonstrate that sensitive and appealing developments to increase density are possible.

I totally oppose the zoning amendment in order to facilitate the development proposal by Casola and Koppe that is not in my opinion in line with development plans of the City as laid out in the ARP and does not integrate with the existing neighborhood north of 33rd Avenue SW.

The proposed development based on expected new MH-1 zoning will definitely have a negative impact on existing residents without adding any value to the community.

I thank you for taking my comments into consideration.

Yours faithfully.

Benoit Lafay

Jennifer Michel
2024 32 Avenue SW
Calgary AB T2T 1W6

CPC2016-089
Attachment 2
Letter 42

RECEIVED

March 17th, 2016

2016 MAR 31 AM 9:59

THE CITY OF CALGARY

Your Worship and Members of Calgary City Council,

I am writing to share my concerns regarding the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).

I have been living at this address for over 8 years and have watched our neighborhood grow from almost all bungalows to about 90% in-fills resulting in a significant increase in density - almost two-fold. I would like to emphasize the fact that I am not opposed to smart development and improvements to our neighborhood. However, I am strongly opposed to this land use amendment application and the overwhelming and significant increase in density it will bring.

Has the City Planning group referred to and placed any importance on the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) directly conflicts with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with over 100 units (145, to be exact) results in an unbelievably significant increase in density (over 1000% increase!).

Further to this, increasing population density beyond what is currently approved is inappropriate and given the existing road infrastructure and traffic patterns. Already there is very little street parking on the South Calgary/Richmond Knob Hill streets, and at busy times cars regularly take short-cuts through 32nd Avenue at unsafe speeds. I am deeply concerned that this very negative consequence of development in our neighbourhood is not being considered – there are many young children playing on the small front yards on 32 Avenue, including my own. I feel this development will make our avenues and streets unsafe and will erode the character and feel of our community.

A modest increase in density would be acceptable, as per the Marda Loop ARP. But the term "modest increase" is not in line with the 1000% that has been proposed. As currently zoned, a very modest-to-somewhat intense increase to 54 units would be possible under M-C1, much more in line with what is

recommended per the approved Area Redevelopment Plan (albeit, still equivalent to an approximate 400% increase in density).

Per the City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets". An M-H1 high density development denigrates of the existing community character.

Per the City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets." An M-H1 high density building of up to 16m in height adjacent to a residential street with 3m high bungalows and 6m high infills does not provide for a sensitive transition.

Per the City of Calgary approved Marda Loop ARP's Guiding Principles, the very first principle is Community Character and it states that "Development should respect the local context, history and character of the area and promote a sense of place through the design of buildings and public spaces. Building height and massing should respect the scale of adjacent neighborhoods." M-H1 with a modifier allowing up to 16m in height does not respect the scale of adjacent neighborhoods.

Per the City of Calgary approved Marda Loop ARP's Section 4.1.1, new development should provide a minimum building setback of 6.0 metres from the back of the curb at the front of the building. Rezoning to M-H1 requires a minimum of 0m stepback at the front of the building, and does not adhere to the Complete Street Vertical and Horizontal zones specified in section 2.5.3 of the MDP. As per the MDP, "pedestrian and cyclists should be given the high priority along Corridors" – the current proposal completely disregards this aspect of sustainable development.

As a result of very limited access to this site, the back lane used by the residents of 32nd Avenue will become a primary thoroughfare for residents of a M-H1 (high density) building and 32nd Avenue will be used to cut through the Marda Loop area on off to 26th Avenue or 14th street (as there will be a road block installed on 22nd street, preventing residents from using 22nd street to get through Richmond/Knob Hill). 32nd Avenue will most certainly become an extremely busy street. I implore you to add a density modifier to the land use change, so that the number of units allowable is respectful to the existing community, especially the children growing up in the area.

The MDP's intensity target for Marda Loop is 100 jobs and population per hectare, as shown in the Marda Loop ARP. We are already at 98! A modest increase in a couple of areas within the Marda Loop corridor would put us beyond the 100 target. Allowing for M-H1 in this small access restricted area will blow up Marda Loop's 60 year target already. Do we not expect any more development in the area?

I suggest that the site remain M-C1 for obvious reasons, as stated in the rest of my letter. However, if M-H1 is passed, I respectfully ask that a unit modifier or density modifier be attached, so that the number of units in this small access restricted area is limited to 75 or less.

