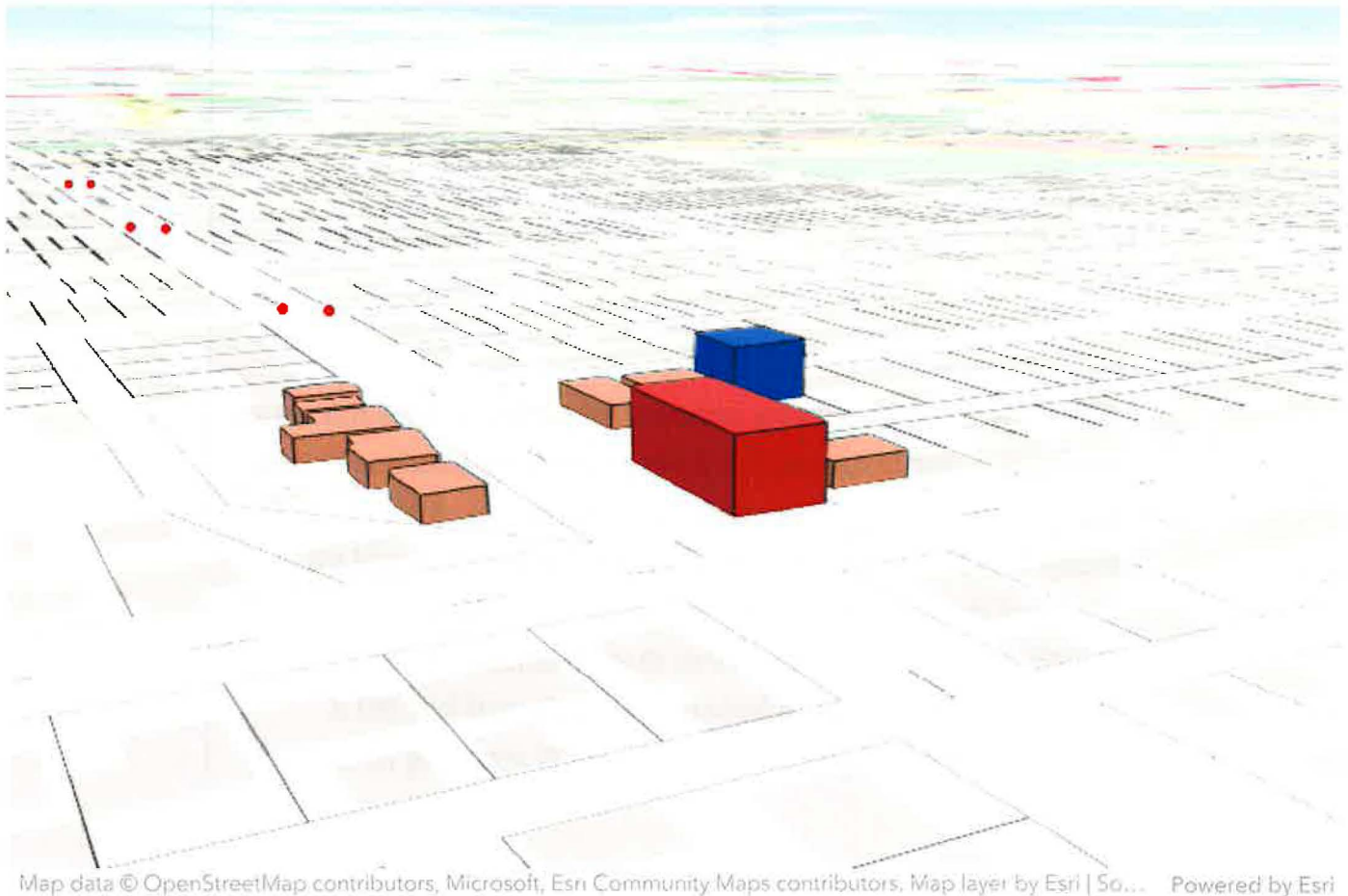
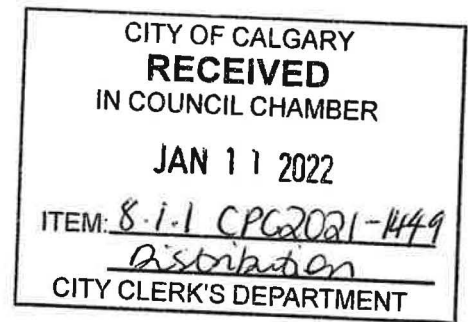


LOC2021 0128

A presentation in opposition.

Ross Findlay
December 29, 2021



The Subject Site is located at the corner of 45 ST SW and 30 AV SW. It is surrounded by bungalows built in the 1960s. The red mass indicates an 11-meter tall structure that fills the parcel, think of it as a mass of clay and the developer will remove as much or as little to build within the guidelines the Planning Department will allow. There may be setback relaxations, for example, this is all decided after the land use is determined.



