



FORM TITLE

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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	Stefan
Last name (required)	Parker
What do you want to do? (required)	Request to speak, Submit a comment
Public hearing item (required - max 75 characters)	LOC2021-0006(CPC2021-0880)
Date of meeting	Jul 26, 2021

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a resident and homeowner of an adjacent property to the proposed land use amendment for 415 31st Ave NE (LOC2021-0006), I would like to voice my opposition to the proposed amendment and make council aware of my direct concerns regarding LOC2021-0006.

This rezoning is unnecessary, as the current zoning of 31 units is already a massive increase in unit density for this area.

The developer has not engaged transparently with the community, and has ignored residents' primary concern, which is the unit density of the proposed amendment. There are numerous safety, traffic, parking, environmental, social and other concerns related to this proposed amendment that have not been addressed by the applicant. Developing high unit spot density on 31st Ave is not feasible due to the nature of this side street. It is only directly accessible from one point, and the side street is already heavily congested due to the presence of a school immediately across the street from the proposed amendment.

Civicworks has not engaged transparently or ethically with the community, and has made misleading statements related to bureaucratic processes, the nature of the amendment, and the timelines within which the amendment was expected to proceed. The proposed amendment does not align with the current character and streetscape of 31st Ave NE or surrounding community, and poses significant safety, environmental, privacy, shade, traffic, and other risks to neighbours.

The proposed amendment will negatively impact the ability to sustainably live on 31st Avenue, and de-incentivize any further development on this side street. Allowing this

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Jul 12, 2021

11:18:36 AM



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amendment benefits the applicant to the detriment of the social and cultural wellbeing of the community in the long term.
I am opposed to the proposed land use amendment LOC 2021-0006 and ask that City Council reject this proposed amendment.
Better alternatives exist to the sustainable, long term development of 31st Ave NE, and that begins by respecting the current zoning of 31 units. I would be grateful for the opportunity to speak directly to Council on this matter.



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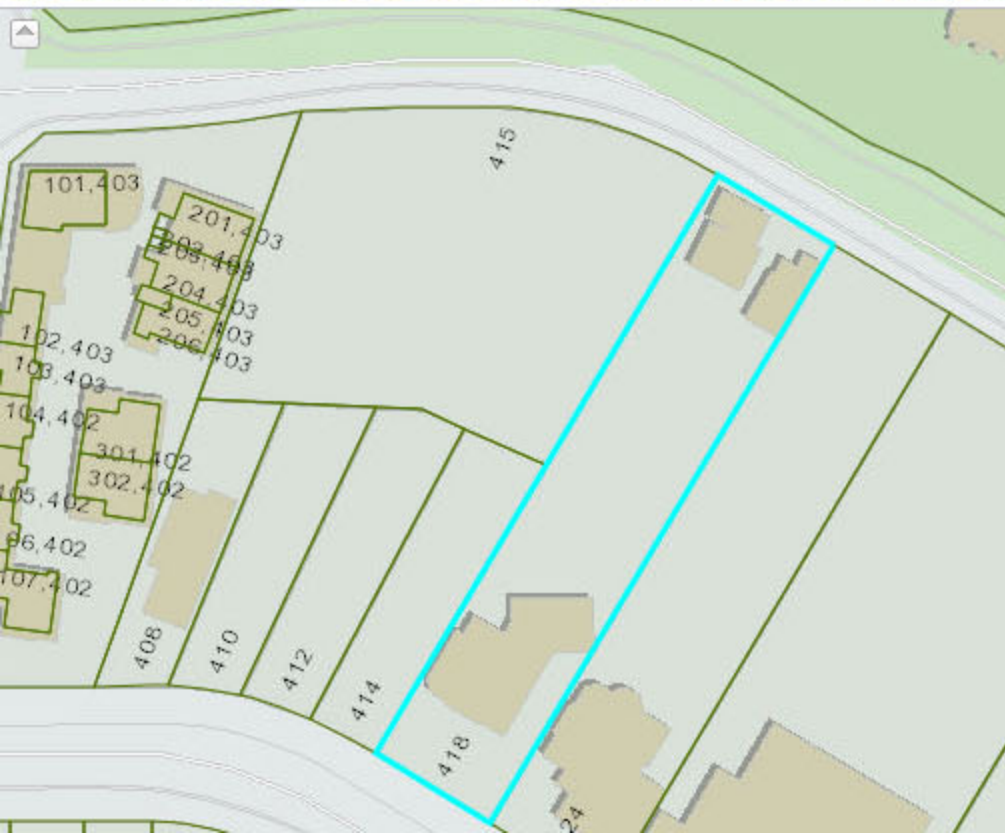
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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	Lucia
Last name (required)	buccini
What do you want to do? (required)	Request to speak
Public hearing item (required - max 75 characters)	LOC 2021-0006 rezoning of 415 - 31 Ave NE
Date of meeting	Jul 26, 2021

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This application will see the zoning increased from 31 units to 50 units; a 60% increase in the density of the lot. The application reads that a MINOR amendment to the WHMV ARP is required. By definition, a 60% increase is NOT a minor amendment, but rather creates excessive traffic, noise, height, safety, pedestrian safety concerns. for the neighbourhood. Comparable developments include Prairie Sky at 18 units on .705 acre. Should this uncalled for development be approved, it will be three times as dense on less land (.648 acre). Over 65 residents have provided negative comments to our Ward Councilor. I have personally spoken to over 125 households. We ask that elected representatives vote reflecting the voice of their constituents. Civicworks lobbying on behalf of Eagle Crest Construction has failed to prove any benefit short of increased profit to Eagle Crest. Eagle Crest was will aware of the zoning and can still make a healthy return on investment at 31 units. There is no laneway on this block. At capacity, residents will have a 12 meter building within 1.3 meters of their property lines. We were told that Council routinely amends ARPs. That is not right. Communities submit ARPs to the City with the understanding that those ARPs will guide development and we hear that Council routinely disrespects those documents. That's just not right. Citizens put faith in a process. I request that Council respects the ARP and cancels this application. Lucia Buccini





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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	Joanna
Last name (required)	Patton
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	LOC2021-0006
Date of meeting	Jul 26, 2021

As the Applicant for LOC2021-0006 (415 31 AV NE) on behalf of Eagle Crest Construction, please find a What We Heard Report attached as our submission on the public record.

July 2021 - Application Update:

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This application fits into a wider context of new Local Area Planning within the City of Calgary and was recently discussed during Council's review of the North Hill Communities Local Area Plan (LAP). The Trail 31 proposal fully aligns with the recently revised version of the LAP, which identifies the subject site for "Local Residential" development with a "Low-Modified (up to four storeys)" height modifier (the previous version identified the site with a "Low" building modifier up to six storeys in height). Council voted to approve the second reading of the revised North Hill Communities Local Area Plan on June 21st 2021, and once circulated to the Calgary Metropolitan Region Board (CMRB) it is anticipated that the LAP will return to Council for third reading in September 2021.

The community's current Winston Heights – Mountview Area Redevelopment Plan (ARP) encourages low-scale multi-residential development in the form of townhouses and stacked townhouses at this site and along 31 AV NE. Given that the North Hill Communities Local Area Plan has not yet received third reading, a minor site-specific amendment to the Winston Heights-Mountview ARP is being proposed to support addi-



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tional density on the subject site.

The Trail 31 LOC Application and Minor ARP Amendment was unanimously recommended for approval by the Calgary Planning Commission on June 17th. The project team looks forward to continuing conversations at the upcoming Public Hearing on July 26.



Issued
June 2021

Trail 31

Land Use Redesignation
What We Heard Report

LOC2021-0006

415 31 AV NE
Winston Heights-Mountview

PREPARED ON BEHALF OF
Eagle Crest Construction



WHAT WE HEARD REPORT

LAND USE REDESIGNATION APPLICATION
LOC2021-0006

TRAIL 31 - 415 31 AV NE
Winston Heights-Mountview

PREPARED ON BEHALF OF
Eagle Crest Construction

Issued
June 2021
Version 2.0

PREPARED BY
CivicWorks

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FAAS



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ABOUT

WHY AM I READING THIS REPORT?

This revised What We Heard Report outlines Eagle Crest Construction’s proposed development located at **415 31 AV NE**. It outlines the Applicant-led outreach process to date and summarizes what we heard and provides team responses that address what was changed, what wasn’t changed and the rationale behind these decisions.

PLANNING & DEVELOPMENT APPLICATION

The project team is undertaking a comprehensive staggered concurrent application process, with a Development Permit submission reviewed by Administration alongside the Land Use Redesignation. The staggered concurrent process is preferred as it allows the project team to share and ensure a high quality ‘bricks and mortar’ outcome with stakeholders that aligns with the proposed land use change.

1

INTRODUCTION + CONTEXT

1.1 ABOUT

Trail 31 introduces a three storey stacked townhouse development proposal to the community of Winston Heights-Mountview. Oriented around a landscaped courtyard, the development proposal includes high quality landscaping and an enhanced streetscape along 31 AV NE.

A development vision for this site was originally shared with stakeholders in late January 2021. In response to the feedback received by stakeholders through the Applicant-led Outreach process to date, a series of key changes to the development vision and Land Use Application have been made.

What Has Changed:

- Direct Control Policies revised to be based on the M-CG District rather than M-C2 District;
- Proposed surface parking area and drive aisle redesigned into a landscaped courtyard;
- Landscaped area increased to cover more than 50% of total site area;
- Surface parking area relocated to an underground parkade;
- Parking stalls reduced from 50 stalls to 46 stalls due to parkade constraints;
- Vehicular access points reduced from two driveways to one;
- Building design revised to include pitched rooflines which limit mass and shadow impact;
- Dwelling unit configuration revised to provide a greater range of housing options; and
- Buildings relocated to follow the site's current M-CG District setback policies.



FIG.1.1.1 SITE CONTEXT

1.2 REVISED DEVELOPMENT CONCEPT

Site Area: 0.276 ha (0.682 ac)
 Building Site Coverage: Less than 50%
 Landscaped Area: More than 50%

Land Use Redesignation:
 Current District: M-CG (d111)
 Proposed District: DC (based on M-CG)

Building Height: Less than 13m
 Three Storeys + Pitched Rooflines

Density: 50 Stacked Units
 182 Units per Hectare
 30 Townhouse-Style Units (±1000 sqft)
 20 Micro Units (±485 sqft)

Underground Parking Stalls: 46
 30 Townhouse-Style Unit Parking Stalls
 12 Micro Unit Parking Stalls
 4 Visitor Parking Stalls



FIG.1.2.1 INITIAL SITE PLAN: DC BASED ON M-C2



FIG.1.2.2 REVISED SITE PLAN: DC BASED ON M-CG

1.3 STACKED UNIT CONCEPT

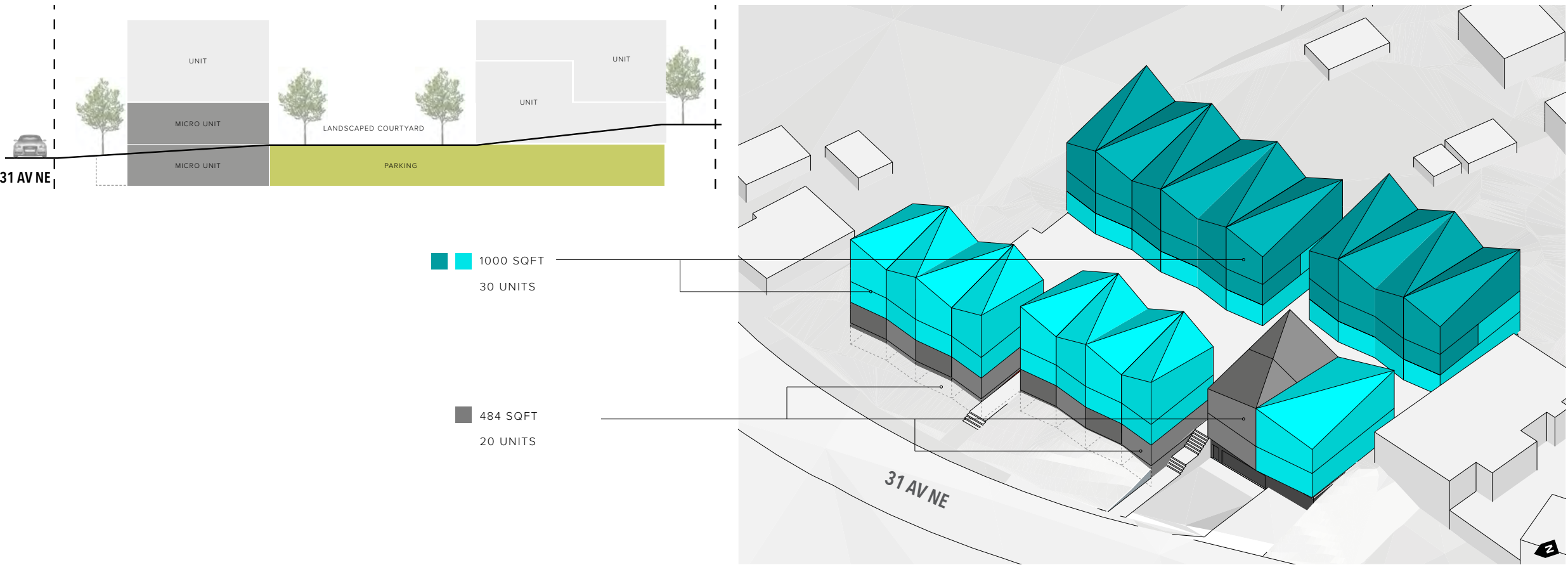


FIG.1.3.1 MASSING MODEL AND CROSS SECTION

1.4 SUN SHADOW STUDIES

MARCH 21 & SEPTEMBER 21

SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT



FIG. 1.4.1 10AM



FIG.1.4.2 1PM



FIG.1.4.3 4PM

NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships. Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements. Locations of adjacent solar panels are generalized based on available satellite imagery and do not reflect the exact solar panel dimensions.

JUNE 21

SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT



FIG.1.4.4 10AM



FIG. 1.4.5 1PM



FIG.1.4.6 4PM

NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships. Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements. Locations of adjacent solar panels are generalized based on available satellite imagery and do not reflect the exact solar panel dimensions.

DECEMBER 21

SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT



FIG.1.4.7 10AM



FIG.1.4.8 1PM



FIG.1.4.9 4PM

NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships. Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements. Locations of adjacent solar panels are generalized based on available satellite imagery and do not reflect the exact solar panel dimensions.

2

STAKEHOLDER OUTREACH

2.1 STAKEHOLDER OUTREACH ROLES + RESPONSIBILITIES

WHAT IS OUR ROLE? WHAT IS YOUR ROLE?

Clarifying community outreach roles and responsibilities connected to planning and development projects helps determine who does what, and builds a baseline understanding of the threshold of responsibility across all roles in building a great city. As the proponent of an applicant-initiated development proposal, we have the associated responsibilities of the outreach lead.

CivicWorks - Applicant (Lead)

The applicant (lead) is the primary decision maker for the project leading up to a formal decision of approval/refusal by the designated City decision-making body.

- *Notifies stakeholders of the project and any opportunities to learn more or provide input.*
- *Determines the negotiables and non-negotiables for the project and what is/isn't open for public input.*
- *Communicates the constraints and clarifies the scope of the conversation.*
- *Provides clear, concise, transparent and accurate information.*
- *Holds a respectful conversation.*
- *Reports back if/when collecting input and provides City decision makers with a summary of the community outreach approach that was taken.*
- *Keeps stakeholders in the loop and closes the loop when decisions are made.*

City Administration (Support)

City Administration (support) assists in the outreach process by providing the applicant, community/member-based organizations, and the broader community with information, tools and resources to improve understanding and aid in the overall success of the process.

- *Shares information about City goals and policies.*
- *Explains The City's review and decision-making processes.*
- *Clarifies community outreach roles and responsibilities.*
- *Creates tools and resources for participants, connectors and leads to help them be successful in their outreach roles.*

Community/Member-based Organizations (Connector)

The connector shares information and insights about a specific community or area to help increase understanding of the local context and to help inform community outreach plans.

- *Where possible, shares local information and insights to help build understanding and inform outreach plans.*
- *Where possible, helps raise awareness of opportunities for people to get involved in local planning projects.*

Community/Member-based Organizations (Participant)

The participant is actively involved in the outreach process.

- *Seeks out information and is informed.*
- *Listens and participates respectfully.*
- *Respects the scope of conversation and project constraints.*
- *Provides appropriate feedback and remains open to different ideas.*

City Council and the Development Authority (Decision Maker)

The decision maker is responsible for making the final decision to approve/refuse the planning or development application.

- *Reviews and considers proposed planning or development application.*
- *Reviews and considers the outreach strategy/rational/approach and any feedback that may have been collected.*
- *Approves/refuses the planning or development application.*



Visit <https://www.calgary.ca/PDA/pd/Pages/Community-Outreach/Applicant-Outreach-Toolkit.aspx> for a resource available to anyone who is interested or involved in the community outreach process connected to the planning and development of Calgary and our communities.

2.2 OUTREACH



POSTCARD MAILERS

Postcards were hand delivered to ±88 neighbours in January 2021, and ±92 neighbours in May 2021. The mailers summarized the LOC Application and development proposal, notified neighbours of upcoming outreach events, and provided contact information for the project team.



ON-SITE SIGNAGE

Sandwich board signs were posted on-site January 2021 and updated in May 2021. The signs summarized the LOC Application and development proposal, notified neighbours of upcoming outreach events, and provided contact information for the project team.



COMMUNITY MEETING

The project team met with representatives of the Winston Heights-Mountview Community Association and surrounding neighbours in February 2021 to discuss the initial proposal. Following revisions to the site, the team had an in-person meeting with the Prairie Sky Cohousing community and held two digital information sessions on May 31 and June 2, 2021. An email update and invitation to the digital information sessions was shared with all stakeholders in May 2021.



PROJECT VOICEMAIL & EMAIL ADDRESS

Coinciding with the launch of the on-site signage and postcard, a voicemail inbox and dedicated email (engage@civicworks.ca) went live in January 2021. As a direct line to the project team, stakeholders could leave a message and receive a response back within three business days.