Please accept this letter as my strong rejection of the proposed re-zoning, and significant relaxations which go along with it. I do not support this land use change. It does not fit with the vision proposed for this area, and will make my lovely neighborhood less attractive, less safe and less livable. The current zoning of M-C1 allows for up to 54 units in this area, and would be much more respectful to the neighborhood, while still increasing density on that block by approximately 450%. I strongly urge and hope that you will consider the impact these changes will have on the people living here and the community as a whole. Again, I support redevelopment, but something that is to the scale of the adjacent neighborhood and one that follows the principles and visions set out in the city's MDP and the areas ARP.

Sincerely,

Jennifer Michel

Harmony Walsh
2429 32 Ave SW
Calgary, Alberta
T2T 1X4

RECEIVED

March 31, 2016

2016 MAR 31 AM 9:59

THE CITY OF CALGARY
CITY CLERK'S

Reference: CPC2016-089

Your Worship and Members of Council,

I am writing this letter to convey my significant concerns related to the proposed land use re-designation related to CPC2016-089. In its current form, I ask that it the rezoning not be approved by city council.

I am supportive of redevelopment and well thought out planning. However, given the fact that M-C1 zoning is available to any developer, he or she can develop a very profitable condo building with 54 units, all while respecting the existing community, abiding by the Marda Loop ARP and the City of Calgary Municipal Development Plan. Even if the builder was to apply for an M-C2 zoning, I would be supportive, as long as setback and step backs per the ARP and MDP were maintained, respecting the nearby residents and their south facing backyards.

M-H1, which stands for high density does not respect the Vision of the Marda Loop ARP and shows extreme lack of respect for the Community of Richmond Knob Hill, the vibrant Marda Loop and its occupants. An increase from 6 bungalows and maybe 12-15 residents to the current plan of 145 units and maybe 250 residents is outlandish and it makes my stomach sick to even think about what that would do to my street, my back lane, my privacy and the traffic and parking problems all surrounding streets and residents will face.

If in fact a high density zoning is implemented, I very crucially ask that a density modifier and a height modifier is added, to ensure that extreme shadowing and loss of privacy is minimized, and the traffic and parking nightmares that will result from a 100+ unit condo are somewhat reduced. Any more than 100 units (150+ people) added to this very small 3625m², access restricted area would be a detriment to Richmond Knob Hill and Marda Loop.

I ask that you please consider this application very carefully, as a significant, not sensitive, not at all modest change to M-H1 in this corner of Marda Loop may only be the start of significant traffic and parking issues which will exponentially worsen as more developments proceed through this corridor. I ask that we follow the city of Calgary approved Marda Loop Redevelopment Plan; it was prepared in order to plan for the next 20 years, and does not call for anywhere close to 100+ units for this entire block, let alone 2/3 of the block.

Thanks for your time,

Harmony Walsh

Smith, Theresa L.

From: Courtney Croteau [courtney.croteau@outlook.com]
Sent: Wednesday, March 30, 2016 11:06 PM
To: City Clerk
Subject: Rezoning for CPC2016-089

RECEIVED

2016 MAR 31 AM 7:34

THE CITY OF CALGARY
CITY CLERK'S

Dear Mayor and City Councillors:

I ask that you do not approve the rezoning application for CPC2016-089 from M-C1 to M-H1f3.0h16.

I am currently a student at Mount Royal University and have lived in the Marda Loop area for a while and in a variety of housing types. I support having more affordable housing developments in the area, however I don't believe the rezoning that is being requested in this application will be beneficial to the community. There are already many 100% multi-residential buildings in the nearby area, and a small one-bedroom condo priced at \$350,000+ is not in my short-term budget, nor in the budget of my colleagues who will be looking for housing in the near future.

Marda Loop is an active and social area, and the scale of the rezoning offers little benefit to the community. The proposal is restrictive to any change in the building as the community changes around it, and creates a dead zone in the community which can already be seen in the similar but smaller condo across the street. A single-use residential building in what is supposed to be a vibrant, active, pedestrian-oriented community should not be located on the main street itself. As the site in question sits along the neighbourhood corridor, it would be a greater asset to the community if there were a public interface between the building and the shopping district along the south facing side of the building. Even the Calgary Municipal Development Plan states that "south facing public opens spaces and plazas should be incorporated in the buildings fronting the north side of the Corridor" (MDP 3.4.1.s). As the proposal sits now, the walkway feels unsafe for pedestrians, and will deter foot traffic from the area.