W 30

44 SW

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30 AV SW is classified as a collector, however, it does not act as a collector. For instance, it is a very quiet neighborhood street that has very low traffic counts as indicated in this 2015 traffic study. The combined east-west traffic doesn't even add up to either of the north/south counts on the day. I believe that 30 AV SW remains a collector even though actions in the 1970s and 80s made it cease to behave as such, and has left a loophole for developers to apply for R-CG rezoning here.

832

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Conversely, the intersection of 26 AV SW and 45 ST is more in line with how a collector to collector node should operate, with relatively equal traffic volumes from all directions.

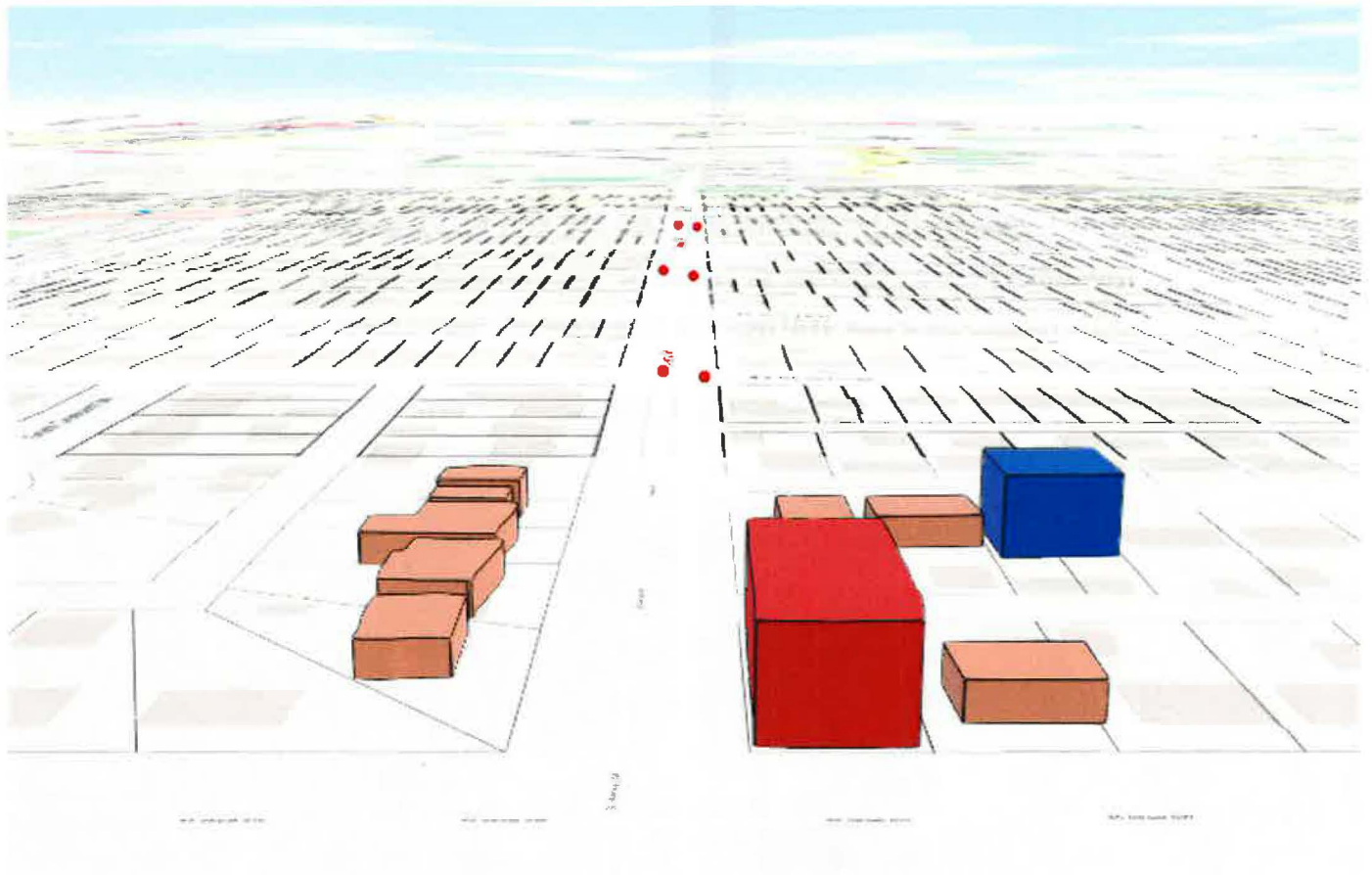


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On the left is the 1988 Airphoto and on the right the 1979 Airphoto. The idea in the 70s was that 26 AV or 30 AV would cross what is now Sarcee Trail to connect the new community being built to the west. In 1979 the curb hadn't been closed off on 51 ST yet, but by 1988 this was a done deal and 30 AV wouldn't go west over Sarcee. This is when 30 Av should have

ceased being a collector. While ultimately designed as such, it is a collector that goes nowhere. It starts at 51 ST and stops being a collector when it reaches 37 ST SW.