PROJECT WEBSITE & FEEDBACK FORM

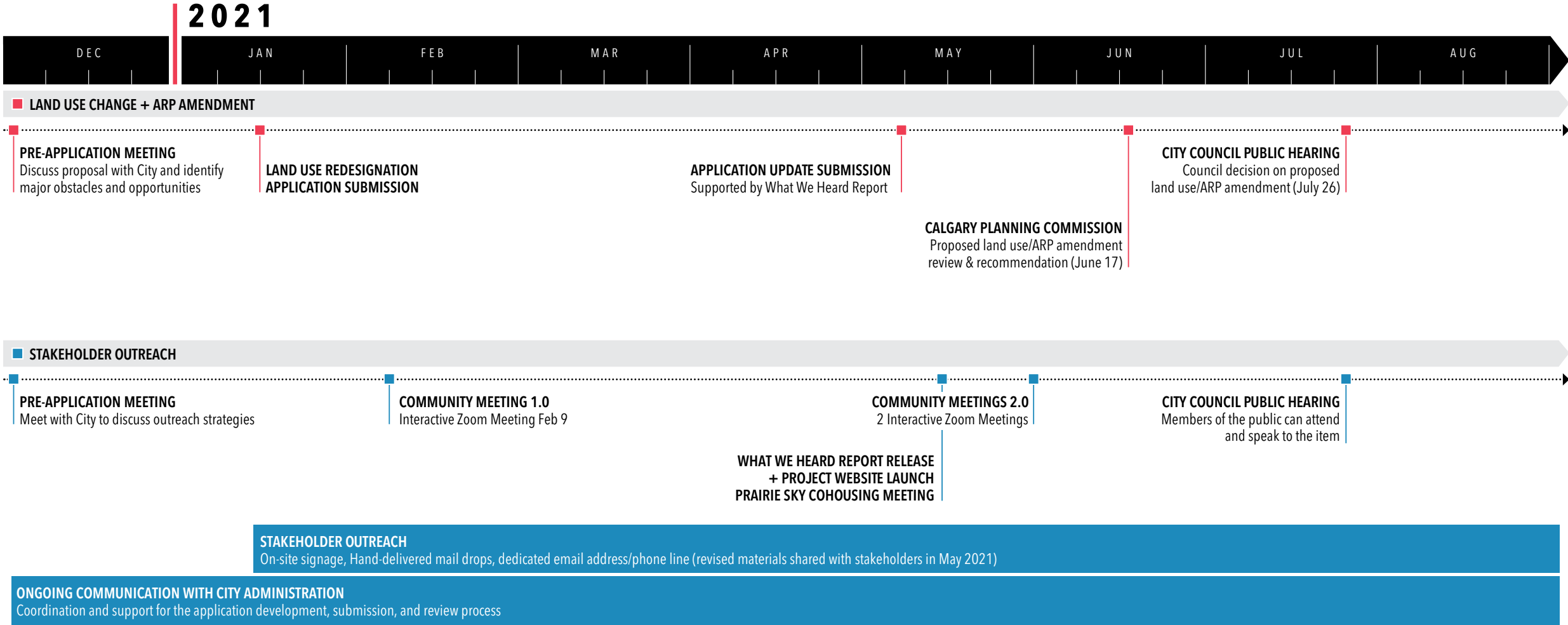
A dedicated website (www.trail31.com) was launched in May 2021 to provide a project overview with convenient 24-hour access to the most up-to-date project information. The site includes a built-in feedback form for questions and comments which are sent directly to the project team.



STAKEHOLDER MEMOS

Detailed memos describing the proposed application were shared with the Winston Heights - Mountview Community Association and the Ward 7 office in January 2021.

2.3 GENERALIZED TIMELINE



2.4 WHAT WE HEARD + TEAM RESPONSE

BALANCING MULTIPLE INTERESTS

An outreach process is more than a compilation of input by the project team. Our role, as the outreach lead, requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions.

The array of interests that influence any development project include, but are not limited to:

 **Calgary's Growth & Development Vision**

Planning for the next generations of Calgarians

 **Our Design Principles**

Key guiding principles for desirable design and development

 **Local Area Policy**

The existing policy framework that guides development

 **Stakeholder Feedback**

What various stakeholders think and say about an issue

 **Economic Viability**

The needs of the developer to create a viable project

OVERVIEW

Our outreach process has been designed to provide multiple opportunities for stakeholders to learn about the vision for the site early on and to share their thoughts—all with the intent of maintaining a respectful and transparent conversation. Through our numerous outreach channels to date, we heard from a variety of stakeholders including surrounding neighbours, the Winston Height-Mountview Community Association, City Administration, and the Ward 7 Councillors office. Eagle Crest and the project team would like to thank all participants for their time and considered feedback.

In reviewing feedback collected to date, the project team has identified a series of key themes raised by stakeholders. The Version 2.0 of this What We Heard Report has been updated to reflect new correspondence received in advance of the Calgary Planning Commission Review - including a new theme of fire safety. The themes outlined in the following pages are broken into What We Heard and the Team Response.

Each team response attempts to address the questions, comments and input received throughout the process. Each key theme includes verbatim comment examples collected during the outreach process.

An inventory of all written verbatim feedback collected by the project team through various channels during the outreach process is provided in the Appendix of this document.

KEY THEMES

- 1 DENSITY
- 2 BUILDING HEIGHT
- 3 TRAFFIC CONGESTION & SAFETY
- 4 VEHICULAR PARKING
- 5 SITE DESIGN & LANDSCAPING
- 6 END USERS & PROPERTY VALUE
- 7 OUTREACH PROCESS
- 8 FIRE SAFETY

1 DENSITY

WHAT WE HEARD

Stakeholders expressed concern over the number of units being proposed at this location. Feedback cited that the development does not fit with the character of predominantly low-density single-family homes in the area, doesn't align with the Winston Heights-Mountview ARP, and may cause issues relating to traffic and safety.

EXAMPLE VERBATIM COMMENTS

"...will increase the local density of 31st and 30th Avenue and create numerous traffic, privacy, safety, noise, air quality, shade, visual, and other impacts that will negatively impact the livability and sustainability of the community."

"A small, residential side street is not the place for that type of small unit, dense development, and in fact may produce outcomes that the City does not find favourable."

"The size of this project will greatly increase traffic on 30 Ave and 5 St NE. The amount of noise and traffic generated by the project is unsafe for the other residents."

"Perhaps Civicworks thinks it is applying for a zoning amendment beside a WalMart parking lot and not in the middle of a residential side street?"

"As a large undeveloped parcel in the inner-city, the site location makes sense to me, especially by being so close to Edmonton Trail as a Main Street. I am 100% supportive of your plans. I look forward to welcoming our new neighbours."

TEAM RESPONSE

Trail 31 proposes 30 townhouse-style units and 20 secondary suite-style micro units on a 0.7 ac parcel of undeveloped land (182 units per hectare). Overall the site is meeting the majority of the City's criteria for multi-residential infill. Trail 31 is well-connected to alternative modes of transportation (including transit, bike routes and pathways), near community amenities such as the adjacent Georges P. Vanier School and nearby Winston Heights-Mountview Community Association, and less than a block from a city-identified Edmonton Trail NE Main Street. By increasing density in strategic locations like this one, Trail 31 ensures a more efficient use of infrastructure and city services such as transit, and supports community amenities like streetscape improvements and schools.

Winston Heights-Mountview is an evolving and eclectic established neighbourhood. The Winston Heights-Mountview Area Redevelopment Plan (ARP) envisions townhouses and stacked townhouses along this section of 31 AV NE. The draft North Hill Communities Local Area Plan (LAP) published in June 2021 identifies this site for residential development up to 4 storeys in height. A minor, site-specific amendment to the ARP may be required to support additional density on this site depending on the outcome of the upcoming Council review of the LAP.

2

BUILDING HEIGHT

WHAT WE HEARD

Some stakeholders expressed concern over the building's height at this location. Those concerned with the proposed height cited fit with existing neighbourhood character, site grading, privacy and possible shadowing impacts on adjacent properties as primary issues.

EXAMPLE VERBATIM COMMENTS

"The height of the proposal will dwarf the neighboring properties."

"This is a residential area. I have privacy concerns, added traffic concerns among other things."

"The height required to build 50 units is unprecedented on residential lots within Winston Heights"

"The height required for these units will create undue darkness and shade to the property to the east of the proposal."

"Moreover, the height required has a direct impact on the residents of Prairie Sky, and I believe, on the efficiency of the newly installed solar panels."

TEAM RESPONSE

The proposed Direct Control (DC) District is based on the site's current Multi-Residential - Contextual Grade-Oriented (M-CG) District. The M-CG District is intended to support Multi-Residential development of a low height and scale (up to three storeys / 12m), and include policies that provide sensitive transitions with low density parcels. The proposed DC District aligns with the M-CG built form policies to support our proposed three storey stacked townhouse development vision, which is less than 13m in height when accounting for the pitched roofline.

This site has a grade change of approximately 7 ft from the highest to lowest point. Trail 31 takes advantage of the grade by stepping buildings down the hill, limiting the building mass that is seen from the street. To address concerns around shadow impact on the Prairie Sky Cohousing solar panels and other surrounding neighbours, the project team undertook a series of shadow studies which are available on our project website (www.trail31.com) and provided on pages 11-13 of this document. These shadow studies helped inform the overall site layout, roofline and building design.

To address privacy concerns, building facades have been oriented north towards 31 AV NE and the central courtyard area - reducing overlooking on neighbouring east/west properties. The Development Permit includes fewer and smaller windows on any facade directly beside neighbours.

3

TRAFFIC CONGESTION & SAFETY

WHAT WE HEARD

Traffic associated with the proposed development was a common concern among stakeholders. More specifically, we heard concerns surrounding Georges P. Vanier school rush-hour traffic congestion and student safety, long wait times to turn from 31 AV NE onto Edmonton Trail, and skepticism about the legitimacy of the Transportation Impact Assessment (TIA).

EXAMPLE VERBATIM COMMENTS

"The project will negatively impact parking, our property values and the safety of the area and schoolchildren (GP Vanier)."

"This morning when my wife tried to leave 31st Ave on to Edmonton Trail, she had to wait for at least 5 minutes because of the heavy traffic on Edmonton Trail, students crossing the street on 31st Ave to get to school, parents parking on 31st Ave to drop their students off, and after, there is extra traffic from parents trying to leave the area."

"Children in the neighbourhood and students at GP Vanier will be placed at greater traffic safety risks."

"One of the biggest concerns of the residents has been the increased traffic and resulting safety issues that a 50-unit development would create on 31 Avenue NE."

"Please be aware that residents have sought proposals from engineering firms to conduct an additional independent traffic impact assessment which, we believe, would include a more accurate scope of work and identification of impacts."

TEAM RESPONSE

A Transportation Impact Assessment (TIA) was prepared by Bunt & Associates Engineering Ltd using pre-covid traffic data. The scope of this study was provided by the Calgary Transportation Department. The analysis, conclusions and recommendations included in the TIA reflect Bunt and Associates registered Engineers' best professional judgment. The TIA uses standard trip generation rates and methodology to evaluate all transportation studies submitted to the City of Calgary, and must satisfy the requirements of the City of Calgary Transportation Department. This report is publicly available via the project website at www.Trail31.com.

The TIA concludes that the number of peak hour trips generated by the proposed development (23 AM Peak Hour trips and 35 PM Peak Hour trips) are not expected to significantly impact network traffic conditions, intersection performance, or vehicular and pedestrian safety in the area. Additionally, the TIA notes that the site has sufficient access to walkable amenities and alternative modes of transportation, including public transit along Edmonton Trail and on-street cycling infrastructure. Recent site revisions have reduced the potential for traffic conflicts by limiting driveway entrances to one access point.

A review of pedestrian connections near the site identified a missing sidewalk between the site and Edmonton Trail on the south side of 31 AV NE. Solutions to this missing link are currently being explored with the Transportation department, and the City of Calgary will ultimately be the decision maker on which solution will move forward.

4 VEHICULAR PARKING

WHAT WE HEARD

A number of stakeholders expressed concern over insufficient parking being provided on-site that could result in on-street parking supply being impacted. Many stakeholders also noted that they disliked the surface parking lot that was initially proposed.

EXAMPLE VERBATIM COMMENTS

"The consequences of insufficient parking on-site are community safety and traffic congestion concerns."

"Upon reviewing the poor TIA that was submitted, the local residents have felt that conducting our own TIA would be necessary to demonstrate the true impact of a 50-unit development on this quiet closed, dead end street."

"31 Ave on the GP Vanier side is designated as school bus parking zone during school hours. Therefore, if this development is approved, street parking will be a significant issue and constraint on 31 Avenue. This will only add to the existing constraint with parents parking their vehicles while dropping off and picking up students before and after school."

"There is the Georges Vanier school on the north side of 31st Avenue and during peak times in the mornings and afternoons the volume of students, approximately 450 students, personal vehicles is overwhelming. The north side of the avenue is a "no parking zone". Hence, where will all the additional vehicles park?"

TEAM RESPONSE

In an effort to achieve a well-balanced site design, increase the amount of landscaped area, and generally improve the appearance and livability of the property, the surface parking shown in previous design iterations has been relocated to an underground parkade. While this change enhances the overall site design, moving the parking area underground has implications for the number of stalls that can feasibly be developed on site. The revised Direct Control District parking policies are supported by the Transportation Impact Assessment and result in a total of 46 parking stalls within an underground parkade.

Townhouse-Style Unit Parking (30 Stalls/1 Stall per Unit): the proposed Townhouse-Style Unit parking supply follows the site's current M-CG parking rules.

Micro Unit Parking (12 Stalls/0.6 Stall per Unit): The Micro Units proposed within Trail 31 have a low anticipated rate of car ownership and parking demand, similar to Secondary Suites. The site has easy access to transit and bike routes, and the development will include bike storage areas to encourage alternative modes of transportation.

Visitor Parking (4 Stalls/0.08 Stalls per Unit): The TIA anticipates that between 4-6 visitor parking stalls are required to support visitor parking demand. Four stalls are proposed underground, and the two remaining parking stalls can be reasonably accommodated through on-street parking. Peak visitor parking demand occurs during evenings and weekends, when school bus parking restrictions are not in place along 31 AV NE. Therefore, the proposed parking relaxations are not expected to negatively impact existing on-street parking conditions in the area.

Transportation Demand Management (TDM): The development proposes TDM measures to encourage the use alternative modes of transportation among future residents. Secure bike storage is being provided for residents with twice as many stalls as typically required (1.0 Class 1 stall per Unit). The development also includes a new sidewalk along the property frontage, and the City is exploring opportunities for a midblock crossing or sidewalk connection to bridge a gap in sidewalk infrastructure.

5 SITE DESIGN & LANDSCAPING

WHAT WE HEARD

Site design was a concern amongst stakeholders, with many specifically mentioning an aversion to the initial site layout and above grade parking lot. Community members noted that it was difficult to understand the initial built form outcomes, including building setbacks and architectural design features from the two dimensional plan that was initially provided.

EXAMPLE VERBATIM COMMENTS

“By allowing more space per housing unit and less surface space for vehicles, units could be built to be more accessible. This would better align with the WHMV Redevelopment Plan by attracting young families and encouraging seniors to age in place.”

“Why would a family move into a small space where their front yard is a parking lot?”

“There is no green space in the proposal and therefore does not fit the facade of 31 Ave.”

“Conceptual drawing mean nothing. They are not to scale and serve no purpose. And this one in particular shows only the top down view and does not provide perspective of height. But that is irrelevant as multi-unit dwellings are not wanted on that land.”

“The proposal, as shown in the flyer by Civicworks, allows for no green space and does not keep with the streetscape of the neighbourhood.”

TEAM RESPONSE

A number of key changes were made to the site design and building layout in direct response to stakeholder feedback. The most impactful of these changes was eliminating all surface parking and relocating the parking area to an underground parkade. This change increases the amount of green space to more than 50% of the total site area, and results in significant improvements to the overall quality of landscaping in both shared amenity spaces like the courtyard and the public streetscape. The revised site plan also follows the same building setback policies as the site’s current M-CG District.

Revisions to the site design are now available on the project website. The site includes a series of figures that clearly illustrate building form, landscaping, and architectural details – all with the intent of demonstrating the bricks and mortar outcome of the Land Use and Development Permit application.

The project team met with Prairie Sky Cohousing on May 13 and held a public digital information session on May 31, 2021 and June 2, 2021 to share the revised development concept and site design. During these meetings, the project team provided a detailed overview of the revised plan, explained the changes that were made and why, and opened up the conversation to the community members for discussion with the project team.

6 END USERS & PROPERTY VALUE

WHAT WE HEARD

Some stakeholders had questions around tenure (rental vs. ownership), and the potential end users of the proposed development - stating concerns that rental units and future residents may impact neighbourhood safety and ultimately lower nearby property values.

EXAMPLE VERBATIM COMMENTS

"Condominium units tend to attract renters and increase transient residents. High turnover of small, high density units does not help the longevity of Winston Heights/Mountainview reputation as a family friendly neighbourhood."

"The value of the existing single detached homes will be negatively impacted."

"I think this is a great opportunity for the community - where it will help contribute to revitalization, bring more population to the area to keep our businesses and schools sustainable and also provide more housing options especially for those that want to age in place, as Winston Heights has limited options for multi-family housing."

"This would increase a lot more traffic, and parking issues, and quite frankly bring down the value of the properties in and around the area."

"High density relatively lower value units tend to lower the values of the surrounding properties."

"If the proposed units are more of a rental arrangement, the turnover is frequent, thereby having a more transient residency. This is a safety concern?"

TEAM RESPONSE

The proposed stacked townhouse-style units and micro units will provide high quality housing choices for Calgarians within this well-connected and amenity rich neighbourhood. The revised development vision offers a more diverse mix of unit sizes and configurations than initially proposed. The revised design includes 30 townhouse-style units (± 1000 sqft), and 20 secondary-suite style micro units (less than 484 sqft). These units are intended to support a missing middle need in the community – for those looking for established area housing options that lie somewhere between a traditional apartment condominium and a single-family home or duplex.

Recent census data shows that proportionately fewer households are composed of the "traditional family" make-up of two parents and children; more people are living alone, as part of a couple without children, or as part of a multi-generational family. The changing household composition will affect the demand for different types of housing forms throughout Calgary, especially as housing affordability becomes an issue. Developing a range of housing types and tenures within a community ensures a variety of options are available for people of all ages, incomes and lifestyles.

7 OUTREACH PROCESS

WHAT WE HEARD

Some stakeholders commented that there was insufficient notice provided by the project team and city regarding the proposed development. Other stakeholders believe there has been a lack of transparency from the project team throughout the process.

EXAMPLE VERBATIM COMMENTS

"...Civicworks continues to use jargon and complicated wording to obscure the facts and impacts of this proposed land use amendment..."

"Civicworks is attempting to mislead the community and City of Calgary on the impacts of the proposed, unwanted, undesirable land use amendment."

"After reviewing the TIA, I believe the study to be deficient. "

"...residents have sought proposals from engineering firms to conduct an additional independent traffic impact assessment which, we believe, would include a more accurate scope of work and identification of impacts."

"...their engagement and transparency has been non-existent as far as we (and 5 of the 9 single-family homes situated on 31 Ave NE) are concerned."

TEAM RESPONSE

CivicWorks is the Applicant for the Land Use Application and the Outreach Lead on behalf of the land-owner/developer Eagle Crest Construction. As part of the Land Use Application process the City of Calgary asks Applicants to communicate with surrounding stakeholders about their proposal.