The site also has limited vehicle access, and this will create even more congestion in the neighbourhood. I'm currently in school for Elementary Education and I also live with a family that has two young boys. My work and home life heavily revolve around kids, and I know the importance of outdoor play in childhood. There are many children on my street and in the neighbourhood, and the rezoning of six bungalows to 145 units will cause a considerable increase of traffic along the residential street. This makes it unsafe for children to play in front of their homes and limits their social circles. Crossing 21st street is already a challenge due to the layout of the streets, and adding 800 cars with one development is extreme when you take into account the considerable redevelopment yet to happen. These changes will affect how and where the children will play and interact with their friends next door and in most of the community. The 16m height of the proposed building also raises concerns of privacy and overshadowing. The condo units facing the residential community will have a full view of back yards which will take away from their privacy and significantly affect their access to sunlight, especially in the winter months.

Please consider rejecting this application in favour of a more moderate zoning, or at least cap the number of units with a density modifier that is more appropriate to a moderate intensification and sensitive transition. There are other ways to meet density goals in areas such as Marda Loop without allocating them into one building. I ask that you give the neighbourhood a chance to grow at a moderate and efficient pace that will benefit the community as a whole. Thank you for your time and consideration.

Sincerely,

Courtney Croteau

2208 32 Ave SW

Members of City Council,

This letter to communicate to the City of Calgary my strong disapproval of the proposed land use amendment, LOC 2015-0023 (CPC2016-089).

I am writing with regards to the rezoning of 2410, 2414, 2418, 2424, 2428 and 2432 33rd Ave SW (CPC2016-089).

I have been a Marda Loop resident since 2002 and have watched the neighborhood grow and have the significant increase in traffic. Turning off of 33rd Avenue onto 21st or 20th street is becoming very dangerous. In addition, if there is a traffic delay on Crowchild Trail, the congestion on 33rd Ave becomes unbearable as traffic from Crowchild Trail will flow into the neighborhood as drivers seek alternate escape routes.

If this proposed land use amendment were to be approved and with it such a significant increase in density and lack of respect for the area redevelopment plan, I will most certainly be reassessing to determine why I would want to live in this area any more.

I really struggle with the fact that this proposed amendment has even made it this far. Has the City Planning group not given any value to the Municipal Development Plan and/or the Marda Loop Area Redevelopment Plan? This increase to M-H1 (high density) is a straight out conflict with the ARP's Vision of a "modest increase in density". Removing the current 6 bungalows, or approximately 12 units, and replacing with them a massive building with over 100 units (145, to be exact) which results in a unbelievably significant increase in density (over 1000% increase!).

Further increasing the population density beyond what is currently approved seems inappropriate given the existing road infrastructure and traffic patterns. There is already very little street parking on the Richmond/Knob Hill streets and at busy times cars regularly take short-cuts through 32nd Avenue and on 22nd St at unsafe speeds, especially when considering that children are playing on the small front yards and that there is a children's playground on 22nd St. a few blocks north of the proposed development site.

As a resident living on the north side of 33rd Ave on 22 St and 28 Ave for 15 years, I have seen the increase in traffic on 22 St between 26 Ave and 33rd Ave...any further increases does not seem reasonable. The traffic and the parking near the Richmond Elementary School during drop off and pick up times is already very congested.

I am all for thoughtful development of this community, and understand that the city desires density increases, however, the increase in density resulting from a M-H1 (high density) designation is not at all respectful to the residents of Richmond/Knob Hill and the people of Marda Loop as a whole.

RECEIVED

2016 MAR 31 AM 7:35

THE CITY OF CALGARY
CITY CLERK'S

Per the City of Calgary approved Marda Loop ARP's Vision, "A high standard of urban design will respect the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets." An M-H1 high density building of up to 16m in height adjacent to a residential street with 3m high bungalows and 6m high in fills does not provide for a transition anywhere close to what one would deem sensitive.

A policy of the MDP = Massing of a new development shall frame and respect the existing scale of the street. An M-H1 building will not respect the existing scale.

