









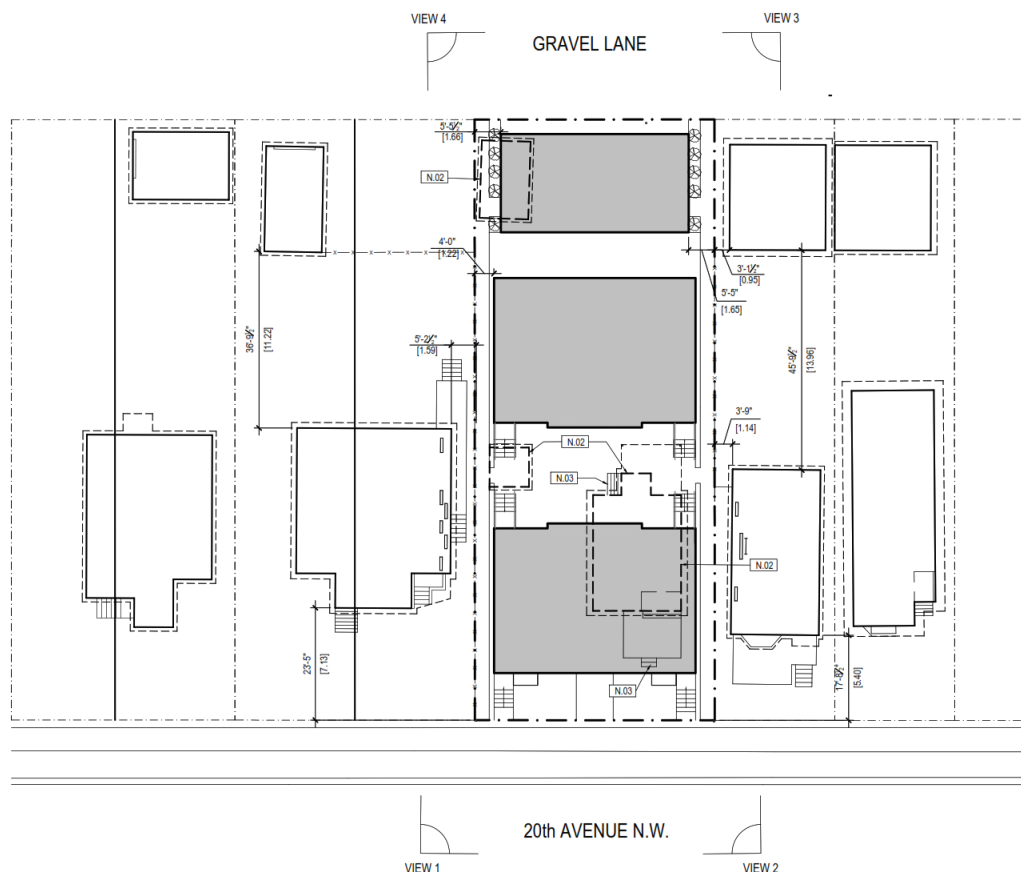
July 16, 2021

RE: Application LOC2021-0005, 462 20 AV NW, Public Hearing Submission

The Mount Pleasant Community Association (MPCA) appreciates the opportunity to provide a submission for the July 26, 2021 Public Hearing for LOC2021-0005. We recognize that we initially indicated our support for the Land Use Redesignation application (LOC2021-0005) however, after reconsidering and reviewing the details of the Development Permit application, we are in opposition to this application and have submitted a similar letter in response to DP2021-3573. We would however, like to indicate our appreciation to the applicant for their willingness to provide us with advance notice and to meet with us regarding this site.

We provide the following comments:

- **Direct Control District:**
 - Direct Control District is being used to increase the intensity of the development allowed on a standard infill parcel while ignoring all the rules created to ensure development is consistent and compatible with existing residential development.
 - The density modifier created within the land use district is more akin to what would be allowable under the M-C1 land use without rule 592(1-5) which addresses existing development adjacent to redeveloping parcels.
 - Should the Direct Control district be approved, this will eliminate the possibility of the MPCA or adjacent neighbours ability to appeal the development as a Direct Control District is specific Council direction for development to occur within the outlined rules on that site.
 - The land use is inappropriate to be applied to 50X110 FT parcel.
 - The MPCA would welcome M-C1 development on a assembled land parcel that takes into account the contextual setback – or at least a version that is more reasonable than the approach outlined by the Applicant.
 - The development is outside the walkshed for Primary Transit that would support the requested parking relaxation of 50% (4 stalls). The development must and should consider additional parking.
 - The parcel is 600 m from the #3 bus stop along Centre Street NW
 - 700 m from the closest Orange Line bus stop located along 16 Ave N, close to 4th Street NW.
 - We note the #2 bus stop does not meet the rules for Primary Transit.