Applicant-Led Outreach: Our Applicant-led Outreach process has followed the guidance of the City of Calgary's Applicant Outreach Toolkit, by notifying stakeholders and inviting feedback via a range of communication channels including hand-delivered postcard mailers, on-site signage, digital community meetings, a project phone line, and a dedicated email inbox and by following up with stakeholders.

Following revisions to the site plan and LOC Application, all Outreach materials were updated and shared, a detailed project website was launched, and the project team engaged in additional community meetings. The project team will continue to share materials including project reports like the Transportation Impact Assessment, and have ongoing and transparent conversations with members of the community throughout the Land Use and Development Permit application process.

City-Led Outreach: Community Planning followed the City of Calgary's standard notification process to inform neighbours of the proposed Application and provide contact information for the File Manager and Applicant. In response to the initial feedback received by community members, and at the request of the project team, the Application File Manager extended the standard feedback period by three weeks. This extension resulted in a six week window for initial feedback to Administration. Unfortunately, the City's on-site notification sign experienced repeated vandalism and was destroyed and replaced a number of times over this six week period. Our understanding is that the notification provided by the City of Calgary to surrounding stakeholders meets all legislated notification requirements and the City will follow all requirements around Public Hearing notification as the application progresses.

8 FIRE SAFETY

WHAT WE HEARD

Following revisions to the development vision, the project team heard a new concern around fire safety from community stakeholders. This new concern stems from fire department access to the site and building proximity to neighbours.

EXAMPLE VERBATIM COMMENTS

"It appears the distance of your complex and the existing homes presents a fire hazard. Should a fire break out, it could easily spread to the other homes with little access for firetrucks and their equipment."

TEAM RESPONSE

The proposed development will follow all provincial and municipal standards and regulations around emergency access and fire safety; including those in the Alberta Building Code and the City of Calgary Fire Department Access Standards. In following these policies, the project Architect has spaced out the buildings from one another and from the neighbouring properties according to building separation rules to reduce fire spread, and has kept glazing to a minimum along these interfaces. Also, the proposed townhouse clusters will include a full sprinkler system and fire-separation walls between units. These fire safety measures will be thoroughly reviewed by the City before the Development Permit and subsequent Building Permit can be released.

3

APPENDIX

OUTREACH MATERIALS

Proposed Land Use Change

Hello Neighbour!
We are proposing a land use change at **415 31 AV NE**



Current Land Use: M-CG d111 Multi-Residential - Contextual Grade Oriented District
Proposed Land Use: Direct Control based on M-CG

Trail 31 is a three storey stacked townhouse development proposal for a vacant 0.7 ac property in Winston Heights-Mountview. The proposed development will provide additional missing middle housing options within the community, with easy access to parks, schools, Main Streets, community centres and transit routes.

A Land Use Application (aka rezoning) has been submitted to redesignate the Trail 31 site from the M-CG District to a Direct Control District based on M-CG policies. The Direct Control District will include site specific rules that allow for additional units to be included in the development, while still reflecting the low rise building height, massing and setback policies that currently apply to the property.

Digital Information Session
Join the Trail 31 project team on May 31 or June 2 for a Digital Information Session to learn more about the proposed application and revised development vision for 415 31 AV NE.
Register online at www.trail31.com/events

Get In Touch
To learn more about the proposed application and revised development vision, and to get in touch with the project team visit our website or contact us directly.
Website: www.trail31.com
E-mail: engage@civicworks.ca
Phone: 587.747.0317




ON-SITE SIGNAGE

Hello Neighbour!



We are proposing a land use change at **415 31 AV NE**

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Website: www.trail31.com
Email: engage@civicworks.ca
Phone: 587.747.0317



Digital Information Session
Join the Trail 31 project team on May 31 or June 2 for a Digital Information Session to learn more about the proposed application and revised development vision for 415 31 AV NE.
Register online at www.trail31.com/events

HAND-DELIVERED POSTCARD MAILERS

VERBATIM COMMENTS:

engage@civicworks.ca

The following is a record of the verbatim correspondence received via the project voicemail and dedicated email address from late January 2021 to May 2021. Approximately half of the comments received (18 emails) during this period were written by three engaged individuals. Personally identifying information has been removed from participant submissions. No other edits to the feedback have been made, and the verbatim comments are as received.

Hi [REDACTED],

Please note that major concerns include the height of structures on this already elevated piece of land, the overall project density and that it is unnecessary to increase density from 31 to 50 units solely for the benefit of the developer, that over 100 residents have been canvassed and voiced their opposition to the amendment, that certain residents have retained legal counsel on the matter, that traffic, safety, privacy, noise, air pollution, sight lines, space from surrounding properties and proximity to a school are all points of opposition to the proposed amendment.

31 units is more than sufficient for 31st Ave NE and would be challenging to make livable on the small space as is. 50 is beyond reason.

Thank you for providing further background on the TIA, though this does not explain why Civicworks agreed to such an insufficient scope of work for the TIA. I would be interested to know how this scope of work was viewed as reasonable, recognizing that the City of Calgary asked that Civicworks submit a TIA.

Minimizing costs and maximizing gains is not community development.

Best regards,

[REDACTED]

Dear All,

I have been made aware that Civicworks has conducted a TIA.

Civicworks did not communicate the TIA to the broader community, and the date of the TIA predates when residents were made aware of the proposed amendment. Therefore, the claim by Civicworks during a February 9, 2021 meeting that they "would" conduct a TIA was misleading as this work had already been conducted.

After reviewing the TIA, I believe the study to be deficient.

The scope of work did not include traffic impacts to 31st Ave, 30th Ave or 5th Street NE.

Specifically, the TIA conducted by Civicworks only considers a variation of eight (8) vehicles for visitors with 50 proposed units. On any given non-covid evening, a single home could have 8 vehicles as visitors.

Please be aware that residents have sought proposals from engineering firms to conduct an additional independent traffic impact assessment which, we believe, would include a more accurate scope of work and identification of impacts.

30th Ave and 6th St NE collects traffic from 28th Ave NE, 29th Ave NE, 30th Ave NE and 31st Ave NE. This TIA does not even consider traffic.

Again, Civicworks is attempting to mislead the community and City of Calgary on the impacts of the proposed, unwanted, undesirable land use amendment.

Civicworks must expand the scope of the TIA for it to be viewed as remotely legitimate.

I oppose this proposed rezoning amendment and add the concerns above to my reasons for opposition to LOC2021 - 0006.

Best regards,

[REDACTED]

Hi [REDACTED],

I have a few questions about the Application for Rezoning.

I understand that Civicworks has engaged an engineering firm to undertake a Traffic Impact Assessment. Has this been completed? Will the residents of WHMV be able to see this study?

Will the rezoning application be done concurrently with a building permit application? How big are the units being proposed? Do all units have stairs? What green spaces are included in the plans?

Thanks for your help,

[REDACTED]

Please take note of our objection to this proposal. We completely disagree with this high density

project. It is not in keeping with the land use of the rest of 31 Ave NE. The height of the proposal will dwarf the neighboring properties. The size of this project will greatly increase traffic on 30 Ave and 5 St NE. The amount of noise and traffic generated by the project is unsafe for the other residents. This project is not on a main street. The project will negatively impact parking, our property values and the safety of the area and schoolchildren (GP Vanier).

Please reconsider supporting this proposal and allow for something more in keeping with the area such as lower density single family homes of a development more like Prairie Sky (which is 18 units).

Sincerely,

[REDACTED]

All,

What does this statement mean, "Civicworks has now confirmed they have applied for an exemption that would allow them to provide zero (0) visitor parking."?

If I read this correctly, it means that Civicworks has asked the City for an approval to not provide any visitor parking on the site in question? If this is the case, I am extremely disappointed. Civicworks has blatantly disregarded and disrespected the voice of so many residents living on 31st Ave, 30th Ave and 5th Street. I am from the Oil and Gas industry, and this is certainly not how you conduct stakeholder engagement. Through numerous resident's emails, and the meeting with Civicworks, one of our many major concerns is insufficient parking on site to accommodate the residents and visitors vehicles. The consequences of insufficient parking on-site are community safety and traffic congestion concerns.

Below are two pictures of what my wife and I experienced this afternoon on March 11, 2021 at 12:28pm as parents waited for their students to get off school. As evidenced in those pictures, vehicles were parked all along the proposed sites to be built on both sides of the street. We have often witnessed students jay walking across the street to meet their parents who parked across from the school. This is a major safety and traffic congestion concern and will only get worse if the city and our elected official approve a 50 unit building.

This morning when my wife tried to leave 31st Ave on to Edmonton Trail, she had to wait for at least 5 minutes because of the heavy traffic on Edmonton Trail, students crossing the street on 31st Ave to get to school, parents parking on 31st Ave to drop their students off, and after, there is extra traffic from parents trying to leave the area. I would like to understand specifically how traffic mitigation could

improve traffic flow with the additional 31 to 50 units while we are currently facing the challenge of students jay walking and parents making illegal u-turns mid-block? I also wish to remind everyone that the pictures below were taken during the covid-19 pandemic when many schools, like G.P. Vanier, are operating at reduced capacity. Many students are currently at home doing on-line/HUB study and others are in isolation/quarantine due to close contact. If you think the pictures below are bad, wait until the pandemic is over and schools are in full force with school buses picking up students on the school side and additional parent traffic picking up their students. Also, the pictures below were taken during a nice sunny afternoon. We have not even factored in winter days with heavy snow fall and snow banks accumulated on both sides of the street. Last December with the heavy snowfall, we lucked out because the snowfall occurred during Christmas break and 2 weeks of on-line school in January. Hence, we did not have to deal with the heavy school traffic.

I wish again to remind our city elected officials, and City Development Department to seriously consider the negative impacts on the quality of life, traffic implications and safety concerns of the residents living on 31st Ave, 30th Ave, and 5th Street when contemplating voting for or against this rezoning application. The only right answer is to vote against the increase units on this plot of small beautiful parcel of land. Thank you for your time on this matter.

Sincerely,

Dear All,

Civicworks has now confirmed they have applied for an exemption that would allow them to provide zero (0) visitor parking. Despite calling this a "relaxation", I can assure you that the prospect of no designated visitor parking for a 50 unit complex is not "relaxing" to any of the residents.

Civicworks continues to use jargon and complicated wording to obscure the facts and impacts of this proposed land use amendment, as exemplified by the response above, the misleading statements made about the TIA (which was already drafted when Civicworks claimed they "would" do this work), the lack of visible signage and notification on the property, the flyers that were sent out on less visible black coloured paper, and the conversation with residents on February 9th, 2021 in which many residents had to repeatedly ask for simple answers to questions.

I am also very concerned with Civicworks' ability to construct 50 parking units (this assumes 1 vehicle per unit) on such a small space without building fully underground parking. Below grade parking is not acceptable and does not improve the livability of green space available on the property.

Civicworks has also stated that the amendment is "intended to provide additional Missing Middle housing options within this desirable community". Clearly, by the "missing middle", Civicworks is

referring to a specific section of the housing market with specific property/rent values. If consideration of "missing middle" housing is allowed to be part of Civicworks' application, why are residents and homeowners not allowed to comment on the impact of this undesirable development to their property values?

We have spent over a month studying development policy and plans to articulate our opposition to this project within the criteria given to us by the City. We have been explicitly told that the City cannot and does not consider property value in these decisions. Why, then, is Civicworks making an argument in favour of their amendment based on the market value of the proposed units? If Civicworks were proposing affordable housing options, this may be reasonable. Instead they are proposing at market cost housing options aimed towards a particular segment of the market.

To be clear, "Missing Middle" housing options are market priced housing options directed at a specific segment of the market. The argument put forward by Civicworks therefore relies on property value and must be withdrawn from considerations as to the merit of this amendment.

Civicworks and the residents and homeowners of WHMV must be held to the same standard. The City and Councillor Farrell cannot consider the market price of the units proposed by Civicworks as part of their assessment if residents and homeowners cannot comment on the impact of this amendment to their surrounding property values.

I ask Mr. de Jong to confirm that the City cannot consider the value/rental price of units in its assessment of at-market price housing options.

Best regards,

I would like to begin by restating my unequivocal opposition to the land use amendment LOC2021-0006 for 415 31st Ave NE.

I would like to elaborate on my reasons for opposition in relation to the North Hill Longterm Area Plan and the Winston Heights Mountview Redevelopment Plan as follows.

The City of Calgary is clearly interested, for better or for worse, in increasing the population density of inner city communities. We have previously noted that the population density of WHMV peaked in 1970. Certainly this had nothing to do with high density multi-unit developments at that time, but instead reflects that more families with children lived in the area.

Putting 50 units on 415 31st Ave will increase the local density of 31st and 30th Avenue and create numerous traffic, privacy, safety, noise, air quality, shade, visual, and other impacts that will negatively impact the livability and sustainability of the community. These are all negative consequences of a land use amendment proposal that was created by placing profit over people.

However, placing 50 units on 415 31st Ave will also fail to achieve the City's goal of increasing the inner city population density, and may in fact have the opposite effect.

The size of the proposed units (~600 - ~800sqft) can only house 1-2 people per unit, while 3-5 people could live in a more appropriately sized home.

Consider 20 units - which is allowed under the current zoning but still a very high number for such a small piece of land. This number of units could allow for livable green space and more spacious units if coupled with full underground parking. By allowing more space per housing unit and less surface space for vehicles, units could be built to be more accessible. This would better align with the WHMV Redevelopment Plan by attracting young families and encouraging seniors to age in place. This number of units would also greatly increase the density of 31st Ave and would need extensive planning and impact mitigations. To be clear, by no means do I suggest 20 units is necessary or reasonable. Regardless, the population density of 20 well designed units is as follows:

20 units x 3.5 people per unit = 70 people. This includes 1.5 children per family. These units would be better suited to attract families, rejuvenate WHMV, bring population back to local schools, and give families that are looking for more affordable options closer to downtown somewhere to live.

Instead of this more sustainable option within the current zoning, Civicworks has proposed 50 smaller units with stairs, zero livable green space, and a vehicle centric design. All these elements dissuade families from living in these units. Therefore, we can assume the majority of units will house single people or couples without children. Why would a family move into a small space where their front yard is a parking lot? Again, the proposed amendment was clearly developed without reference to the WHMV Redevelopment Plan.

The total population of 415 31st Ave NE under the proposed amendment could therefore be calculated as: 50 units x 1.5 people per unit = 75 people. Note that few, if any, of these 75 people would be school aged children. Note that the above ground parking will greatly impact the ability of children to safely use outdoor areas in this undesirable scenario.

So, 20 units = 70 people; 50 units = 75 people.

Under the 20 unit scenario, the population density of the property can be better absorbed by local infrastructure given the number of children (kids don't drive, they take transit, they ride bikes, etc.). 20

units could also more reasonably be built with proper parking allocation and full underground parking similar to Prairie Sky, as well as reduced height of structures and the associated negative impacts to privacy, light and noise pollution.

Under the 50 unit, unlivable and vehicle centric scenario, the impact of local density on the property is amplified and the local infrastructure is strained. Units remain small and stacked, and parking and traffic issues are exacerbated as the largely adult population will have more cars and more visitors. Children in the neighbourhood and students at GP Vanier will be placed at greater traffic safety risks. Of course, the deficient TIA paid for by Civicworks doesn't show the extent of the impacts.

In both cases, the total population of 415 31st Ave becomes ~70 people, but fewer units can mean a better quality of density that may even provide some benefits to the community. Why does the City continue to allow developers to build small units in inner city neighbourhoods and force families out to the suburbs?

A much more reasonable 6 to 8 unit development could add as many as 35 people to the currently vacant 415 31st Ave NE. This alone would increase the density of the neighbourhood and can be done so without the incredibly negative safety, social and environmental impacts of stacked multi-unit housing. This could also be done in keeping with the current character of development on 31st Ave.

This is not to say that single people and young couples don't need a place to live, but the numerous proposed developments along 16th ave N are much better suited to provide these housing options, as well as the accessibility to entertainment that these populations prefer.

A small, residential side street is not the place for that type of small unit, dense development, and in fact may produce outcomes that the City does not find favourable.

I know you are professionals and it is your job to consider these things and that you likely have done so. I just want to make sure they are put on record in files related to LOC2021-0006 as coming from residents.

Keeping the density of 415 31st Ave NE reasonable and inclusive within the current zoning can encourage the development of remaining lots to the east on 31st Ave by those property owners and supports the WHMV Redevelopment Plan. Putting 50 stacked units with major traffic, parking, noise and air pollution issues, and with little space between structures and adjacent properties effectively guarantees that properties to the east of 415 31st Ave will never be developed and that families will avoid living in other adjacent properties.

31st Ave already has an established character as a residential street of largely single-family homes. Density beyond reason will only harm the ability of the neighbourhood to attract young families and

sustain its population.

Any future proposal for development under the current zoning may be discussed within its own merits, and I should note that many residents strongly favour single family homes and lower density options. My thoughts above are by no means supportive of a 20 unit or similar option for 415 and ultimately residents and homeowners must be able to have influence over any proposed development.

Clearly, Civicworks' interest in 50 units is purely financial. I do not believe it is in the interest of the City or the community as no benefits have yet been identified. As I have shown, the proposed land use amendment even fails on the criteria of population density, whether you are for or against increased overall density in the City of Calgary.

The developer and Civicworks have knowingly accepted the risk of the property under current zoning and are attempting to reduce their financial liability by forcing through a rezoning that is not in the interest of the City or the Community. It is not the responsibility of the City or the Community to absorb the risks taken on by land development businesses. 415 31st Ave can provide benefits if developed reasonably within the current zoning, and it is not the responsibility of the City or the Community to mitigate risks knowingly acquired by developers. They know the risks of their business, and we all know the risks and consequences of their business to our community and our City.

Again, I oppose the land use amendment LOC2021-0006 and ask Civicworks to withdraw its proposal.

I ask Councillor Farrell to reject the proposed land use amendment LOC2021-0006.

Best regards,

Dear All,

Certain residents have brought to my attention that Civicworks has applied for an exemption that would allow them to provide zero (0) visitor parking stalls. This exemption is within the DC attached to the rezoning on visitor parking and would permanently apply to the property.

_____ and _____, can you please confirm this?

If this is the case, this is beyond comprehension. We have been asking for a month for Civicworks to name a single benefit to the community or the City for this rezoning and we have not heard one

coherent response.

Perhaps Civicworks thinks it is applying for a zoning amendment beside a WalMart parking lot and not in the middle of a residential side street?

Civicworks' communication began with "Hello Neighbour". In Winston Heights, neighbours shovel eachother's walks, they do not bury exemptions to zoning requirements within already unreasonable and unwanted land use amendments.

Civicworks' strategic attempts to mislead the community and the City of Calgary, hide facts about their application, and avoid transparency are unethical and worthy of greater attention by stakeholders across the City.

Residents and homeowners have been continuously frustrated and offended by Civicworks' lack of respect for this community.

Again, the only path forward is for LOC2021-0006 to be withdrawn.