I notice the rezoning amendment's height modifier of 16m. I question why any potential development would need to be 16m in height in this area, or even 14m in height, especially in this location on the north side of 33rd avenue? Have we totally lost respect for the neighboring residents and enjoyment of their backyards/quality of life? Maybe 14m on the south side of 33rd makes sense, where shadowing would affect the street in the winter months or in an area with other adjacent 14m or 16m buildings, but next to low density housing....this is not at all respectful, and in contrast to what is asked for in the ARP and MDP.

Please accept this letter as my strong rejection of the proposed re- zoning. It does not fit with the vision proposed for this area, and will make my lovely neighborhood less attractive, less safe and less livable.

RECEIVED
2016 MAR 31 AM 7:35
THE CITY OF CALGARY
CITY CLERKS

Smith, Theresa L.

RECEIVED

From: Darryl Krawchuk [darrylkrawchuk@shaw.ca]
Sent: Wednesday, March 30, 2016 9:55 PM
To: City Clerk
Cc: rezoning33@gmail.com
Subject: CPC2016-089 - Personal Impact

2016 MAR 31 AM 7:36

THE CITY OF CALGARY
CITY CLERK'S

Hello,

The rezoning application (M-H1f2.5h16m) proposes a 16m tall and 145 unit ML30 condo (LOC2015-0023).

I have no issue with redevelopment as I redevelopment my property in 2013. I object to the proposed plan to create 145 unit condo with no current access route to the proposed condo building off of 33 Ave SW. The only way to the property off 33 Ave SW is using Northbound 21 ST SW and then using west bound 32 Ave SW to 22 ST as the main access road to the proposed building. This is a problem for my two properties located at 2140 and 2142 - 32 Ave SW.

I have spent a lot of time and money to develop these properties and I'm concerned that my investment in these property is going to be severely impaired by additional cut through traffic and the lack of traffic common measures on the corner of 32 Ave and 21 St. SW.

Today, we have a cut through issue that has been identified by the city, hut there is no proposal to add street calming measures on 21 St. SW. On the corner of 21st and 31 Ave SW there has been two accidents due to poor visibility and speed. Last year's accident caused extensive damage to one property and if there was not a retaining wall there would have been major damage to both houses on the north west corner of 31 Ave SW.

Living on a busy corner, I have major concerns about this type of accidents happening to both of my houses.

We need to fix the current problems on 33 Ave and 34 Ave:

- The corner of 33 Ave and 21 St. was suppose to have only south bound traffic existing on to 33 Ave just like 22 Ave SW. What ever happen to that plan?
- We need a north bound turning lane and light at 33 Ave and 20 St SW. This would reduce the cut through traffic on to 21 St SW.
- The stress of the construction on 34 Ave and 22 St. SW plus the new Flanders Ave bridge construction has created a living mess for most residents in this area. I've not used the Garrison Safeway or other businesses in that area due to constant traffic congestion at all times of the day.
- Scheduled new construction on the corner of 19 St. and 34 Ave. SW is going to cause more pedestrian and traffic issues.

The proposed 145 condo units is going to make 32 Ave from 20th to 22nd street very dangerous due to the high number of cars parked on the street and the increase traffic that doesn't allow for passing of multiple cars at same time. I don't support additional traffic on 32 Ave, the street was not designed for cut through traffic and their is no benefit to my neighbors along 32 Ave.

I don't support any large development that has only one access point to a major road way and has to leverage

existing residential infrastructure for other entry points. For example, each block in Richmond has about 30 residents and we have a developer plan a project that must add almost five times that number (145 residents) to a poorly connect area where R-2 zoning has been in effect. The Richmond community's **infrastructure** does not support a 145 unit condo development in the proposed area.

I could support a 45 - 50 unit condo development that would enhance the area below 33 Ave and not over leverage our communities existing infrastructure.

Thanks
Darryl

David and Maureen Stenning
2114 32 Ave SW

March 29, 2016

Subject: Proposed land use amendment, LOC 2015-0023 (CPC2016-089)

Your Worship and Members of Council,

We have lived in Marda Loop since 2000 and have seen traffic and congestion grow so significantly that it now threatens both the quality of life and the safety of our residents.