Map data © OpenStreetMap contributors, Microsoft, Esri Community Maps contributors. Map layer by Esri | So... Powered by Esri

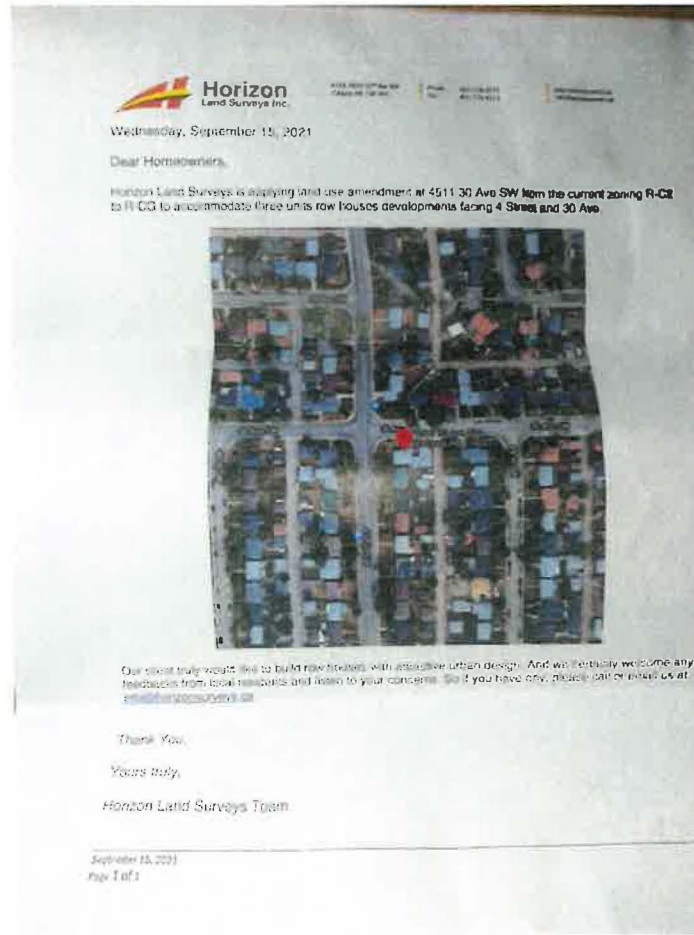
30 AV SW also has a unique distinction in that it is the only collector that can be found to have 3 sets of stops signs that give way to lesser classified streets. While I love the deterrent this provides it remains that this sort of land use is more widely accepted on a 50 KMPH street, even if that posting is seemingly erroneous.



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I would also like to raise concerns about parking on 30 AV. While it is a quiet street we are not as of yet overrun with parking. But I fear that this will not be the norm if we are to inevitably densify as the house's age out. As such I would remind the council that the north side of 30 AV SW is the south border of Calgary Parking Authority's yet to be implemented Glenbrook Parking Zone. I would personally love to see this enforced to mitigate future congestion on the street.

I would like to speak briefly about density. RC-G allows for secondary suites. I am unclear why these suits are not classified as dwelling units. They have a bedroom and a kitchen and a bathroom. They have a blue, black and green bin. They will certainly have a vehicle that will be parked on street. They have a defined address. They are counted in the census as a dwelling. I assume they have a tax roll. Yet still, they are "bonus" hidden density. So even though the applicant is requesting a 3 unit rowhouse, the likely scenario is that it will be a 3+3 rowhouse. and the actual density is double, which means that the density is in fact higher than that of the MC-1 district east of the community association. And there is precedence for this. Even though at Planning Committee, when Cllr. Wong asks "Are there any other R-CG in the neighbourhood?" he was roundly answered "No". There is in fact a 4+5 unit R-CG that is currently being constructed at 30 AV and 38 ST. I fear that the dye has been cast, but would hope you are amenable to the proposal that this subject site instead is R-CGEx and hard code the 3 units as the layperson would interpret the bylaw.



Lastly, I would like to talk about engagement. There was none by the applicant. Contrary to the documents received at Planning Committee the only communication received by residents was a slapdash flyer delivered well after the sandwich board was removed from the subject site on the evening of Sept 15, 2021. The flyer was obviously whipped up because they hadn't gone through the motions of 'engaging' with folks within 90 m of the subject site. Note the terrible grammar and the fact they couldn't even get the intersection correct in the first sentence. This poor effort doesn't instill confidence that what will be built will be quality.