Best regards,

Hi,

I am building a house at _____. The Proposed land use change for 415 31st ave Ne directly affects me as this development is right in my back yard. This is a residential area. I have privacy concerns, added traffic concerns among other things. 31st ave is not a Main Street. There's a dead end on the east side of 31st ave. This land use should not be allowed. I have already submitted my concerns to the city council. I strongly reject this land use change. Please stop pursuing this.

Thanks,

Hi _____

While I appreciate that Civicworks is considering feedback, please recognize the feedback being received is for Civicworks to NOT proceed with the project for 50 units under any circumstances.

Again, the path forward must begin with upholding the current zoning at 415 31st Ave NE.

Best regards,

Dear All,

On behalf of the residents and homeowners of Winston Heights Mountview, I formally request that Civicworks withdraw its land use amendment application LOC2021-0006 for 415 31st Ave NE.

Rezoning this land will have permanent negative consequences. Even if Civicworks does not proceed with development, the land will be permanently rezoned for 50 units and higher structures. The rezoning therefore poses too many risks to the long term health and livability of the community and must be withdrawn from consideration.

Civicworks' lack of communication and engagement with the community during the initial comment period has caused frustration for the Community.

Certain residents have taken it upon themselves to raise awareness of this issue, and over 125 residents have been contacted. None of the contacted residents are in favour of the amendment.

At this moment, the only reasonable path forward is for Civicworks to withdraw the land use amendment application for 415 31st Ave NE.

To reiterate, points of opposition include, but are not limited to:

Whereas the property is currently zoned for 31 units, an increase to 50 units would have material negative impacts on the traffic safety, livability and inclusivity of the community and increase light pollution, noise, air pollution, emissions, vehicle traffic, privacy violations, shade, obstruction of views, etc...

The proposed amendment goes against key aspects of the Winston Heights Mountview Area Redevelopment Plan, including but not limited to the goal of creating a community that is livable for young families and where seniors can age in place. Similarly, the proposed amendment does not conform to the character of the neighbourhood or the City of Calgary overall goals for sustainable and livable neighbourhoods in the forthcoming North Hill Longterm Area Plan.

50 units on such a small space of land would require small units with stairs, making accessibility for families and seniors challenging.

The increased density of 415 31st Ave NE will not increase the overall population density of Winston Heights Mountview as the size of the units will not encourage families or multi-person households to live on the property and may negatively influence other families from moving to the area.

The project is also located on an elevated area of 31st Ave NE, meaning that the 12 meter height of proposed structures would be amplified by the natural environment, causing greater impacts.

31st Ave is a residential side street that cannot handle vehicles flows and traffic from 50 units, let alone an additional 31 units. Traffic and safety issues are exacerbated by limited ability to use the street during winter, the closed nature of the 31st Ave/Edmonton Trail intersection, the lack of parking available on site, the proximity of a school drop off zone, and the dead-end nature of 31st Ave to the east.

Civicworks has not been able to state any positive impacts of the development to the community.

Again, Civicworks should recognize that it's proposal is unreasonable and unfeasible in the long term and withdraw the land use application LOC2021-0006.

If Civicworks wishes to engage the community on developments within the current zoning, the community may be open to further discussion within the structure of the current land use designation.

Best regards,

This is our letter of opposition to LOC2021-0006

As a resident of 31 Avenue NE, my family and I have been very frustrated and disappointed with Civicworks lack of communication during the initial comment period. They have made multiple attempts to mislead the community and the City of Calgary in hopes to gain approval for LOC2021-0006. Civicworks has been found to hide facts about their application, and during our only encounter on February 9, an impromptu meeting with the WHMC Planning Committee, avoided answering questions from the residents in this community regarding their intentions.

To start, their engagement and transparency has been non-existent as far as we (and 5 of the 9 single-family homes situated on 31 Ave NE) are concerned. We were only made aware of the intention to file LOC2021-0006 from a neighbor who had received a postcard from Civicworks with a limited amount of information. When we tried to email Civicworks directly to ask questions, we were met with

non-response and radio silence. Additionally, we drive by the site in question every single day, and have barely noticed the wooden pillars with the signage that they have referred to as their "community engagement". The sign is not even mounted to the base, and I have attached a photograph here taken personally on March 5th, 2020. In your opinion, does this meet the requirements for engagement and signage for such an application?

One of the biggest concerns of the residents has been the increased traffic and resulting safety issues that a 50-unit development would create on 31 Avenue NE. In the hopes that this would be captured, the residents insisted on a Transportation Impact Assessment (TIA) to accompany the Civicworks' application to rezoning.

I was quite disappointed to learn that the TIA conducted did include a traffic analysis based merely on the assumption that there will only be 0.6 - 0.7 vehicle trips per unit, which results in 35 peak hour vehicle trips. This is not representative of the amount of vehicular traffic for a 50-unit residence. Perhaps these numbers are based on the current COVID-19 isolation behaviors that the City of Calgary has observed over the last year, however, this is a drastic underestimation of the number of vehicles that will be truly entering and exiting the development during peak hours. Additionally, they are suggesting only 6 visitor parking spots are required based on the traffic patterns observed in Dalhousie NW, a community that is not even comparable to Winston Heights? The simple comparison of Winston Heights INNERCITY to Dalhousie is completely misguided and suggests the traffic patterns will be far less than reality. The statement made by Bunt & Associates that "this development is not expected to appreciably alter network traffic conditions in the area" is incorrectly based on inaccurate and irrelevant data to skew in the favor of the developers. The developers, who have paid Bunt & Associates to conduct said study.

Furthermore, it is my understanding that Civicworks has applied for an exemption to the visitor parking bylaw, so they will not be required to include any visitor parking stalls on the property. This was never brought forth by Civicworks when we spoke to them in February of 2021.

What purpose does a TIA serve to the community if it is not accurately capturing the true impact of 50 additional units on a closed street?

Upon reviewing the poor TIA that was submitted, the local residents have felt that conducting our own TIA would be necessary to demonstrate the true impact of a 50-unit development on this quiet closed, dead end street. It has already been suggested that each of the 40 participants in this opposition to LOC2021-0006 contribute a modest amount of money personally in order to complete an accurate study. We are currently considering moving forward on this proposal to strengthen our position of opposition.

As our ward councilor, do you feel this is where the residents should be investing their hard-earned money in order to protect their community? This is why we are asking you, someone that has a vote and a voice, to please reject this application.

To reiterate our position, we are asking you to reject LOC2021-0006, as our representative and elected official.

Warm Regards,

Hello CivicWorks Team,

I was door knocked today and received an information package encouraging me to voice my opposition to the new development.

So I wanted to reach out to ensure that you are also hearing from the people that are supportive in the neighbourhood. I live one block away from this site.

I think this is a great opportunity for the community - where it will help contribute to revitalization, bring more population to the area to keep our businesses and schools sustainable and also provide more housing options especially for those that want to age in place, as Winston Heights has limited options for multi-family housing.

As a large undeveloped parcel in the inner-city, the site location makes sense to me, especially be being so close to Edmonton Trail as a Main Street. I am 100% supportive of your plans.

I look forward to welcoming our new neighbours.

Hey.

I have clients who live in 30th Ave ne that have asked me to request plans for this project

Can you please provide.

Also are these going to be rentals for for purchase.

Thanks

RE rezoning of 415 - 31 Ave NE LOC 2021-0006

Thank you for the email outlining the Civicworks proposal. However, I am not pleased with the tone of your email. You write as if the rezoning is a done deal and you are just trying to sell the residents of WHMV on a 50 unit complex -- mid-block on a single family residential street offset by more than 50meters from a main street. We adamantly reject the rezoning. As you state, the DRAFT North Hill Communities Local Area Plan CAN accommodate 6 storeys. BUT you fail to understand that a draft plan is NOT policy, that residents DO have a voice, that City Council is an ELECTED body responsible to its citizens, and the WHMV does have direct control over developments in WHMV.

You state that City Council will take this up at a public hearing on March 22, 2021.

As you claim to be a consulting firm, though your website states that you 'act in the best interest of your clients' (developers), can you or someone at City Hall tell us how we make a presentation at this public hearing?

██████████

Dear ██████████,

As ██████████ indicated to ██████████ that you would pass on concerns regarding the TIA to the City Transportation rep reviewing it I would like to add to ██████████ concerns.

There are a number of issues that the TIA does not address. I understand that the TIA uses industry standard metrics as determined by The City. However there are some circumstances that should influence the final report.

The conclusion that 30 to 35 peak hour development generated trips are not expected to impact traffic conditions fails to take into account that during peak hours 31 Ave is already a safety concern with school drop offs and pick ups. Adding 35 more vehicles during peak times will add to the hazards.

The addition of 35 vehicles during peak times also does not seem to take into account that eastbound 30 Ave collects traffic from 31, 30, 29 and 28 Ave. There have already been no left turn signs placed at 30 and 29 Ave to try to mitigate traffic concerns.

The proposal of putting in an adaptive sidewalk from the proposed development to Edmonton Trail would mean narrowing the existing roadway. Turning onto 31 Ave from Edmonton Trail during peak times is already difficult as the road is narrow and there is a line up of vehicles on 31 Ave waiting to enter Edmonton Trail.

The TIA states that no additional crossings on Edmonton Trail are warranted. The crosswalk at 31 Ave is closed but this does not stop many people from jaywalking there. Adding many more residents will increase this occurrence.

The developers will provide 50 parking stalls for residents and are asking for a variance on the 8 required visitor stalls. This will create parking havoc on the street. 50 units will generate significantly more than 50 vehicles. All excess vehicles will need to park on 31 Ave. along with all visitors to the complex. This will be an issue.

I am hoping that these comments will be passed onto the City Transportation Dept. as they review the TIA. It is fine to use metrics as a beginning point to assess the traffic implications, but the real world circumstances must also be addressed, and they have not been.

Sincerely,

██████████

Dear All,

I have been made aware that Civicworks has conducted a TIA.

Civicworks did not communicate the TIA to the broader community, and the date of the TIA predates when residents were made aware of the proposed amendment. Therefore, the claim by Civicworks during a February 9, 2021 meeting that they "would" conduct a TIA was misleading as this work had already been conducted.

After reviewing the TIA, I believe the study to be deficient.

The scope of work did not include traffic impacts to 31st Ave, 30th Ave or 5th Street NE.

Specifically, the TIA conducted by Civicworks only considers a variation of eight (8) vehicles for visitors with 50 proposed units. On any given non-covid evening, a single home could have 8 vehicles as visitors.

Please be aware that residents have sought proposals from engineering firms to conduct an additional independent traffic impact assessment which, we believe, would include a more accurate scope of work and identification of impacts.

30th Ave and 6th St NE collects traffic from 28th Ave NE, 29th Ave NE, 30th Ave NE and 31st Ave NE. This TIA does not even consider traffic.

Again, Civicworks is attempting to mislead the community and City of Calgary on the impacts of the proposed, unwanted, undesirable land use amendment.

Civicworks must expand the scope of the TIA for it to be viewed as remotely legitimate.

I oppose this proposed rezoning amendment and add the concerns above to my reasons for opposition to LOC2021 - 0006.

Best regards,

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Dear All,

Further to ██████████ email regarding the North Hill Area Plan, we must have clarity regarding which Area Redevelopment Plan the proposed rezoning of 415 - 31 Ave NE is being considered against. Mr

██████████, are you able to provide an answer on this issue?

Simply, which plan is in force when considering the proposal?

I believe that as the application was made before the North Hill Area Plan takes effect, the application can only be considered in relation to the Winston Heights Mountview Area Redevelopment Plan. Regardless of the City's opinion, I believe the residents should seek their own legal opinion on this matter. The proposal cannot be evaluated against two separate and contrasting plans, and should be evaluated against the plan that is in effect when the application was submitted.

Best regards,

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I was recently informed that City Council will hold a public hearing on the North Hill Communities Area Plan on Monday, March 22, 2021. At that time, one of the points that will be considered is the rezoning of land on 31 Ave NE, east of Edmonton Trail in order to accommodate up to 6 storey townhouse structures. Currently, 31 Ave NE is developed as single family homes.

Can you please answer these questions:

- 1) Where can residents get a copy of this draft North Hill Communities Plan?
- 2) Who was involved in the development of this plan? How long was the consultation process? When and Where were consultations held?
- 3) How do citizens make application to attend the public hearing? How do the residents get a say?
- 4) Does the North Hill Communities Local Area Plan have to be accepted in its entirety OR can aspects of the plan be denied by City Council?
- 5) Does the City have the legal right to unilaterally change the zoning on privately held land? It seems that every couple years the density along 31 Ave NE is arbitrarily reset by City Council. This is not democratic.

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All,

I have 'cc'ed additional people that have provided consent to release their email address through the Planning & Development Committee as of today. If you received this email twice, I apologize. I may have added your email twice, in error. If I missed anyone, please feel free to forward. I am glad to see that this list is growing and more people are interested in this subject matter.

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I also wish to take this opportunity to thank you, Winston Heights/Mountainview Planning & Development Committee members for hosting and facilitating this meeting with Civicworks and the residents of this community. I appreciate Civicworks sending two representatives to the meeting on Tuesday night and who provided some additional information. Although the additional information was always appreciated, my family feels there are more questions than answers. Our four concerns/questions, in addition to the previous five, are outlined below:

- To date we hear many references from Civicworks that this project is "desirable". We, as a family, like to understand from what perspective is this project "desirable" to the residents of this community, and specifically the most impacted residents living on 31st Avenue, 30th Avenue and 5th Street? We have yet to hear one positive impact to the affected residents. The "desirable" outcome for the developer and builder is increased sale revenue and profit margin for the developer and builder while leaving the residents of 30th Avenue, 31st Avenue and 5th Street with the day-to-day inconvenience, decreased safety, and lower quality of life as we outlined in our previous 5 points of concern below, plus other concerns from the other residents which they have raised recently. For the City it is increased revenue through annual property tax. Often increased profit and money is hidden behind marketing jargon such as, "increased affordability and accessibility for everyone". Just a word of caution and fruit for thought; we wish to leave this for everyone to ponder. It is not a phrase we take lightly. So, our question is: What's in it for the residents of 30th Avenue, 31st Avenue, and 5th Street residents?

- We learned on Tuesday's meeting that a community traffic flow study is OPTIONAL, but for this project it will be completed. The next part we learn is even more contentious. The APPLICANT of the rezoning will HIRE a third-party independent engineering firm to conduct the study. Is there a conflict of interest here? Perhaps an example would be helpful here for the purpose of this discussion and bring to light how this is clearly a conflict of interest. A buyer plans to buy a pre-owned vehicle from a "full service and one stop shop" dealership, and the dealership offers the buyer a pre-purchase inspection using a REPUTABLE CERTIFIED mechanic that is hired by the dealership. Better yet, the dealership offers this potential buyer a free inspection, and save the buyer money/time to take it to an independent mechanic. GREAT, right? FREE & CONVENIENT for the buyer? Not so quick. We would run from this offer quicker than you could blink. It is naive to think that the Mechanic paid by the Dealership could be 100% independent in his assessment, and the resulted report is completely unbiased. Let's say we live in a perfect world, which we are not, is the finding, completely WITHOUT A DOUBT, independent and unbiased? For us, this process would leave many doubts and credibility in our mind. Has there ever been a third-party independent audit completed in the existing review process by the city?

- On Tuesday night, we heard from the traffic study that a sidewalk could be added to the south side of 31st Avenue. When we bought this property, one of the features that attracted us to this property was the absence of a sidewalk. For the record, this is undesirable to us.

- Similar to the builder and developer having an opportunity to apply for a rezoning application to increase the density on this plot of land, what process exists for the residents of this community to request a review of the existing zoning for 31 units on this plot of land? Up to this point we have been hearing that this plot of land is already approved for 31 units. What checks and balances are in place for the residents to challenge this existing zoning, and what opportunities are there for us to challenge the existing zoning designation?

Thank you,

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First and foremost, thank you for adding the additional history and context to this contentious issue. After reading your latest email, I could not help but to feel that the decisions, approval process and development of 30th and 31st Avenue to date have not taken into consideration and respect the wishes of the residents in this community. Let me reiterate: City-4; Residents-0 is a dismal record for the residents of this neighbourhood. I trust our city elected officials will take into consideration of the history, context and what have transpired to date when they vote against this project.

Mr. ██████████ and Mr. ██████████,

First of all, thank you for your prompt responses to my email. To Mr. Dejong, we did not receive any communication from the City nor from Civicworks relating to the subject matter. I must say I am disappointed from Mr. Calkins' reply. I understand per Mr. Calkins' position as Senior Policy & Planning Advisor, the advice is based on the current policy and guidelines, and not factoring in the social/safety aspect of this project and the negative impact on the quality of life to the residents in this neighbourhood. Furthermore, it appears to me with the history and context that Ms. Lucia Buccini provided in her email below, the multi-residential development zoning seems a bit biased towards developers to date. I am optimistic that we could stop this trend this time, and our elected officials could bring in a more balanced perspective on this issue. In all due respect, my position remains the same. Opposing to adding additional density and traffic to 31st and 30th Avenue. Adding an additional 19 units would mean an additional 50 residents (using Mr. Calkins average of 2.6 persons per home) to 76 residents (more realistically my original assumption, 4 persons per home - 2 parents and 2 children). For the record, average is simply just that, a statistical average figure so a range is more fruitful for the purpose of this discussion. It is safe to assume an additional 29 vehicles plus their respective visitor vehicles using 31st and 30th Avenue. I trust you would agree with me that these numbers are not insignificant. Having said this, when looking at the approval of this project, we must look at the totality of the project and the impact to the residents of this neighbourhood as a whole, and therefore, my 5 key points, but not limited to other residents' concerns, remain as follows:

- The proposed project shows two rows of stacked condominiums with a total of 50 stacked dwelling units of various sizes. With a quick calculation, for an average family of 4, this small parcel of land could instantly increase the population density by at least 200 people. Furthermore, if each dwelling average 1.5 vehicles, 31 Ave and 30 Ave via 5 Street will instantly have to accommodate an additional 75 vehicles. This will be a significant traffic congestion for existing residents to leave 31 Ave and 30 Ave to get onto Edmonton Trail during rush hour traffic in the morning. This also has not factored in the existing large volume of traffic from parents dropping off and picking up students before and after school at GP Vanier. I am currently working with the school principal and the Calgary City Police Service dealing with high volumes of traffic making illegal U-turns mid-block, and students jaywalking (crossing 31 Ave not using cross walk). This is a major safety concern I am witnessing daily. Adding a 50 stacked dwelling unit will only intensify this SAFETY matter.

- Street parking will also become an issue. The proposed project mentioned each unit will come with "an associated parking stall". An average household typically has between 1-2 vehicles. On average if we assume each household/unit has 1.5 vehicles, at a minimum 25 vehicles plus visitors will have to find alternative parking nearby. 31 Ave on the GP Vanier side is designated as school bus parking zone during school hours. Therefore, if this development is approved, street parking will be a

significant issue and constraint on 31 Avenue. This will only add to the existing constraint with parents parking their vehicles while dropping off and picking up students before and after school.