While we are in favour of judicious and planned density increases in the inner city we strongly object to the proposed land use amendment, LOC 2015-0023 (CPC2016-089) for the following main reasons:

Safety: The community has transitioned from an older community to one with young families. Both our immediate neighbors have children under four. The main safety issue is traffic. Cars routinely use our avenue (32nd) to avoid traffic on 33rd. As you know, most of our homes are infills and duplexes. The children often play on the front lawns as that is where they can throw a ball or skateboard or play street hockey. The backyards are all too small for those activities. The front yards are all joined and this is where there is room to play. Although we have no children in our home we are pleased to see the neighbor's children use our lawn as an extension of theirs – this is a community. However, with even more traffic whizzing by (if you allow the amendment) these children will be put at significantly greater risk. This must be avoided.

Planning (or lack thereof): We have attended two community sessions where the developer has had an open house to explain his reasons for needing changes to the existing zoning. Quite simply – the developer will make more money by having higher density – this is obvious. The developer tried to coat it in abstractions but anyone looking at the plans could see that it will have a huge negative impact on the community due to the enormous increase in density and virtual lack of measures to mitigate parking or traffic.

1. We have seen traffic backed up on 33rd from the light at 20th to Crowchild trail. What happens when even more residents turn left at 21st which is, by any standard, insufficient to safely handle the current traffic.
2. Parking is already tight on our block. With the new commercial buildings being built on 33rd this will get worse. If you change the residential zoning to allow even higher density, then parking will become a nightmare on our street.

In closing, please consider the quality and safety of this community. We would gladly support and welcome a reasonable development in conformance with current zoning. However, the plans being proposed by this developer are simply not in the best interests of the community.

Please consider first and foremost the wishes of the residents, not the developer's wishes – we live here, the developer simply makes money here.

Sincerely,



David Stenning, P.Eng. and Maureen Stenning

RECEIVED
2016 MAR 31 AM 7:36
THE CITY OF CALGARY
CITY CLERK'S

Dear Councilors and whom ever it may concern

Reference to:

Application for Land Use Amendment: LOC2015-0023
Location: 2410, 2414, 2418, 2424, 2428, 2432 33 Ave SW

RECEIVED
2016 MAR 31 AM 7:37
THE CITY OF CALGARY
CITY CLERK'S

From Multi-residential- contextual Low Profile (M-C1) to Multi-residential – High Density Low Rise (M-H1f3.0h16)

My name is Frank Legacy and 4 years ago my wife and I spent countless days planning on where we would establish our roots after moving from the East Coast of Canada. After much search, we landed on a lovely infill on a cul-de-sac in the Marda Loop area. Although we loved our choice and immediately enjoyed living here, it was only after a couple of years did we really truly understand how special this place was. Having known what my 'community association' was planning on approving as adequate housing for the neighbouring lot, I wouldn't have wanted to be anywhere near this monstrosity!!

I do not oppose the prospect of densifying an area, but I do oppose the sheer lack of vision utilized on this particular case. The fact that the previous development backed itself into a corner with the modifications made to 33 Ave should not have bearing on what we should be subjected to. The ARP clearly outlines a series of recommendations that I (and many of my neighbours) believe are being stretched and modified via interpretation to allow for the Casola/Koppe group to have their wish. If the community association and the city would have truly wanted to get a feel for what the adjoining residents felt about the project they could have easily drummed up opinions by simply sending a picture of the proposed project. Sliding communications into random articles and calling it good faith practice leads me to believe our best interests aren't truly at heart. This is simply an underhanded tactic and one that delivers the smoothest path to passing whatever needs approving, no matter how egregious it may be. The proof lies in how this street and adjoining streets have rallied in disgust after seeing these plans last month.

Furthermore, issues such as vehicle and foot traffic have not been properly addressed. The area has already seen a sharp rise in the amount of peak hour commuters over the last couple of years. Trying to get in and out of the area at most times in the day is outrageously difficult, and will be made unbearable with the influx of 300+ new residents on 33 ave. Parking is another issue that has been poorly planned for. The residents of 32 Ave already see a congested street parking situation, albeit managed nicely with no complaints. Adding 150+ units will make parking in this area an absolute nightmare every day due to surplus vehicles from

the condo dwellers spilling out to our street. Only thing left to do would be to pave nice little walking trails between our houses so that they can more easily get back home.

The height increase to 16m is the next item I take opposition to, due to the shadowing it will cause in the main floor of our house. The fact that something can be constructed with the prospect of eliminating sun exposure to the main floor of our house for 3 months is preposterous. There's no chance anyone reviewing this would sit idle while their practically million dollar investments get this brutal makeover.