Our Planning & Development Committee has a method of prioritizing our response to applications circulated for comment. As per this process, this application would count as Priority Level 3 – Neighbourhood, which necessitates that our committee provide comments to the City.

Thank you for your time and consideration.

Sincerely,

Alison Timmins
Mount Pleasant Community Association Board Director
Planning & Development Committee Chair

I am the owner of 459 - 21 Ave NW. I live in a duplex that is directly behind this proposed development (shared back lane access). I have lived in my home for approximately 8 years. Despite reference to community engagement in the applicant's materials, the Notice of Public Hearing that I received in the mail in the past week has been the first communication I have received about this proposed project.

I have concerns over the rezoning of 462 - 20 Ave NW into a multi-unit development as proposed. There is tremendous movement toward redevelopment, including rezoning for row housing, in Mount Pleasant at present. Within less than one half of a city block of my home there is no less than 3 planned or proposed developments to convert existing single dwellings into multiplexes (469 - 21 Ave NW on the corner of 4th Street and 21 Ave NW; 504- 20 Ave NW; and 462- 20 Ave NW). In addition, several properties on 20 Ave NW between 4th and 2nd Street are either for sale or have been sold in anticipation of redevelopment toward further urban density projects. I ask the City to bear in mind the totality of these developments and their impacts to existing residents when considering the application to rezone 462-20 Ave.

Traffic and Parking:

I am concerned about the increased traffic that this development will introduce to the immediate neighborhood. The city has made past efforts to limit the number of cars coming into the downtown core. Multiplex developments in the inner city, as proposed, increase vehicle traffic where people, including seniors and young children, live.

Both 20 Ave NW and 4th Street NW are major traffic arteries. The intersection of 20 Ave and 4 th Street NW can be very busy at peak traffic times and has borne witness to several car accidents over the years. The traffic on the shared back lane (for the north side of 20 Ave and south side of 21 Ave between 4th and 2nd Street NW) is already significant. Turn out access from the back lane to 4th Street NW is often compromised during peak hours. 463/465 21 Ave NW is an existing fourplex with parking for multiple vehicles at the backplane. That existing back lane multi parking is diagonal to this proposed development.

With increasing multiplex development in the neighborhood, traffic, noise, pollution and congestion increases with the cars associated with each unit. I recommend that the City consider limiting the total number of approved parking spaces for this development from the proposed number of four - to two parking spaces. This will lessen the environmental and related traffic footprint of the development and encourage more environmentally sustainable urban density with the use of transit, biking or walking.

I am also concerned about the design of any future parking spaces for the proposed development. The existing 462- 20 Ave is unkempt, with over an abundance of overgrown trees and vegetation that extend all the way to the back lane. I have not had sufficient back lane clearance to pull my vehicle out of the garage, since I moved into my home. City waste and recycling drivers have commented on the lack of clearance and have at times refused to pick up garbage bins outside my garage due to the lack of clearance afforded opposite at 462 – 20 Ave NW. I ask that the City ensure future development provides sufficient set back/ clearance for the existing residents' garages opposite any future parking configuration; and that proper space be allotted for the placement of waste bins.

Shade:

The proposed development will have an interior courtyard with 11 m tall buildings facing both 20 Ave and the shared back lane, which impacts the corresponding north facing homes on 21 Ave NW; including mine. My block of 21 Ave NW is residential. I am concerned about the proposed height of the units will create

unnecessary shade for my existing property and diminish the enjoyment of my south facing backyard and garden.

Basement suites:

The proposed development suggests each unit will have a basement secondary suite; which would effectively increase the living footprint to a total of eight residences. There is no need or demand for such compressed density at this address.

The above outlined concerns around traffic, parking (which will likely translate to more street parking on 20 Ave NW) and space for refuse bins in the back lane are amplified by the proposed addition of basement suites.

Thank you for your time and consideration of my comments.

Susan N. Kennedy