- Condominium units tend to attract renters and increase transient residents. High turnover of small, high density units does not help the longevity of Winston Heights/Mountainview reputation as a family friendly neighbourhood.
- The value of the existing single detached homes will be negatively impacted.
- 31 Ave is a residential street with a cul-de-sac at the end on the east side, and therefore, is not a main throughfare. With the recent heavy snowfall and snow banks which have accumulated on both sides of the road for at least 4 weeks without city snow clearance, residents of 31 Ave have been dealing with a one vehicle width to pass through 2-way traffic. Therefore, 31 Avenue could not handle an additional 50 to 75 vehicles with the proposed condominium development. If this project is approved, the risks of safety and collision will spike significantly. Therefore, insurance claims and insurance costs will increase to the community residents.

Thank you for your consideration.

Regards,

██████████

Mr ██████████,

Further to your response to ██████████ regarding the current zoning of the parcel of land at 415 - 31 Ave NE.

There is a bit of history of 31 Ave that is being brushed aside here. 31 Ave NE is a newly constructed road where previously there had been an unpaved, grassland easement between the properties on the north side of 30 Ave NE and the school yard at GP Vanier School. The City approached the residents of the north side of 30 Ave with a proposal to build 31 Ave. The City said that residents of 30 Ave NE would not lose any land as the City would negotiate with the Calgary Board of Education for right of way.

At the time, the citizens of the north side of 30 Ave NE, voted against the building of 31 Ave. But the road was built. City 1 Residents 0. Then the City boasted that all the lots on 30 Ave would be divided, in an unequal north-south split so as to maximize the size of the lots that would face 31 Ave. Again, the residents did not want this split. City 2 Residents 0. Then, the City sent letters to the residents ADVISING that the lots facing 31 Ave would be zoned at high-density. The citizens had no say in this matter. They were simply delivered a letter from the City advising of the rezoning. City 3 Residents 0. Now the City is facing a decision on the rezoning of this piece of land so as to accommodate 50 stacked units. And we all know how this will end. City 4 Residents 0

This has been a long, exhausting, demoralizing experience for the residents of 30 Ave. We have been left to fend for ourselves against relentless onslaught of zoning changes. So here we are again, in a zoning conflict with the City.

██████████

Hi there, we are residents of Winston heights. We are emailing to advise that we aren't in support of the recommended changes to the development off of Edmonton Trail. Having a high density structure of 50 units in that space, doesn't make sense or fit this neighbourhood. This would increase a lot more traffic, and parking issues, and quite frankly bring down the value of the properties in and around the area. We will join the information call tomorrow, but we don't agree with the change recommended. This development would back onto estate homes in the area, and again, for that reason alone isn't a fit.

██████████

VEHEMENTLY OPPOSED

I am a resident living on 31 Avenue and I am writing with concerns related to the proposed re-zoning of 415-31 Avenue NE Calgary. The current zoning M-CG is for a maximum of 31 units, and the proposed re-zoning to "Direct Control" is as proposed, a 50 unit high density development. As with any increase in density poses it's own set of problems and issues that all need to be addressed.

My points are as follows:

1. 30th and 31st Avenues are single family residential streets in a predominantly single family and duplex neighbourhood.
2. Predominantly high density developments tend to be on the main arteries of the neighbourhood such as 16th Avenue and Edmonton Trail. I am not aware of any other such developments within the community, this will set a precedence that I am sure the community will not want as a whole.
3. There is the Georges Vanier school on the north side of 31st Avenue and during peak times in the mornings and afternoons the volume of students, approximately 450 students, personal vehicles is overwhelming. The north side of the avenue is a "no parking zone". Hence, were will all the additional vehicles park?
4. Perhaps the developer should construct a full parkade to accommodate all the vehicles?
5. There are no traffic lights at the intersection of 31st Avenue and Edmonton Trail, hence the added congestion of vehicles will make it more difficult and potentially more susceptible to accidents.
6. 31st Avenue is not a primary road and realistically only has one main access, which is off Edmonton Trail to the west.
7. Majority of the lots along 30th Avenue and 31st Avenues were subdivided into two lots, hence doubling the density as it is, we do not need the density to increase any further..
8. High density relatively lower value units tend to lower the values of the surrounding properties.
9. If the proposed units are more of a rental arrangement, the turnover is frequent, thereby having a more transient residency. This is a safety concern?
10. The original zoning is for a maximum of 31 units, the developer wants to increase that to

50 units, an increase of 61%.

11. The set backs and side yards should not be lessened as the 1.2 m side yard is close enough to the property line already.

I trust the concerns of the residence of Winston Heights will be heard and accommodated?

Thank you for your attention to this matter.

Regards

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- y at least 200 people. Furthermore, if each dwelling average 1.5 vehicles, 31 Ave and 30 Ave via 5 Street will instantly have to ar existing residents to leave 31 Ave and 30 Ave to get onto Edmonton Trail during rush hour traffic in the morning. This also has not factored in the existing large volume of traffic from parents dropping off and picking up students before and after school at GP Vanier. I am currently working with tumes of traffic making illegal U-turns mid-block, and students jaywalking (crossing 31 Ave not using cross walk). This is a major safety concern I am witnessing daily. Adding ng unit will only intensify this SAFETY matter.

- Street parking will also become an issue. The proposed project mentioned each unit will come with "an associated parking stall". An average household typically has between 1-2 vehicles. On average if we assume each household/unit has 1.5 vehicles, at a minimum 25 vehicles will have to find alternative parking nearby. 31 Ave on GP Vanier side is designated as school bus parking zone during school hours. Therefore, if this development is approved, street parking will be a significant issue and constraint on 31 Avenue. This will only add to the existing constraint with parents parking their vehicles while dropping off and picking up students before and after school.

- Condominium units tend to attract renters and increase transient residents. High turnover of small, high density units does not help the longevity of Winston Heights/Mountainview reputation as a family friendly neighbourhood.

- The value of the existing single detached homes will be negatively impacted.

- 31 Ave is a residential street with a cul-de-sac at the end on the east side, and therefore, is not a main throughfare. With the recent heavy snowfall and snow banks which have accumulated on both sides of the road for at least 4 weeks without city snow clearance, residents of 31 Ave have been dealing with a one vehicle width to pass through 2-way traffic. Therefore, 31 Avenue could not handle an additional 50 to 75 vehicles with the proposed condominium development. If this project is approved, the risks of safety and collision will spike significantly. Therefore, insurance claims and insurance costs will increase to the community residents.

We thank you in advance for your reconsideration of the proposed land use, and we ask that you disapprove this project. I understand that you will be hosting a virtual meeting on Tuesday, February 9, 2021. Could you please provide details and link to this meeting?

19) This stacked condominium development does not encourage families to move into the neighbourhood and, therefore, does nothing for the sustainability of the schools in the neighbourhood.

The Winston Heights Area Redevelopment Plan shows that single family homes are indeed welcomed and desired on 31 Ave NE

<https://winstonheights.ca/wp-content/uploads/2014/10/Winston-Heights.pdf>

Further to my previous email:

15) The creation of 31 Ave NE already doubled the density of 30 Ave NE

16) There are currently 10 homes under construction of 30 Ave NE between Edmonton Trail and 5 Street; two infills are going up on every piece of land that previously had one home. Again, doubling the density on 30 Ave NE

17) WHMV is already the site of high density condo units - Midfield Park (1550+ units), Ambassador Motor Inn redevelopment (two 20 storey towers) and the CoOp redevelopments along 16 Ave NE. Again, greatly increasing the density in Winston Heights.

18) This proposal, set meters in from the main street of Edmonton Trail, will set a precedent for further development encroachment into residential lots greatly altering the facades and single family texture of Winston Heights.

Mr [REDACTED]

I would like to voice my vehement opposition to this proposed rezoning and land use change for the parcel of land.

1) The Winston Heights Area Redevelopment Plan holds 31 Ave NE to be unique in Winston Heights. However, the plan clearly states that single family homes are a valid, viable and valuable way to develop 31 Ave NE Calgary.

2) 50 unit stacked condo complex is clearly NOT in keeping with the area redevelopment plan.

3) The land at 415 - 31 Ave NE is most definitely NOT on a 'main street' as stated in the civicworks promotion flyer. This land is set well back from Edmonton Trail and is located on a residential street

4) 31 Ave NE essentially only has ONE access point, and that is to the west onto Edmonton Trail. 31 Ave to the east is a deadend, with access having to overflow onto 5 Street and 30 Ave NE, creating undue traffic to those neighbouring streets.

5) 50 units will bring unprecedented traffic to 31 Ave as well as to 30 Ave NE and 6 Street NE to the east. Thus negatively impacting the quiet, residential flavour of both 31 Ave and 30 Ave NE.

6) Parking on 31 Ave will come a problem with most units having two vehicles and visitors

7) There is a great safety concern in the morning school dropoff and after school pick up as 31 Ave is the

bus dropoff route for students at GP Vanier School.

8) While the area redevelopment plan only allows for single family homes to occupy 68% of the lot, the proposal, by the developer that civicworks represents, allows for no greater than a one meter easement to the adjacent properties to the west, south and east of the land at 415 - 31 Ave NE. These stacked units will dwarf the adjacent properties.

9) The height required to build 50 units is unprecedented on residential lots within Winston Heights

10) The height required for these units will create undue darkness and shade to the property to the east of the proposal.

11) This proposal is 2.8 times the density as the Prairie Sky project, on pretty much the same size lot

12) We have not been given the actual size of the lot at 415 - 31 Ave NE in any of our correspondence either from the City or from civicworks, which is a must

13) There is no green space in the proposal and therefore does not fit the facade of 31 Ave

14) Conceptual drawing mean nothing. They are not to scale and serve no purpose. And this one in particular shows only the top down view and does not provide perspective of height. But that is irrelevant as multi-unit dwellings are not wanted on that land.

Most importantly, communication of this project has been extremely poor. Civicworks dropped a little card flyer into the mailboxes of some of the residents along 31 and 30 Ave NE. The City of Calgary failed to notify the landowners of the adjacent properties in a timely manner. There is no date on the letters received by the residents of Prairie Sky. The south adjacent properties did not receive notification of this project (408 - 30 Ave NE received no notice; 410 received notice on Friday Feb 5). The property adjacent to the east of 415 - 31 Ave NE did not receive any correspondence from the City. I believe there is an obligation on the part of the City to provide transparent, timely notification so that residents have a chance to respond.

I only became aware of this development, which will greatly hinder my sight lines, on Tues Feb 2 because I happened to look in my mailbox (we use community boxes and that's where the notices should have been placed). I have spoken to 35 residents to date who all oppose this project and who want to see single family homes on 31 Ave in keeping with the already development lots.

We do not feel we have been adequately informed. So to proceed, how many names in protest to this project does the City require in order to stop this development?

Good day,

Please read the attached letter regarding the proposed rezoning of the land at 415 - 31 Ave NE to accommodate 50 stacked condominium units.

Sincerely,

Please be advised that the residents of 30 and 31 Ave NE oppose this development and would like your help in bringing this matter to the attention of the City planning department.

We were not properly informed of the rezoning application and question the role of civic works in this application. See point # 20. A little flyer was distributed to only a few residents, and placed in mailboxes which rarely get tended to with the advent of super mail boxes. There is a small sign, now covered in snow, at the front of the vacant property. The deadline for submitting a comment regarding the land rezoning is February 17th, one day after the long weekend. The aforementioned tactics are clearly to sneak this rezoning by the residents in 30th and 31st Ave NE in Winston Heights. This reminds me of what the UCP has recently done with coal mining lease on the eastern slopes. This is extremely unethical. The residents want more time to make their submissions to the planning department as we, the residents, were not properly informed of this rezoning application.

We, the residents, object to the rezoning for the following reasons:

1. The Winston Heights Area Redevelopment Plan holds 31 Ave NE to be unique in Winston Heights. However the plan clearly states that single family homes are a valid, viable and valuable way to develop 31 Ave NE, Calgary. <https://winstonheights.ca/wp-content/uploads/2014/10/Winston-Heights.pdf>

2. A 50 unit stacked condominium complex is clearly NOT in keeping with the area redevelopment plan.

3. The land at 415 - 31 Ave NE is definitely NOT on a "main street" as stated in the civicworks promotional flyer (attached). This land is set well back from Edmonton Trail and is located on a residential street.

4. 31 Ave NE only has ONE access point, and that is to the west onto Edmonton Trail. 31 Ave to the east is a dead end, with access having to overflow onto 5th Street and 30 Ave NE, creating grossly undue traffic to those neighboring streets.

5. 50 units will bring unprecedented traffic to 31 Ave as well as to 31 Ave NE and 6th Street NE to the east. This will negatively impact the quiet residential vibe of both 31 Ave and 30 Ave NE.

6. Parking on 31 Ave will become a huge problem with most units having two vehicles and potential visitors. This excess street parking will create a hazard for the students of GP Vanier School, who walk along 31 Ave NE.

7. There is a tremendous safety concern in the morning school drop off and afternoon pick up as 31 Ave is the bus drop off route for GP Vanier students.

8. While the area redevelopment plan only allows for single family homes to occupy 68% of the lot, the proposal, by the developer that civicworks represents, allows for no greater than a one meter easement to the adjacent properties to the west, south and east of the land at 415 - 31 Ave NE. These stacked units will dwarf the adjacent properties. This proposal is grossly too close to the property lines.

9. The height required to build 50 stacked units is unprecedented on residential lots in

Winston Heights.

- 10. This undisclosed height will create undue darkness and shade to the properties to the east of the proposal.
- 11. This proposal is 2.8 times the density of the Prairie Sky project, on close to the same size lot. This triples the density for the average parcel of land on 31 Ave NE.
- 12. The Winston Heights residents have not been given the actual size of the lot at 415 – 31 Ave NE in any correspondence from either the City, or from civicworks, which is a must do.
- 13. There is no green space in the proposal and therefore does not fit the façade of 31 Ave NE.
- 14. A conceptual drawing does not show scale, in particular, the height, so it serves no purpose other than to deceive Winston Height’s residents.
- 15. The recent creation of 31 Ave NE has already doubled the density of 30 Ave NE.
- 16. There are currently 10 homes under construction on 30 Ave NE between Edmonton Trail NE and 5th Street NE. Two infills are being constructed where there used to be one house, already doubling the density on 30th Ave NE.
- 17. WHMV is already the recipient of high density condominium units. Midfield Park with 1550+ units, the Ambassador Motor Inn redevelopment with two 20 story towers and the CoOp redevelopments along 16th Ave NE.
- 18. This proposal, set meters in from Edmonton Trail, will set a precedent for further development encroachment into residential lots greatly altering the façades and single-family texture of Winston Heights.
- 19. This stacked condo development does not encourage families to move into the neighborhood and therefore does nothing to sustain attendance at the schools in the neighborhood.
- 20. The speed at which this application is going before the City Planning & Development Committee prevents the residents of Winston Heights from effectively being able to voice their opinions. We believe that this tactic is intentional.

The developer has civicworks, a PR special interest lobby group, pushing and expediting rezoning inner city neighborhoods, without proper community consultation. Will you represent our interests ?

██████████

██████████

Yes as you point out, the land is already zoned for 31 units. A rezoning to 50 units is a 60% jump in density. Moreover, the height required has a direct impact on the residents of Prairie Sky, and I believe, on the efficiency of the newly installed solar panels. Concerns rest with height and surface parking. There are no multi-family complexes in WHMV that have surface parking. All parking is underground (Prairie Sky) or attached garages (27 Ave). Prairie Sky also has a well developed curb appeal and a beautiful garden-gathering area for the residents. The proposal, as shown in the flyer by Civicworks, allows for no

green space and does not keep with the streetscape of the neighbourhood. It is the increased density and the streetscape that most concerns the residents as well as increased traffic and safety.

Thank you

██████████

Hi folks,

It’s ██████████ from Prairie Sky. We at Prairie Sky are putting together a joint submission and will also be doing individual submissions.

I suspect my view is different than many of yours. I actually support multi-family housing - that probably won't surprise you as I live in multi-family housing. It is good for the environment and can be very helpful in supporting communities.

I do, however, have concerns about the zoning change to allow for such a jump in density. I appreciate the developer working to make the development smaller (i.e. not a several storey tower as that zoning could allow) but by doing so, the units are going to be too small to be attractive to many families and will all have stairs so not be appropriate for seniors downsizing into them. Prairie Sky’s response will be along those lines as well as raising several design-specific concerns that relate to the interface between our development and theirs.

I hear lots of concerns on this list about having multi-family housing. I think I understand why. However, the whole of 31st Avenue is already zoned for multi-family housing and it is included in the ARP. Given the general City of Calgary goals of increasing density in the inner city I would say that there is zero chance of changing the zoning to disallow multi-family housing on the block. It seems to me that concerns raised should focus on disputing the advantage of a further jump in density to allow for this particular development plan.

Thanks for all the energy and commitment that is going into this venture,

██████████

Hi Folks,

It’s ██████████ I’m just working on a summary of our progress to date along with some action items. A reminder that the submission date for providing the City with feedback regarding the rezoning has been moved to March 8, 2021. That gives all of us to talk to neighbours within WHMV as this mid-street development has the potential to set a precedent for more multi-family complexes to be built from Edmonton Trail. David Hoang is compiling speaking points. I’ll sent out an action plan.

Meanwhile, we are waiting for the WHMV Planning and Development Committee to complete its

response based on the negative feedback received at the online meeting on Feb 9, 2021.

██████████

To the Winston Heights/Mountview Planning and Development Committee,

I am writing to inform you that we have concerns about the rezoning of 415-31 Ave NE and imploring you to reject the proposal at this time.

Firstly, it seems that there has been no transparency or consultation with the actual residents of 31st and 30th Ave that are directly affected by any projects that are approved. We only received a postcard about the project last week and we were shocked to find out that Winston Heights Community Association is already voting to approve this project this Tuesday.

In reading more about the project, we have objections to the assertion that 31st Ave being considered a main street. There are no traffic lights, and only one direct access in and out. 30th Ave is already used excessively by traffic that is wanting to cut through from Edmonton Trail to 6th Ave NE along with buses and cars associated with GP Vanier, The increase of traffic related to this project will further increase the risk of safety to our children.

While the proposal of Clvicsworks states that there will be a parking spot for each unit, this is Calgary, and most dwellings with more than one person will have 2 cars. Where are the additional cars going to park? Again this issue will create less visibility and danger to the students of GP Vanier, as well as the children and families that live on this single dwelling residential block. Once homes are built on the East side of 5th Street, parking will already be problematic for the townhomes located on the West side.

The demographic of this single residential block has drastically changed in the last 10 years since we moved to the community. The allure of this block alone, often referred to as the prettiest block in the neighbourhood has dramatically increased the number of children under the age of 10 that call these two streets home. The construction of luxury single dwelling homes that are underway will only increase this trend.

If you approve this project, can you ensure that our property values won't be negatively affected for future sale?