What takes the cake, is the issues all of us see with this project and how our community representation seems to believe that attracting first time home buyers to the area is a good idea, it is a horrendous idea. I see no reason why a community needs to cater to the needs of first time lower income home buyers. How about we stop talking like it's good for the community when we all know that the people who sought this out as a good idea would all oppose it with anger if it was proposed in their backyard.

In closing, in case it isn't painfully obvious, I Frank Legacy take major opposition to the 16m height and density (FAR) in the proposed LOC2015-0023.

Sincerely,

Frank Legacy – Local Entrepreneur

2421 32 AV

Smith, Theresa L.

From: Joanna Williams [joannadwilliams@gmail.com]
Sent: Friday, March 25, 2016 7:03 AM
To: City Clerk
Cc: Darryl MacDonald
Subject: CPC2016-089 JWilliams Letter
Attachments: CPC2016-089 JWilliams Letter.pdf

Please submit attached letter to file for review and consideration.
Thanks,
Joanna Williams

RECEIVED
2016 MAR 29 AM 8:33
THE CITY OF CALGARY
CITY CLERK'S

RECEIVED

March 22, 2016

Dear Members of Council:

2016 MAR 29 AM 8:33

In reference to:

CPC2016-089

Application for Land Use Amendment: LOC2015-0023

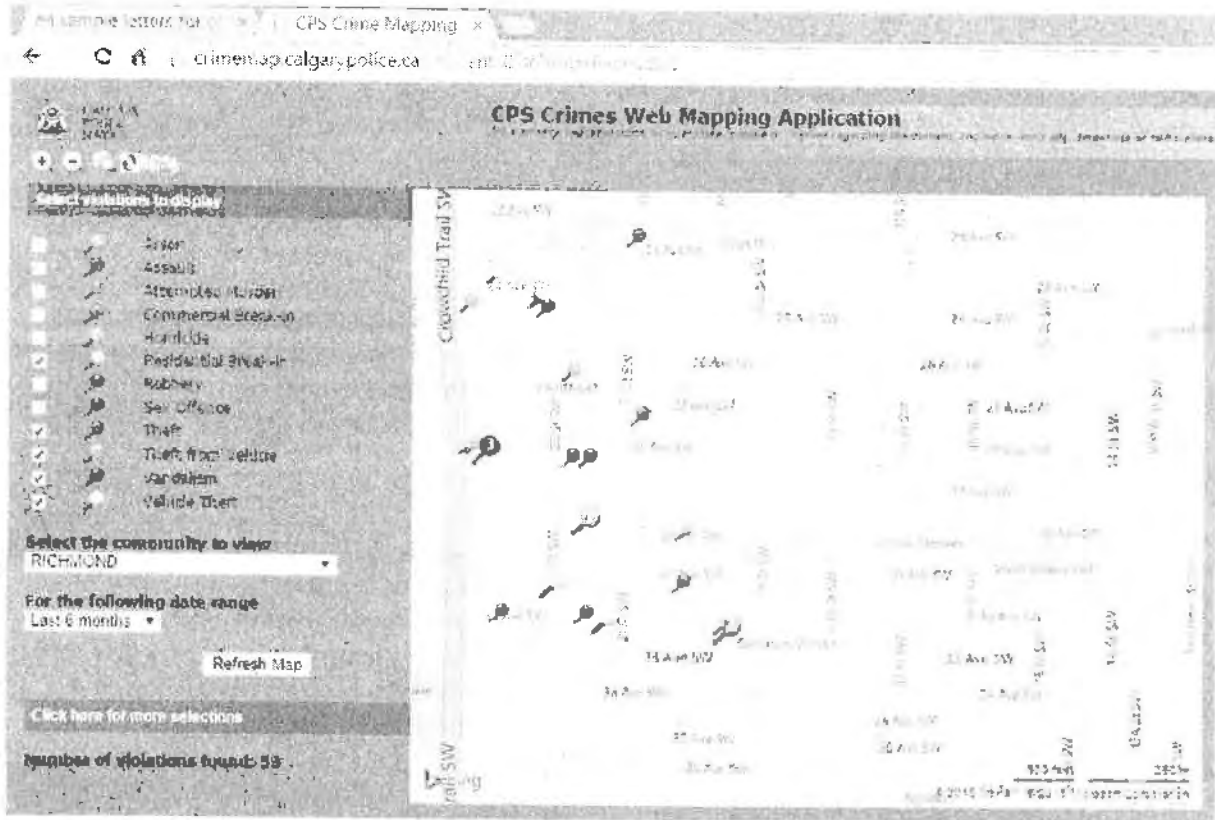
Location: 2410, 2414, 2418, 2424, 2428, 2432 33 Ave SW