These families also attend our small community school which needs to increase its enrollment so that we can ensure that it remains open to the future families of this community. We don't see how a high density condo project will ultimately complement this goal. More often than not the ownership of stacked dwellings are short-term and transient with high turnover. Not to mention that there are already many high density projects slated for this community on actual "Main streets."

If the proposal was similar to the luxury brownstones located on 31st and 5 St, I believe our attitudes would be different, but we're talking about adding approximately 100+ more people to a block that doesn't really support that form of density.

It is clear that civicworks bought the land at too high of a price and want to recoup their money and still make a profit. I don't see how this is the responsibility of the residents of this block to bare. Besides, the block of 30th and 31st Ave already has a multi-unit complex with Prairie Sky with 18 units. 415 31st Ave is set too far back into the block to be considered for a project such as this with 2/3rd higher density.

Please vote to reject this proposal and try again.

Thank you
██████████

We strongly oppose the rezoning application by Civicworks - LOC2021-0006 for 415 31st Ave NE

██████████

We strongly oppose the rezoning application by Civicworks - LOC2021-0006 for 415 31st Ave NE.

Regards,
██████████

Dear Mr. ██████████:

We understand you are the Case Manager for the subject project at the City Hall Planning and Development Department. We apologize for not including you in our initial email addressed to Councillor Druh Farrell and CivicWorks regarding our strong objection to this project. Please see our earlier email attached below.

In addition to our five points of concern below, please note that communication of this project has been extremely poor. We live on 31 Ave which will be directly impacted, but there was no pamphlet or any communication in our mailbox nor at our door. We only learned about this project through two neighbours raising their concerns to us on two separate occasions, and that was when we started to look further into this project. The one sign on the land is rather small and is not noticeable, particularly with the heavy snow fall we have experienced lately. We are greatly disappointed with the lack of communication. We can only infer that the lack of communication may be intentional in order to fly under the radar and rush through the approval process. I am extremely glad that this community is close knit, has been able to quickly collaborate, and put things into motion immediately within a matter of 24 - 36 hours.

We appreciate your time in reviewing our concerns in this email and our earlier emails attached below, plus the other emails you have and will receive from other residents in this community objecting to this project. We trust that after reviewing all the facts, that you will share this community's concerns and arrive at the only right conclusion, which is to disapprove this project. Thank you in advance for your prompt attention regarding this very important matter including community safety issues, traffic congestion, and significantly increased community density if this project is approved.

Sincerely,
██████████

Residents of 30 and 31 Ave:

Further to your letter to the City and civicworks; I draw your attention to the WinstonHeights Area Redevelopment Plan and the section that specifically speaks to 31 Ave NE. In this plan, 31 Ave is treated differently than the rest of the neighbourhood. However, the redevelopment plan for 31 Ave states, without a doubt, that development of single family homes is indeed a viable, valid and valuable way to develop 31 Ave.

We the residents, vehemently oppose multi-family, stacked units on this residential block which by no means is a 'main street' as civicworks would have others believe.

Winston Heights Area Redevelopment Plan

<https://winstonheights.ca/wp-content/uploads/2014/10/Winston-Heights.pdf>
██████████

To Councillor Druh Farrell and to whom this may concern:

My family and I are residents on 31 Avenue N.E. and I am writing to you today opposing the proposed rezoning land use at 415 - 31 Ave NE (City file # LOC2021-0006) for the following reasons:

- The proposed project shows two rows of stacked condominiums with a total of 50 stacked dwelling units of various sizes. With a quick calculation, for an average family of 4, this small parcel of land could instantly increase the population density by at least 200 people. Furthermore, if each dwelling average 1.5 vehicles, 31 Ave and 30 Ave via 5 Street will instantly have to accommodate an additional 75 vehicles. This will be a significant traffic congestion for existing residents to leave 31 Ave and 30 Ave to get onto Edmonton Trail during rush hour traffic in the morning. This also has not factored in the existing large volume of traffic from parents dropping off and picking up students before and after school at GP Vanier. I am currently working with the school principal and the Calgary City Police Service dealing with high volumes of traffic making illegal U-turns mid-block, and students jaywalking (crossing 31 Ave not using cross walk). This is a major safety concern I am witnessing daily. Adding a 50 stacked dwelling unit will only intensify this SAFETY matter.

- Street parking will also become an issue. The proposed project mentioned each unit will come with "an associated parking stall". An average household typically has between 1-2 vehicles. On average if we assume each household/unit has 1.5 vehicles, at a minimum 25 vehicles plus visitors will have to find alternative parking nearby. 31 Ave on GP Vanier side is designated as school bus parking zone during school hours. Therefore, if this development is approved, street parking will be a significant issue and constraint on 31 Avenue. This will only add to the existing constraint with parents parking

their vehicles while dropping off and picking up students before and after school.

- Condominium units tend to attract renters and increase transient residents. High turnover of small, high density units does not help the longevity of Winston Heights/Mountainview reputation as a family friendly neighbourhood.

- The value of the existing single detached homes will be negatively impacted.

- 31 Ave is a residential street with a cul-de-sac at the end on the east side, and therefore, is not a main throughfare. With the recent heavy snowfall and snow banks which have accumulated on both sides of the road for at least 4 weeks without city snow clearance, residents of 31 Ave have been dealing with a one vehicle width to pass through 2-way traffic. Therefore, 31 Avenue could not handle an additional 50 to 75 vehicles with the proposed condominium development. If this project is approved, the risks of safety and collision will spike significantly. Therefore, insurance claims and insurance costs will increase to the community residents.

We thank you in advance for your reconsideration of the proposed land use, and we ask that you disapprove this project. I understand that you will be hosting a virtual meeting on Tuesday, February 9, 2021. Could you please provide details and link to this meeting?

Warmest regards,
██████████

<Forwarded by Winston Heights-Mountview Community Association to community members>

Good Afternoon ██████████ and members of the Planning and Development Committee,

Thank you for facilitating the dialogue last week with your Committee members and interested residents of Winston Heights-Mountview. As a follow-up, we've organized below a key summary of the proposal, process, next steps for our application at 415 31 AV NE. This is for the Committee's information and we'd encourage you to share this directly with interested stakeholders:

Who We Are

CivicWorks is an Urban Planning and Design consultancy representing Eagle Crest Construction, developer-builder proponent for this parcel. CivicWorks is the official Applicant for the Land Use Redesignation application (also known as a re-zoning application) for this site, which was submitted to the City of Calgary in mid-January.

What We are Proposing

This site and the remainder of the block fronting 31 AV is currently designated (zoned) as the Multi-Residential Contextual Grade-Oriented (M-CG) District. The M-CG District is a set of general rules that allows for the development of up to 31 dwelling units on this site, with a maximum building height of 12 meters (approximately 3 storeys). The submitted Application proposes a Land Use Redesignation to a Direct Control District which will have site-specific rules customized to the character of the site,

context and development vision. While we are seeking higher density, rather than Redesignating to a District that allows a low-scale apartment-style building, this new Direct Control District is intended to balance allowing more dwellings units than currently permitted while also limiting maximum building height (12 meters) and the type of building forms allowed – in this case sticking to clusters of grade-oriented building forms (i.e. rowhouses). Note that the new Direct Control District rules will not permit commercial uses.

More information on the City of Calgary's Land Use Bylaw Districts can be found here: <https://www.calgary.ca/pda/pd/calgary-land-use-bylaw-1p2007/land-use-bylaw-land-use-districts.html>

Local Area Plan

The Winston Heights Mountview Area Redevelopment Plan (WHMARP) guides City decisions around Planning and Development for the neighbourhood, and identifies this site for multi-unit residential development including stacked townhouses to provide opportunities for additional housing. The City is currently preparing a new Plan for the area called the North Hill Communities Local Area Plan which will replace the WHMARP. This new Local Area Plan will set out the future vision for growth and change in nine established inner-city communities surrounding 16 Avenue and Centre Street. The draft North Hill Communities Local Area Plan identifies this block of 31 AV NE as a location for residential development up to six storeys in height. Council will decide on whether the North Hill Communities Local Area Plan will be approved following a Public Hearing on March 22, 2021.

More information on the North Hill Communities Local Area Plan can be found here: <https://engage.calgary.ca/NorthHill/realize>

Application Process

We're engaged in a "Concurrent Applications" process, meaning that The City will review both our active Land Use Redesignation application and a soon to be submitted Development Permit application (i.e. detailed building plans) together before any recommendations are made. The Land Use Application has been submitted and is currently under review by The City. The project team architects at Formed Alliance Architecture Studios (FAAS) are currently preparing a Development Permit application. The City Administration will undertake a multi-step and comprehensive (technical, policy, and Bylaws driven) review of our applications, inclusive of consideration of stakeholder feedback, before making any recommendation – this is typically a 6-8 month process. That Administration recommendation will then be reviewed by the Calgary Planning Commission before a final step of consideration and decision at a Public Hearing of City Council. At that time, City Council will hear from Administration, the Applicant, and any members of the public before making a final decision to approve or reject the Land Use Redesignation application. If the Land Use Redesignation application is approved, only then can City Administration (Development Authority) consider final approval of the Development Permit application.

Mobility Issues

We have heard a number of questions and concerns related to the development's impact on mobility

(vehicle, pedestrian and loading/servicing related) for the surrounding area. The City has determined that a Transportation Impact Assessment is required as part of the Development Permit process and has made the request of the Applicant. This Assessment is currently being prepared by professional Transportation Engineers Bunt and Associates. The Assessment must address site-specific components of the mobility network using industry standard metrics and technical considerations as determined by The City. The Assessment will address on-site Bylaw parking requirements, on-street parking conditions, 31 AV NE school bus drop-off zone, vehicular traffic (existing and potential post-development), and pedestrian connections and safety, among other considerations. The City's Transportation Engineers will review this Assessment before it is deemed satisfactory. This Assessment will be shared with the Community Association and any interested stakeholders.

Stakeholder Outreach and Communications

This proposal is in the first stage of a multi-month applications review process by The City. The City has asked for area residents and the Community Association to provide their initial feedback on the Land Use Redesignation application. Typically the City allows ±3 weeks for comments, however, to ease any concerns about this deadline, The City granted an extension from February 17th to March 8th.

Feedback can be shared directly with The City File Manager, Joshua De Jong at Joshua.deJong@calgary.ca or (403) 268-5716.

The stakeholder outreach for the Land Use Redesignation application was initiated on January 29th. As a first step in communication, the project team posted a sandwich sign on the site and hand-delivered ±90 postcards to surrounding neighbours, sharing a summary of the application and providing Applicant contact information. At that time, the City also initiated their standard outreach process by sending out letters and posting a large format notification sign on the site, which includes Applicant contact information and the City's Development website information (<https://developmentmap.calgary.ca/>).

There will be multiple opportunities for stakeholders to provide input beyond this initial City deadline. Both City Administration and our project team will continue to communicate throughout the concurrent Land Use Redesignation and Development Permit application review process. Your input will be considered by The City and our project team, with all feedback that we receive included in a "What We Heard Summary" that will summarize what we heard, what we changed and why, as well as why we didn't make other changes. This summary will be shared with stakeholders, City Administration and Council before the final decision-making stage of this application process.

Next Steps

CivicWorks attended a meeting with the Winston Heights Mountview Community Association and interested residents on February 9, and we're considering the feedback that we heard. We will organize a follow-up meeting to discuss the applications and proposed detailed development concept once a Development Permit application has been finalized. The project team will notify surrounding residents of the next meeting via site signage and postcard, and this notice will include Community Association.

We look forward to continuing the dialogue on these applications.

Sincerely,

██████████, CivicWorks

The following correspondence was received following revisions to the Trail 31 development vision and website launch (May 2021 onwards)

To all members involved in the decision to rezone 415 - 31Ave NE,

I want to make it known that I strongly oppose the rezoning and or amendments to the development being pursued by Civicworks and Eagle Crest Construction. It is in my observation that we are already dealing with an increase in traffic congestion and parking issues along 30 Ave and 31Ave with the addition of 10 new homes just this year. I've lived in the neighborhood since 2008 and have seen an incredible amount of new homes being built and the addition of many young families with children who are on bikes and scooters trying to cross the street to get to Winston Heights Community Park. Some families are now putting out the little plastic flag men to try to slow the traffic down in order for them to safely cross. If the development is approved it will add to the current traffic situation as 31 Ave dead ends and then feeds on to 30th ave.

Parking will be an issue since it's unrealistic to believe that the micro units will not have vehicles as there is limited access to a grocery store etc with in walking distance. The bus line also has limited service other than morning hours and no access to LRT within walking distance. Since the Junior High across the street needs to have access to bus lanes this means that enforcement will have to be necessary on a daily basis to keep those curbs clear for safe unloading of students. The plan has not be thoughtfully designed with any of these limitations in mind.

Looking over the new plans it seems that the back two buildings would be a fire hazard to the homes that back onto the property or to the west side because of the lack of distance between the new building and what is already built. If a fire where to erupt in these stick built buildings it could easily spread to the other homes with little access for firetrucks and their equipment.

Our community is a wonderful place to live because these restrictions for lower density housing are in place. If we allow these profit only exceptions it tears apart the peaceful existence of our community and neighborhood to become a crowded unsightly area of the inner city. Let's keep our community manageable and friendly where neighbors get along and work together to create an enjoyable lifestyle for everyone.

Sincerely,

██████████

I am a resident of Winston Heights Mountview and have been for almost 17 years. I want it known that I strongly oppose the rezoning being proposed by Civicworks and Eagle Crest Construction.

We are already dealing with increased traffic and parking issues along 30 Ave and 31Ave with the addition of 10 new homes just this year. Some families are now putting out the little plastic flag men to try to slow the traffic down in order for them to safely cross. If the development is approved it will add to the current traffic situation as 31 Ave dead ends and then feeds on to 30th ave.

Parking will be an issue as well. Any multi-unit complex cannot, in good conscience, be built assuming not everyone will have a vehicle, that is unrealistic and short-sighted. There is no daily parking due to the school bus restrictions on that street, no parking on Edmonton Trail so that leaves people with vehicles to find street parking. While there will be some underground, you're not allocating nearly enough spaces for residents and guests.

It appears the distance of your complex and the existing homes presents a fire hazard. Should a fire break out, it could easily spread to the other homes with little access for firetrucks and their equipment.

Our community is a wonderful place to live. Allowing these profit only exceptions, with unrealistic goals goes against what exists in this community. The infrastructure is stretched to the limit as it exists and adding these types of complexes will further burden it. Please do not allow that rezoning to be approved, too many homes on a small footprint will be detrimental to our community.

Thank you for your time,

██████████

I think the density of this project remains way too high. With 50 units being built and only 42 parking stalls, this project is essentially relying on the neighbors to supply street parking for the owners of the units. I think the city of Calgary has an obligation to reject projects that will detrimentally impact the surrounding houses and that the city of Calgary should not grant any rezoning on this project. As it stands, 30 units on 0.6 acres is already very dense and the developers need to work within the preexisting zoning. I live at 430 - 30 Ave and the back half of my property will be two doors down from this development. If I develop the back half with four houses, there will not be any parking available in the street for the Trail 31 project.

Residents,

Please be advised that Civicworks has revised the drawings for 415 - 31 Ave NE. The revisions still show 50 units which is well over and above the current zoning as reflected in the WHMV ARP. I believe Civicworks presented the revisions to Prairie Sky at a meeting.

Meanwhile, I have drafted a response which highlights my concerns. See attached.

Civicworks revisions can be viewed at www.trail31.com. Civicworks is also holding an online meeting May 31 and June 2. You can register at www.trail31.com/events

Let your opinions be known.

██████████

RE: Rezoning application LOC 2021-0006 415 - 31 Ave NE (from 31 units to 50 units)
Upcoming online meeting with Civicworks May 31 or June 2, 2021
Discuss the zoning application which would increase the density by 60%
Discuss design revisions proposed by Civicworks for their client Eagle Crest Construction

ACTION: Sign up for one or both sessions with Civicworks (May 31 or June 2)
Email Civicworks and the City of Calgary/Councillors regarding your opinions on the proposed changes
View the Civicworks changes at www.trail31.com

COMMENTS ON THE PROPOSED CHANGES TO LOC2021-0006:

Overview: Civicworks and Eagle Crest Construction have submitted a revised land use amendment chance and corresponding website with drawings of the proposed development. This revision has been put forward following significant community opposition to the original proposed amendment.

While some changes, including the addition of underground parking and increased easement from surrounding properties are welcome improvements to the proposed land use amendment, the project still includes a 60% increase to the 31 units already zoned at 415 31st Ave NE.

At no time during discussions with Civicworks, the City of Calgary and the Ward 7 Councillor did the 31 Ave resident group say that it would be prepared to accept a rezoning of 415 - 31 Ave NE to the proposed 50 units (60% increase to the current zoning).

The changes put forward are simply cosmetic, and while the addition of underground parking, improved green space, and increased easement from surrounding properties are all necessary for the success of any future multi-unit development on this site, they are not sufficient.

Concerns related to increased traffic, road safety, liveability, safety for students at GP Vanier School, and

the fact that the proposed density contradicts the Winton Hieghts Mountview Area Redevelopment Plan have all not been addressed by these proposed changes.

Civicworks continues to misrepresent the proposed changes, and drawings on the <https://www.trail31.com> website do not accurately reflect the existing topography of 31st Ave, the 415 property, or the GP Vanier School field. The proposed development will still be significantly higher (creating visual obstruction and shade) than the surrounding structures.

1) Unit Density:

Civicworks did not address the unit density concerns of the residents in the cosmetic changes it has put forward via their website www.trail31.com.

The application does not conform to the locally developed and City approved Winston Heights Mountview Area Redevelopment Plan. 415 – 31 Ave NE is currently zoned at 31 units, which is almost double the density of Prairie Sky (.702 acres) while occupying a smaller lot (.64acres). Increasing the zoning to 50 units is a 60% increase in the density and is not sustainable on that footprint. Additionally, the 20 "micro-units" proposed in the revised plan are inhospitable, do not encourage families to live in the area or senior to age in place, and are unsustainable socially and environmentally as a long-term housing option. These types of units are unheard of in Alberta and do not meet the housing needs and expectation of Canadians. Placing these micro units on a property 15 minutes from downtown will only further deteriorate the livability and sustainability of the units.

The Winston Heights Mountview Area Redevelopment Plan clearly states:

"Development of multi-unit residential including stacked townhouses or townhouses with a maximum density of 111 units per hectare (45 units per acre) is supported. Single-detached and semi-detached dwellings are also acceptable." The proposed rezoning to 50 units on this property exceeds the recommended 111 units per hectare/45 units per acre maximum. Rezoning to 50 units at 415 – 31 Ave NE is approximately 180 units per hectare --- an increase of 70 units above the current Winston Heights ARP. This rezoning is so far removed from the requirements of the WHMV ARP that it brings into question why it is even being considered. The current zoning of 31 units is within the WHMV ARP guidelines and should not be changed.

Alternatively, it would be in the best interest of the resident group if development at 415 – 31 Ave NE reflected the current streetscape of 31 Ave., which is single-detached, and semi-detached family dwellings. Three story, stacked units conflict with the current development along the 400-500 block of 31st Ave NE.

2) Traffic: Traffic Impact Assessment TIA

The issue of traffic has not been addressed. The traffic report conducted by Civicworks (Jan 2021) did

not consider the noise, increased traffic or safety concerns arising from a 31 unit development on the property, let alone a 50 unit development. The revised TIA does not address the traffic concerns of residents sufficiently. Further, the findings in the revised TIA (TIA 2.0) show that the development would increase traffic at Edmonton Trail and 31st Ave by 62%, and at 30th Ave and 6th St. NE by 15%. The TIA still fails to recognize that the intersection of 31st Ave NE and Edmonton Trail is closed to pedestrians.

In addition, the Civicworks TIA 2.0 uses Dalhousie, Huntington, and North Haven as a comparable neighbourhoods and fails to address the fact that 30 Ave NE already experiences increased traffic as it is used as a link between 16 Ave – 6 St – Edmonton Trail – McKnight Blvd. These areas are not comparable to Winston Heights and including them in the TIA 2.0 is indicative of a pattern of misinformation put forward by Civicworks and Eagle Crest.

Putting a 50 unit complex on 31 Ave will greatly impact traffic on 30 Ave. A proper traffic impact assessment must be conducted.

Using "Trail 31", is also wrong and misleading. 31st Ave NE is not a thoroughfare. 31 Ave NE is not a connecting road between thoroughfares. 31 Ave is a residential street with single family homes and essentially a deadend on the East side. Most of the traffic generated by the proposed 50 units will pass long 6 Street and 30 Ave NE, greatly increasing the number of vehicles that use those residential streets.

The revised TIA 2.0 is still insufficient, misleading, and in combination with marketing materials for the development, blatantly incongruent with the reality of the neighbourhood.

3) Safety:

A 60% increase in the unit density at 415 – 31 Ave NE means a 60% increase in the potential for harm to pedestrians including the 100+ residents of the proposed complex and the students at GP Vanier School. There is no sidewalk in front of the property. The proposal of putting in an adaptive sidewalk from the proposed development to Edmonton Trail would mean narrowing the existing roadway. Turning onto 31 Ave from Edmonton Trail during peak times is already difficult as the road is narrow and there is a line up of vehicles on 31 Ave waiting to enter Edmonton Trail.

The crosswalk at Edmonton Trail is a closed crosswalk and people going to and from the bus stops will be enticed to cross against that closure. Increased traffic will increase the chances of harm coming to the students of GP Vanier School, as well as current and future residents of 31st Ave NE.

4) Value and the Planning Process:

The planning process for this proposed land use amendment, like much of the planning done by the City of Calgary and Calgary City Council, is flawed and favours developers (who have the time and financial resources to dedicate to these convoluted planning processes).

A well thought-out and crafted Area Redevelopment Plan for WHMV already exists. The Plan was created by the residents and approved by the City. The WHMV ARP designated 31 Ave NE to a maximum of 31 units, so why is this application even allowed to be filed? The answer is money – increased tax revenue to the City and increased profits for developers and their agents. The proposed land use amendment, despite cosmetic improvements, is of no benefit to residents of WHMV community, nor to the citizens of the City of Calgary and the long-term livability and sustainability of our City.

The conflicts of interest, biases and inequity of land use and planning in the City of Calgary are exemplified by 415 31st Ave NE. The landowners get to use the argument of money when requesting a rezoning (March 3 online meeting, Civicworks cited increased revenue as a reason for the rezoning, and cited market value for rental properties in an email); and the City gets to use the argument of money when entertaining rezoning proposals (J Gondek in a CBC interview on March 25 said some neighbourhoods under-perform when it comes to tax revenue). But the adjacent residents are prohibited from using an argument of money (lost property value due to shade and noise from a three storey, 50 unit building) as a reason for opposing the rezoning. Developers and the City continue to see land and housing as an economic opportunity, while the residents of the City are forced to surrender the livability, social, cultural and environmental well-being of their communities.

The proposed rezoning of 415 31st Ave NE is unacceptable.

██████████

Hi folks,

Why we are discussing a 50 unit development on a lot that is zoned for 31 units is still a puzzle to me. But nonetheless. the only elevation shown on the "Trail31" website is looking south from 31 Ave onto the lot.

There are three other angles impacted by FIVE buildings of 12 meters.

Consideration needs to be made looking north from 30 Ave onto the lot. The proposed height is 2 meters above the existing houses, creating a visual eyesore.

There is extensive shade impact of that height and of FIVE buildings on that lot to the potential development to the east.

Adding FIVE buildings to one lot literally creates an impenetrable wall across 31 Ave.

The Civicworks drawings fail to provide a representation of this UNZONED property from all angles.

A resident has tried, as best as possible, to represent the height, shade and visual impact of FIVE 12 meter buildings. See attached

██████████



460 - 5119 Elbow Drive SW P 403 201 5305
Calgary, Alberta T2V 1H2 F 403 201 5344

civicworks.ca



FORM TITLE

Header text

In accordance with sections 43 through 45 of [Procedure Bylaw 35M2017](#), the information provided **may be included** in the written record for Council and Council Committee meetings which are publicly available through www.calgary.ca/ph. Comments that are disrespectful or do not contain required information may not be included.

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	David
Last name (required)	Hoang
What do you want to do? (required)	Request to speak, Submit a comment
Public hearing item (required - max 75 characters)	LOC2021-0006 objctns to the proposed 50 units devlpmnt on 415 – 31st Ave NE
Date of meeting	Jul 26, 2021
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please see the attached spreadsheet with a summary of residents concerns which I will address on the hearing date. Also see attached pictures of traffic and weather conditions on 31st Ave NE where the proposed site, if approved, will be built.

LOC2021-0006: Objections to the Proposed 50 Units Development on 415 - 31st Ave NE		
Main Category	Detail Concern	Additional Comments
Safety and Pedestrian Traffic	The intersection of Edmonton and 31 Ave NE is not designated as a crosswalk. The pedestrian access from 31 Ave to Edmonton Trail is closed. This proves that the City does not consider this intersection a 'Main Street'. This closed crosswalk designation for this corner proves the corner is unsafe and not suitable for pedestrian traffic.	
Safety and Residents' Quality of life	Winston Heights Mountview believes that safety is a core aspect of the residents' quality of life. As many residents have pointed out increasing the density on 31 Ave is a huge safety concern. The street is a drop off zone for GP Vanier school and as such is already heavily trafficked with mid street U-turns and jaywalking being common. There is no cross walk at 31 Ave and Edmonton Trail. There is no sidewalk on the south side of 31 Ave. On the east side, 31 Ave is not a through road, rather one must use 5 St and then access 30 Ave to travel east. 30 Ave East of 5 St also accommodates 29 Ave and 28 Ave traffic as they both spill onto 30 Ave. There have already been traffic mitigation measures put in place by not allowing left turns at 29 and 30 Ave. The addition of 50 more units on 31 Ave would create numerous safety issues for residents on 30 and 31 Ave.	
Development Plan	Civicswork/Eagle Crest Construction application calls for a MINOR amendment to the NHMV ARP and a 60% increase in density is not minor. It is a major increase in density. The city should respect the WHMV ARP.	
Development Plan	Eagle Crest Construction bought the land knowing the zoning and thus can make a profit at the current zoning. The only reason for increasing the zoning is to increase the profit to Eagle Crest construction.	
Development Plan	Development of multi-unit residential including, stacked townhouses or townhouses with a maximum density of 111 units per hectare (45 units per acre) is supported. Single-detached and semi-detached dwellings are also acceptable. The proposed rezoning to 50 units on this property exceeds the recommended 111 units per hectare maximum. I believe it is closer to 180 units per hectare. This is not supported. At present the rest of 31 Ave is developed as single detached homes with the exception of the Prairie Sky Co-Housing development on the corner of Edmonton Trail. (which is considerably less than 111 units per hectare)	

<p>Development Plan</p>	<p>The Winston Heights Area Redevelopment Plan holds 31 Ave NE to be unique in Winston Heights. However, the plan clearly states that single family homes are a valid, viable and valuable way to develop 31 Ave NE Calgary. 50 unit stacked condo complex is clearly NOT in keeping with the area redevelopment plan.</p>	<p>31st Ave is not a "main Street" as claimed by Civicworks. This is a false statement and falsely represents the nature of the application to the City. Also, the North Hill Longterm Area Plan identifies 31st Ave as allowing up to 6 stories (see map 4 of the Plan). This is unacceptable and does not recognize that 31st Ave is a side street with only one main access point. This would not be acceptable in Crescent Heights or Rosedale.</p>
<p>Development Plan</p>	<p>To be clear, there are no expectations on behalf of the community that the property 415 - 31 Ave NE is to be developed as medium density. This may be a possibility within the Area Redevelopment Plan, but is not and should not be an expectation as no such development has taken place on 31st Ave to date. Further, the City should not expect that 415 - 31 Ave NE can be continuously re-zoned to the benefit of developers and to the detriment of residents. As you have stated, all members of Council must remain open minded to the merits of the proposal, and therefore should <u>not</u> 'expect' that the area merits medium density development.</p>	
<p>Development Plan</p>	<p>In regards to the current VS proposed zoning, we must note that an increase from 31 to 50 units is over a 60% increase. 31 units is already a level of zoned density that would be unprecedented for Winston Heights, and a proposal to raise that number to 50 exemplifies the greed and shamelessness that has come to characterize real estate development in Calgary. This is simply a proposal for the developer to sell less desirable units that do not encourage people to settle into a community while turning a higher profit. The City of Calgary and Councilor Farrell should consider the impact that such a development would have on residents and constituents, not on the bottom line of powerful developers and PR firms like Civicworks.</p>	
<p>Development Plan</p>	<p>Similar to the builder and developer having an opportunity to apply for a rezoning application to increase the density on this plot of land, what process exists for the residents of this community to request a review of the existing zoning for 31 units on this plot of land? Up to this point we have been hearing that this plot of land is already approved for 31 units. What checks and balances are in place for the residents to challenge this existing zoning, and what opportunities are there for us to challenge the existing zoning designation?</p>	<p>There is no process for challenging existing zoning. A property owner could forfeit their own development rights and request that their own property be downzoned. However, there is no mechanism for someone to downzone another person's property or to take away another person's existing development rights. You can only apply to change your own property's zoning, up or down, and ultimately Council has the final say.</p>

Development Plan	<p>Point to consider: Civicworks proposed 1.0 metre instead of 1.2 metre Easement to property line. Could pose a fire hazard.</p>	
Development Plan	<p>I was recently informed that City Council will hold a public hearing on the North Hill Communities Area Plan on Monday, March 22, 2021. At that time, one of the points that will be considered is the rezoning of land on 31 Ave NE, east of Edmonton Trail in order to accommodate up to 6 storey townhouse structures. Currently, 31 Ave NE is developed as single family homes.</p> <p>Can you please answer these questions:</p> <ol style="list-style-type: none"> 1) Where can residents get a copy of this draft North Hill Communities Plan? 2) Who was involved in the development of this plan? How long was the consultation process? When and Where were consultations held? 3) How do citizens make application to attend the public hearing? How do the residents get a say? 4) Does the North Hill Communities Local Area Plan have to be accepted in its entirety OR can aspects of the plan be denied by City Council? 5) Does the City have the legal right to unilaterally change the zoning on privately held land? It seems that every couple years the density along 31 Ave NE is arbitrarily reset by City Council. This is not democratic. 	
Development Plan	<p>We must have clarity regarding which Area Redevelopment Plan the proposed rezoning of 415 - 31 Ave NE is being considered against. Mr de Jong, are you able to provide an answer on this issue?</p> <p>Simply, which plan is in force when considering the proposal?</p> <p>I believe that as the application was made before the North Hill Area Plan takes effect, the application can only be considered in relation to the Winston Heights Mountview Area Redevelopment Plan. Regardless of the City's opinion, I believe the residents should seek their own legal opinion on this matter. The proposal cannot be evaluated against two separate and contrasting plans, and should be evaluated against the plan that is in effect when the application was submitted.</p>	<p>Mr. de Jong has stated that the proposed rezoning is currently being evaluated against the Winston Heights Mountview Area Redevelopment Plan. If the North Hill Area Plan is passed by Council before a decision is made on rezoning for 415 31st Ave, then the rezoning would be evaluated against the North Hill LAP. Mr. de Jong stated that it is highly unlikely that the North Hill LAP is passed before a decision is made on 415 31st Ave. However, the North Hill LAP identifies 31st Ave as having up to 6 story buildings. We must therefore oppose the 415 31st Ave rezoning against the current WHMV Plan and oppose the changes to 31st Ave in the North Hill Plan. Note that the North Hill Plan designates much of Tuxedo Park as 6 stories as well.</p>
Road Design	<p>The land at 415 - 31 Ave NE is most definitely NOT on a 'main street' as stated in the civicworks promotion flyer. This land is set well back from Edmonton Trail and is located on a residential street</p>	

Road Design	On Tuesday night, we heard from the traffic study that a sidewalk could be added to the south side of 31st Avenue. When we bought this property, one of the features that attracted us to this property was the absence of a sidewalk. For the record, this is undesirable to us.	
Green Space	There is no green space in the proposal and therefore does not fit the facade of 31 Ave.	
Increase Density	This resident group has an extensive list of the negative impacts this increased density will have on the residents, and yet Civicworks and Eagle Crest Construction have failed to provide any benefits	
Increase Density	This proposal is 2.8 times the density as the Prairie Sky project, on pretty much the same size lot	
Increase Density	The proposed project shows two rows of stacked condominiums with a total of 50 stacked dwelling units of various sizes. With a quick calculation, for an average family of 4, this small parcel of land could instantly increase the population density by at least 200 people.	
Traffic Congestion & Safety	There is a great safety concern in the morning school dropoff and after school pick up as 31 Ave is the bus dropoff route for students at GP Vanier School.	
Traffic Congestion & Safety	Assuming each dwelling average 1.5 vehicles, 31 Ave and 30 Ave via 5 Street will instantly have to accommodate an additional 75 vehicles. This will be a significant traffic congestion for existing residents to leave 31 Ave and 30 Ave to get onto Edmonton Trail during rush hour traffic in the morning. This also has not factored in the existing large volume of traffic from parents dropping off and picking up students before and after school at GP Vanier. I am currently working with the school principal and the Calgary City Police Service dealing with high volumes of traffic making illegal U-turns mid-block, and students jaywalking (crossing 31 Ave not using cross walk). Adding a 50 stacked dwelling unit will only intensify this SAFETY matter.	
Traffic Congestion & Safety	31 Ave NE essentially only has ONE access point, and that is to the west onto Edmonton Trail. 31 Ave to the east is a deadend, with access having to overflow onto 5 Street and 30 Ave NE, creating undue traffic to those neighbouring streets.	

<p>Traffic Congestion & Safety</p>	<p>31 Ave is a residential street with a cul-de-sac at the end on the east side, and therefore, is not a main throughfare. With the recent heavy snowfall and snow banks which have accumulated on both sides of the road for at least 4 weeks without city snow clearance, residents of 31 Ave have been dealing with a one vehicle width to pass through 2-way traffic. Therefore, 31 Avenue could not handle an additional 50 to 75 vehicles with the proposed condominium development. If this project is approved, the risks of safety and collision will spike significantly. Therefore, insurance claims and insurance costs will increase to the community residents.</p>	
<p>Traffic Congestion & Safety</p>	<p>This street is a closed residential street with no exit and is not a "main street" as the proposal has suggested. We have experienced accumulated snow during winters with no City snow clearance for 4 weeks and have been forced to use a one-vehicle width to navigate through two-way traffic. Upon calling 311 to request snow removal I have been advised that because it is not a through-street, it falls lowest on the priority list for snow clearance.</p>	<p>Again, in no way is 31st Ave NE a main street. Civicworks has lied about this in their flyer to residents. The City may also be misinformed about the residential nature of 31st Ave.</p>
<p>Traffic Congestion & Safety</p>	<p>This street is heavily used by Parents of Georges P. Vanier school for morning drop offs and afternoon pickups of their children. This causes great congestion on the street during these times and could not accommodate an additional 19-36 vehicles with the proposed condominium development. If this project is approved, the risks of safety and collision will spike significantly.</p> <p>I urge you to please consider the above when assessing the proposal and creating your report to council.</p>	
<p>Traffic Congestion & Safety</p>	<p>50 units will bring unprecedented traffic to 31 Ave as well as to 30 Ave NE and 6 Street NE to the east. Thus negatively impacting the quiet, residential flavour of both 31 Ave and 30 Ave NE.</p>	
<p>Parking</p>	<p>Parking on 31 Ave will come a problem with most units having two vehicles and visitors</p>	
<p>Parking</p>	<p>Attached a photo that shows the street in front of the 415 31st Ave NE is a no parking zone and designated as a school pick-up/drop-off zone. Do the financial interests of developers and their agents take precedence over the safety of students?</p>	

Parking	<p>Street parking will also become an issue. The proposed project mentioned each unit will come with "an associated parking stall". An average household typically has between 1-2 vehicles. On average if we assume each household/unit has 1.5 vehicles, at a minimum 25 vehicles plus visitors will have to find alternative parking nearby. 31 Ave on GP Vanier side is designated as school bus parking zone during school hours. Therefore, if this development is approved, street parking will be a significant issue and constraint on 31 Avenue. This will only add to the existing constraint with parents parking their vehicles while dropping off and picking up students before and after school.</p>	
Parking	<p>Develop underground parking for multi-unit development whenever feasible. This development does not do this. It includes some below grade parking but quite a bit of surface level parking as well.</p>	
Quality of Life	<p>Civicworks stated that the developer is interested in developing rental units. While rental units are important aspects of the housing market, renters deserve to be offered better choices than small units with no greenspace. The size of each of the 50 proposed units on such a small parcel of land would necessitate very small homes, and the design shown by Civicworks includes no greenspace. Not only is the applicant seeking to exploit the community, it is also proposing a rezoning that would exploit future tenants by providing unlivable and undesirable homes. Reasonable density, such as Prairie Sky, has the ability to contribute to livability and community. This unneighbourly and unethical proposal made by Civicworks must be rejected.</p>	
Quality of Life	<p>Condominium units tend to attract renters and increase transient residents. High turnover of small, high density units does not help the longevity of Winston Heights/Mountainview reputation as a family friendly neighbourhood.</p>	
Market Value	<p>First and foremost, addition of a building with over 31 individual units will further negatively impact the value of the existing single detached homes on the street. These larger living units tend to attract renters and increase the number of transient residents. High turnover of small, high density units does not help to preserve the reputation of Winston Heights as a family friendly neighborhood.</p>	

Market Value	The value of the existing single detached homes will be negatively impacted.	As we have been told that the City cannot consider property value when deciding on rezoning, we should note that the precense of 50 stacked units will negatively impact the social, physical, emotional and environmental wellbeing of the community. That being said, clearly the City considers economics when deciding on density, so it is unfair that the City and developers can consider financial implications but residents are not able to speak to their own economic interests.
Community Appeal	While the area redevelopment plan only allows for single family homes to occupy 68% of the lot, the proposal, by the developer that civicworks represents, allows for no greater than a one meter easement to the adjacent properties to the west, south and east of the land at 415 - 31 Ave NE. These stacked units will dwarf the adjacent properties.	
Community Appeal	The height required to build 50 units is unprecedented on residential lots within Winston Heights	
Community Appeal	The proposed development of 50 units over such a small area will necessitate buildings of significant height. In addition to the parking and traffic safety issues that will arise in close proximity to George Vanier School, the height of the buildings will severely impact the privacy of homes along the north side of 30th Avenue, their perceived security and the livability of the neighbourhood more broadly.	
Community Appeal	Concerns rest with height and surface parking. There are no multi-family complexes in WHMV that have surface parking. All parking is underground (Prairie Sky) or attached garages (27 Ave). Prairie Sky also has a well developed curb appeal and a beautiful garden-gathering area for the residents. The proposal, as shown in the flyer by Civicworks, allows for no green space and does not keep with the streetscape of the neighbourhood.	
Casting Shadow and Shade	The height required for these units will create undue darkness and shade to the property to the east of the proposal.	
Lack of Communication	We have not been given the actual size of the lot at 415 - 31 Ave NE in any of our correspondence either from the City or from civicworks, which is a must	
Lack of Communication	Conceptual drawing mean nothing. They are not to scale and serve no purpose. And this one in particular shows only the top down view and does not provide perspective of height. But that is irrelevant as multi-unit dwellings are not wanted on that land.	