THE CITY OF CALGARY
CITY CLERK'S

My husband, Darryl MacDonald, and I are titled owners on the 32 avenue block backing the proposed land development. I would first like to express my displeasure that we learned about the amendment from a neighbor whom received a letter in the mail. It was somehow believed that this project would only affect five or six properties on this block which is an egregious mistake. I believe this amendment thus far to have been approached with the same poor tact and lack of transparency as the request for the change in height restriction for commercial properties in this area for which I have yet to meet a single person in the neighborhood that received a letter or knew about the proposal. I am disappointed in how this has been approached and both my husband and I are opposed to the zoning amendment requests for the following reasons.

1. Traffic - Currently the corner of 22nd Street and 33rd Avenue SW allows traffic to exit West on to 33rd Ave. This means traffic from the unit would be able to exit on to 33rd Ave towards Crowchild Trail only. Traffic entering the unit would have to turn North on 21st Street, which currently is already backed up to the Crowchild Trail overpass during rush hour. This would have anywhere from 150 to 300 vehicles driving down an already densely packed residential street with room for only one way traffic, then into an ally on the next block. With 32nd Ave being a dead end street this could easily lead to traffic jams both in the residential area and an increase in traffic on 33rd Ave.
2. Parking - At the moment there is little to no parking on 32nd Ave between 21st Street and the end of 22nd Street and is already affected by public traffic in the Marda Loop area. The proposed development would allow only one parking stall per unit with 23 visitor stalls. This could potentially lead to an extra 140+ vehicles based on double occupancy with nowhere to park and would be detrimental not only to the residential areas but the neighboring commercial areas as well. My wife and I use the ally to access our garage on a daily basis and the addition of nearly 200 vehicles worth of traffic seems to be poorly planned with little to no consideration to the current congestion of traffic in the area.
3. Inconsistent with the ARP - Marda Loop in a very unique neighborhood in Calgary, and I believe it is in the community's interest to maintain a proper balance of private and commercial space. The Marda Loop ARP states a maximum FAR of 2.5 and 85 units for a development and a land use designated as residential/retail for this particular location. The proposed development does not comply with this ARP, as the condo complex does not have any retail component and is requesting an FAR of 3 instead of 2.5 and 148 units instead of 85. Both of these attributes are highly undesirable for the same reasons as stated above.
4. Population density - 32nd Ave already suffers from a high crime rate and serves as an easy target given the pedestrian trail adjacent to Crowchild Trail. These stats are readily available from the Calgary Police website and in the last six months alone (refer to map below), there have been 53 reported break-ins, vandalism and theft in the Richmond area. I know a number of my neighbors

that have been victims of these crimes. The addition of a massive condo complex will increase activity in this area and may create a bigger target for crime



I understand the need for increasing density in the neighborhood and do not disagree but I believe that the proposed plan would increase traffic and density beyond the range of the current civil infrastructure and would ultimately be a detriment not only to this block but the entire neighborhood. I believe that mixed zoning and larger/fewer units ties in with the existing ARP and would be of greater benefit to the community as a whole. I oppose the modifications in the LOC 2015-0023. The floor area ratio of 3 and maximum height of 16m are too high for this area of the neighborhood. In my opinion a more reasonable size building would be a maximum of 14m height and floor area ratio less than 2.5 with a maximum of 85 units, as defined in the ARP.

Sincerely,

Joanna Williams

2435 32 Avenue SW

Calgary, AB T2T 1X4

Gee, Kristin

From: Bill [wrllee@shaw.ca]
Sent: Monday, March 28, 2016 4:23 PM
To: City Clerk
Cc: evan.wooley@calgary.ca
Subject: condominium development CPC2016-089

To Whom it May Concern: I wish to support the construction of this project at 2410-2432 33 ave. sw. I live nearby at 2411 31 ave. sw and though I may experience some parking inconvenience from the project I much prefer "high density" construction of this type as compared to even more urban sprawl in our city. Also I can't imagine what other use could be made of the site in question. Yours very truly, Bill Lee

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THE CITY OF CALGARY
CITY CLERK'S