<p>Lack of Communication</p>	<p>Most importantly, communication of this project has been extremely poor. Civicworks dropped a little card flyer into the mailboxes of some of the residents along 31 and 30 Ave NE. The City of Calgary failed to notify the landowners of the adjacent properties in a timely manner. There is no date on the letters received by the residents of Prairie Sky. The south adjacent properties did not receive notification of this project (408 - 30 Ave NE received no notice; 410 received notice on Friday Feb 5). The property adjacent to the east of 415 - 31 Ave NE did not receive any correspondence from the City. I believe there is an obligation on the part of the City to provide transparent, timely notification so that residents have a chance to respond.</p>	
<p>Lack of Communication</p>	<p>As a resident, I am very disappointed in the lack of communication and engagement from The City. It is standard practice to receive a mailed notice from the City regarding any proposals to change the use of adjacent land. I, nor my adjacent neighbours, have received anything. It is only from engagement by other residents of this street that we were made aware of the proposed land use changes</p>	
<p>Lack of Communication</p>	<p>I would also like to be clear that the community has not been made aware of any dates for a Public Hearing before Council, and was not informed about any opportunity to comment. I would like to know how Councillor Farrell intends to consider community feedback when no feedback from the community has been invited.</p> <p>The lack of transparency with which this proposed development is being handled is deeply concerning, and may warrant further attention.</p> <p>I would ask that the City and Civicworks provide real, meaningful information about the property and any redevelopment plans to residents and create opportunities for residents and homeowners to be meaningfully consulted on these matters. The attached flyer sent to residents by Civicworks is the only communication to date and provides no meaningful details. Clearly, Civicworks has been in contact with the City - why have the City's residents not been afforded the same opportunity?</p> <p>Please relay to the Councillor that we wish to have this proposal rejected and that we wish to be properly consulted and engaged going forward.</p>	<p>Extended to March 8, 2021</p>

<p>Lack of Communication</p>	<p>In regards to the consultation process, thank you for informing us of the timeline. Only some residents were notified that comments must be submitted to the file manager by February 17th. This is because Civicworks did not communicate this information to all residents, again showing their lack of effort in public consultation. In that regard, I hereby formally request that the date for submitting comments to the file manager be extended due to multiple extenuating circumstances including the COVID-19 Pandemic that has greatly affected the ability of residents to communicate and organize their mutual concerns regarding the proposed amendment.</p>	
<p>Lack of Communication</p>	<p>Please note that communication of this project has been extremely poor. We live on 31 Ave which will be directly impacted, but there was no pamphlet or any communication in our mailbox nor at our door. We only learned about this project through two neighbours raising their concerns to us on two separate occasions, and that was when we started to look further into this project. The one sign on the land is rather small and is not noticeable, particularly with the heavy snow fall we have experienced lately. We are greatly disappointed with the lack of communication. We can only infer that the lack of communication may be intentional in order to fly under the radar and rush through the approval process.</p>	
<p>Opposition</p>	<p>I only became aware of this development, which will greatly hinder my sight lines, on Tues Feb 2 because I happened to look in my mailbox (we use community boxes and that's where the notices should have been placed). I have spoken to 35 residents to date who all oppose this project and who want to see single family homes on 31 Ave in keeping with the already development lots. How many names in protest to this project does the City require in order to stop this development?</p>	

Rezoing History

There is a bit of history of 31 Ave that is being brushed aside here. 31 Ave NE is a newly constructed road where previously there had been an unpaved, grassland easement between the properties on the north side of 30 Ave NE and the school yard at GP Vanier School. The City approached the residents of the north side of 30 Ave with a proposal to build 31 Ave. The City said that residents of 30 Ave NE would not lose any land as the City would negotiate with the Calgary Board of Education for right of way.

At the time, the citizens of the north side of 30 Ave NE, voted against the building of 31 Ave. But the road was built. City 1 Residents 0. Then the City boasted that all the lots on 30 Ave would be divided, in an unequal north-south split so as to maximize the size of the lots that would face 31 Ave. Again, the residents did not want this split. City 2 Residents 0. Then, the City sent letters to the residents ADVISING that the lots facing 31 Ave would be zoned at high-density. The citizens had no say in this matter. They were simply delivered a letter from the City advising of the rezoning. City 3 Residents 0. Now the City is facing a decision on the rezoning of this piece of land so as to accommodate 50 stacked units. And we all know how this will end. City 4 Residents 0

This has been a long, exhausting, demoralizing experience for the residents of 30 Ave. We have been left to fend for ourselves against relentless onslaught of zoning changes. So here we are again, in a zoning conflict with the City.

<p>Desirability</p>	<p>To date we hear many references from Civicworks that this project is "desirable". We, as a family, like to understand from what perspective is this project "desirable" to the residents of this community, and specifically the most impacted residents living on 31st Avenue, 30th Avenue and 5th Street? We have yet to hear one positive impact to the affected residents. The "desirable" outcome for the developer and builder is increased sale revenue and profit margin for the developer and builder while leaving the residents of 30th Avenue, 31st Avenue and 5th Street with the day-to-day inconvenience, decreased safety, and lower quality of life as we outlined in our previous 5 points of concern below, plus other concerns from the other residents which they have raised recently. For the City it is increased revenue through annual property tax. Often increased profit and money is hidden behind marketing jargon such as, "increased affordability and accessibility for everyone". Just a word of caution and fruit for thought; we wish to leave this for everyone to ponder. It is not a phrase we take lightly. So, our question is: What's in it for the residents of 30th Avenue, 31st Avenue, and 5th Street residents?</p>	
<p>Conflict of Interest</p>	<p>As a further note regarding consultation, the fact that it is the responsibility of an applicant to conduct consultation embeds a conflict of interest into the entire process. Why should the City trust a developer (or their agent i.e. Civicworks) to conduct consultation openly and in good faith when those parties have a vested financial interest in an application being approved with as little opposition as possible? Why would City Councillors believe this is in the interest of the communities they work to represent? This draws into question the nature of the relationship between the City of Calgary, City Council and Civicworks in both practical and ethical terms. It appears the only people not included are the residents and homeowners themselves.</p> <p>I have attached Councillor Farrell's 2020 Visitor List which is publicly available here: https://www.calgary.ca/citycouncil/city-council-accountability.html#visitors</p> <p>In 2020, Councillor Farrell met with developers such as Landstar, IBI, Homes By Avi, and a number of other developers.</p> <p>A meeting with residents and homeowners in Winston Heights is more than necessary.</p>	

<p>Conflict of Interest</p>	<p>We learned on Tuesday's meeting that a community traffic flow study is OPTIONAL, but for this project it will be completed. The next part we learn is even more contentious. The APPLICANT of the rezoning will HIRE a third-party independent engineering firm to conduct the study. Is there a conflict of interest here? Perhaps an example would be helpful here for the purpose of this discussion and bring to light how this is clearly a conflict of interest. A buyer plans to buy a pre-owned vehicle from a "full service and one stop shop" dealership, and the dealership offers the buyer a pre-purchase inspection using a REPUTABLE CERTIFIED mechanic that is hired by the dealership. Better yet, the dealership offers this potential buyer a free inspection, and save the buyer money/time to take it to an independent mechanic. GREAT, right? FREE & CONVENIENT for the buyer? Not so quick. We would run from this offer quicker than you could blink. It is naive to think that the Mechanic paid by the Dealership could be 100% independent in his assessment, and the resulted report is completely unbiased. Let's say we live in a perfect world, which we are not, is the finding, completely WITHOUT A DOUBT, independent and unbiased? For us, this process would leave many doubts and credibility in our mind. Has there ever been a third-party independent audit completed in the existing review process by the city?</p>	
<p>Diversity</p>	<p>To provide a variety of housing stock which attracts a range of age groups, incomes and lifestyles. Due to the extremely high density of the proposed rezoning, the units will have to be small and will include stairs. This makes them not suited to families or seniors, leaving out two demographics.</p>	
<p>Private Property</p>	<p>We've been asking about the benefit of the land use change. The response is that the benefit is to the landowner as he can make more money from his land. Understanding that any land owner can make a request to City Planning to have their land rezoned, and understanding that the benefit of the rezoning is purely financial for the landowner; let it recorded that one person's right to do whatever they want on their land cannot infringe on my right to enjoy my property. Increased density will infringe on my right as an adjacent land owner to enjoy my property. So why does the land owners private property rights override my private property rights?</p>	
<p>Current zoning M-Cgd111</p>	<p>Current zoning is grade-oriented construction meaning that every unit must exit to grade level (have a door to the outside); we object to the removal of grade-orientation as all multi-family units in WHMV are grade-oriented; the removal of grade-orientation disrupts streetscape, discourages seniors from staying in the community</p>	









Remote Playback



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CPC2021-0880
Attachment 8



Dr i veway

dvr - Driveway



FORM TITLE

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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	John
Last name (required)	Michell
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	LOC2021-0006 31st Avenue NE HEARING
Date of meeting	Jul 26, 2021
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	While I am not opposed to multi family housing on the 31st Avenue site, I don't believe that putting 51 units on the site is warranted or advisable. 30 units on the site is double what exists on the Prairie Sky site where I live. That seems enough to me.



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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	Anna
Last name (required)	Buccini
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	Application for Land Use Amendment LOC2021-0006 at 415 31 Ave NE.
Date of meeting	Jul 26, 2021

Application for Land Use Amendment LOC2021-0006 at 415 31 Ave NE.

I would like to express my strong opposition to the proposed rezoning of 415-30 Ave NE.

The proposed land use change radically increases the density by 60% (31 units to 50 units). This density increase does not align with the Winston Heights Mountview Area Redevelopment Plan, which was well thought-out, created by the residents and approved by the city. The plan calls for "sensitive intensification," not the cramming of 50 units onto a residential street with no apparent benefit to either present or future residents.

The ARP clearly states, "Development of multi-unit residential including, stacked townhouses or townhouses with a maximum density of 111 units per hectare (45 units per acre) is supported. Single-detached and semi-detached dwellings are also acceptable. " The proposed rezoning to 50 units on this property exceeds the recommended 111 units per hectare maximum. It is closer to 180 units per hectare. This is not supported. At present the rest of 31 Ave is developed as single detached homes with the exception of the Prairie Sky Co-Housing development on Edmonton Trail. (which is considerably less than 111 units per hectare) Large developments such as the one proposed are typically located on main streets. 31 Ave is not a main street.

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

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Jul 18, 2021

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FORM TITLE

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The well crafted ARP also states, and residents agree that, "Winston Heights Mountview believes that safety is a core aspect of the residents' quality of life." As many residents have pointed out, increasing the density on 31 Ave is a huge safety concern. The street is a drop off zone for GP Vanier school and as such is already heavily trafficked with mid street U-turns and jaywalking being common. There is no cross walk at 31 Ave and Edmonton Trail. The City does not recognize that corner as a crosswalk. This will create increased risks for pedestrians and vehicles on Edmonton Trail. There is no sidewalk on the south side of 31 Ave. The proposal of putting in an adaptive sidewalk from the proposed development to Edmonton Trail would mean narrowing the existing roadway. Turning onto 31 Ave from Edmonton Trail during peak times is already difficult as the road is narrow and there is a line up of vehicles on 31 Ave waiting to enter Edmonton Trail.

On the east side, 31 Ave is not a through road, rather one must use 5 St and then access 30 Ave to travel east. 30 Ave East of 5 St also accommodates 29 Ave and 28 Ave traffic as they both sp



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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	Kathi
Last name (required)	Swenson
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	LOC2021-0006(CPC2021-0880)
Date of meeting	Jul 26, 2021

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I do not want to have a 50 unit development on the small area of land bordering my community of Prairiesky in the neighborhood of Winston Heights.
I am in favor of increased density in our city and would like to see the original zoning of 31 units be applied to this property.
31 is a more responsible approach to this parcel of land. 50 units would put unnecessary strain on this area of Winston Heights with; the increased density, the street traffic, parking on 31st Ave, and simply being able to exit 31st Ave, which is already quite difficult during school start and ending hours.
In addition, our 18 unit community of Prairiesky recently installed solar panels and the height of a 50 unit property to the east of us would negatively impact our ability to use solar power.
We are trying to be good neighbours and welcome a multi family community, and hope that city council can see how a development of 50 units would cause irreversible damage to our neighborhood, and will rule in favor of 31 units or less.

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I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required) Dennis

Last name (required) Swenson

What do you want to do? (required) Submit a comment

Public hearing item (required - max 75 characters) LOC2021-0006(CPC2021-0880)

Date of meeting Jul 26, 2021

Comments - please refrain from providing personal information in this field (maximum 2500 characters)
We are against increasing the density of this project from 31 units to 50 units.

In general, the residents of Prairie Sky like the revised design that has been submitted with the Development Permit Application but do not support the proposed change to the land use designation to allow 50 units to be built on that site. We have attached a copy of our letter to CivicWorks providing specific feedback about the design. In this letter we wish to specifically address the proposed change in zoning to allow for 50 units.

Prairie Sky is one of the few multifamily developments in this neighbourhood. With 18 units on .301 hectares, our density is 60 units per hectare. The current zoning for the property next door would allow 31 units, a density of 111 units per hectare. If it is increased to 50 units, this density would be 179 units per hectare, almost 3 times as dense as Prairie Sky. This is out of character for the neighbourhood, particularly as the development is not on a busy street but rather on a small residential avenue that ends in a cul-de-sac.

The developers seem to be trying to mislead the public in presenting this development as being on a busy thoroughfare because it is walking distance to Edmonton Trail. Edmonton Trail is not nearly as busy as either Centre Street or 16th Avenue; closer to downtown (between 7th Ave and 15th Ave) the City is currently trying to make it less of a thoroughfare by encouraging parking, so as to have only two lanes of traffic outside of peak hours. There is only one main bus route on Edmonton Trail (a circle route in both directions); this route gives excellent service to downtown but in order to travel else where, there are usually 1 or 2 transfers required.

The proposed development is being characterized as one which will appeal to urban dwellers who will want smaller units and not need vehicles. If the micro-units are designed for seniors, the current bus route does not go directly to a grocery store so it would be necessary to walk several blocks, carrying groceries. If the micro-units are designed for students, it is worth noting that while it takes only 15 minutes to drive to the University of Calgary it takes 45 minutes and two buses to go the same distance; similarly, it takes 10 minutes to drive to SAIT but 30 minutes and two buses to go by transit.

Our understanding of the current parking regulations in Calgary is that we are in Parking Area 2. The regulations stipulate that all living units require 1 unit parking stall per unit and .15 visitor stalls per unit. At this calculation, a development of 31 units should have a minimum of 36 stalls and a development of 50 units should have 58. We see no justification to decrease this requirement for a development that is not in the downtown core.

Thank you very much for taking time to consider our concerns.

Dennis and Kathi Swenson
Prairiesky Cohousing



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First name (required)	Hazel
Last name (required)	Corcoran
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	Application for Land Use Amendment LOC2021-0006(CPC2021-0880) at 415 31 Ave
Date of meeting	Jul 26, 2021

Dear Calgary City Council,

As a homeowner at Prairie Sky which is next door to 415 - 31 Ave NE, I am writing to share my strong opposition to the proposed change to the land use designation to allow 50 units to be built at 415 - 31 Ave NE. Rather, 31 units as allowed in the NHCLAP will already be enough density.

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Prairie Sky is one of the few multifamily developments in this neighbourhood. With 18 units on .301 hectares, our density is 60 units per hectare. The current zoning for the property next door would allow 31 units, a density of 111 units per hectare. If it is increased to 50 units, this density would be 179 units per hectare, almost 3 times as dense as Prairie Sky. This is out of character for the neighbourhood, particularly as the development is not on a busy street but rather, on a small residential avenue.

I am very concerned about parking which appears to not be adequate especially considering that parking in the daytime is not possible along this part of 31st Ave, and the impacts on the junior high school across the street. I urge you to keep the current zoning in place for this proposed development.

Thank you for your consideration of my concerns.

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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	anwar
Last name (required)	jelani
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	proposed zoning change for 415 - 31 Ave NE -----OBJECTION-----
Date of meeting	Jul 26, 2021

We are a family who bought the adjacent lot to the 415 - 31 Ave NE (neighbours to the south). It was revealed to us that a condo building is being proposed right after we started building our house and obtained all the necessary permits. It seems that the development proposed for 50+ units would be close enough to our bedrooms that privacy would be lost. It was too late for us to sell the lot and move away. It was even too late for us to change the layout, design, and locations of the bedrooms. We are disappointed to find this out this reality that physical distance between the two structures would not be more that 6 meters!

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This is also in addition to property value drop that I understand to be a significant factor that City needs to keep in mind. We agree with our other neighbours that an increase of population density in such area is going to cause safety concerns for the schools pick and drop due to high traffic flow that would be unavoidable with 50+ units. The parking is going to be an issue. We are required to keep enough "green space" while increased density is suddenly ok for a commercial entity?!

It is unfair for the city to give in to a private entity pressure and change the regulations that are implemented to everyone else! When we decided to buy into this community, it was with an understanding that it is single family dwellings and would be family friendly developments.

We agree with other residents comments and support their objection to this proposed

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zoning change.
