

Community Association Response



INGLEWOOD COMMUNITY ASSOCIATION
1740 24TH AVE SE
CALGARY, ALBERTA
T2G 1P9
PHONE: 403-264-3835
EMAIL: info@icacalgary.com

January 9, 2021

Dear Brad Bevell:

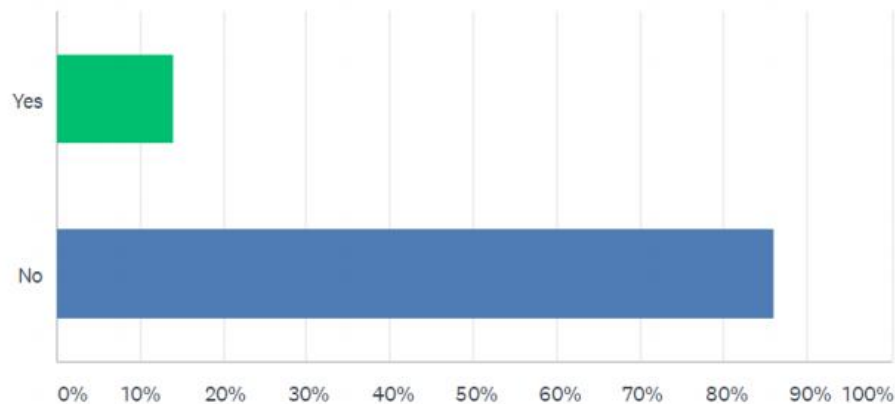
Re: LOC2019-0194, 1390 – 17 Avenue SE

A survey concerning *Hungerford on 17th* was distributed electronically through the ICA's E-Blast and the Inglewood Neighbours Facebook page on December 13, 2020. The survey, which closed on January 3, received 262 responses with 74% of respondents identifying as living in Inglewood with some representation from Ramsay (17%).

Individual question summaries were generated to provide evidence of a lack of community support for the *Hungerford on 17th* project. Survey respondents were particularly opposed to the building's height/density and how the proposed buildings relate to and would impact the quality of life of residents to the north of the project in addition to the surrounding area. Respondents felt the building being proposed is overwhelmingly out of context with the community and many are confused how this site came to be up-zoned so significantly... this application is increasing the proposed height from 38 metres (14 storeys) to 65 metres (20 storeys) – almost doubling what was proposed in their initial application in December 2019.

Q26 Do you support this development as proposed?

Answered: 165 Skipped: 97



Extreme disappointment was also expressed concerning the applicant's decision to engage with the community AFTER the revised land use application was submitted. The ICA received the revised application from the City on November 12, 2020 and Hungerford's agent (Civic Works) did not reach out concerning the revised application until November 19, 2020. There was no contact or reaching out by Hungerford or their agent between when the application was initially submitted in December 2019 and this November 2020 revised application.

Three (3) digital engagement sessions were held the week of November 30, but to many the sessions fulfilled an "inform" function as opposed to a "consult" function as they were meeting with residents following the application's submission which seems overwhelmingly insensitive given the significant scale and magnitude of this proposed development. This type of "engagement" felt completely ingenuine and counterintuitive for a developer who purports to value a relationship with the community.

Summary feedback concerning specific topics/themes has been provided below and includes actual responses from survey respondents.

Building Relating to Surrounding Area

- Most of the survey respondents did not feel the new buildings related well to the surrounding area, particularly those residents living along 11th and 10th Avenues, whose quality of life many felt would be severely impacted.
- Survey respondents provided comments including:
 - It is very tall relative to surrounding buildings, access does not look great in and out of the area, and the showing shown on the graphic looks extremely conservative given our latitude.
 - This is an inappropriate height for this heritage neighbourhood. It will cast a huge shadow upon properties which were purchased based on a low-density community. This is a blatant commercial opportunity with little consideration for the community at large. Shameful.
 - The very issue of ultra-high massing has proven to be a bad design for community. Density can easily be achieved at a lower rise. The impact of the towers is starkly inconsistent with the Inglewood ARP (past and present), and the current build of any type in Inglewood or Ramsay. Density is great to have, but the shadowing of the homes to the North and NE will sterilize the area and prepare the neighbouring properties for purchase, land-use amendments, and finally more high-density towers.

Building Height

- None of the other three (3) large-scale, high density projects already approved for Inglewood (including Hungerford's first project along with RNDQR and Landstar) exceed 50 metres in height. However, this second Hungerford project is proposing three (3) 65 metre towers for the site.
- Survey respondents provided comments including:
 - I am not opposed to density, but the height is excessive for the historic community and being adjacent to residential homes.
 - Once you allow that height it opens higher and higher heights!
 - I understand the benefits of densifying, but 20 stories is beyond reason in this location. Something 10 stories or less would be much more appropriate.

Building Height (Specific to 11th Avenue SE)

- Respondents were asked to comment on the height of the structures relative to the homes along 11th Avenue. Additional comments were provided from residents along 10th Avenue that also felt they would be significantly affected. Respondents identified concerns related to privacy, shadowing, quality of life. Some of the proposed heights for a development on this site ranged from 3-10 storeys.
- Survey respondents provided comments including:
 - I live on the north side of 11th Ave and any height above the height of the current warehouse raises significant concerns related to privacy, peace and quiet (foot & car traffic), sunlight, property value, and many more. This is an atrocity for our standard of living and quality of life and I realize we are in a David and Goliath situation where David truly doesn't have a chance. This is a dark side of humans that I hate having so see in person. The only part of this proposal that's interesting to me is the underground parking (although I worry about the impact to the river that runs below us) and maybe one ground level ... for parking.
 - My home is one of the homes backing up to the North end of this proposed development, and my concern is that my sunlight will be blocked by these massive 20 story towers, thus creating a less desirable living situation.
 - 20-storey monoliths adjacent to the one and two-storey single family homes on 11th Ave. is unthinkable. Residents on 11th Ave. would have zero privacy in their yards. Is goal to drive-out single-family homeowners, making way for the Hungerfords of this world to re-develop Inglewood into another empty East Village?
 - If the people who live there are against it, I support them.

Impacts to Surrounding Neighbours

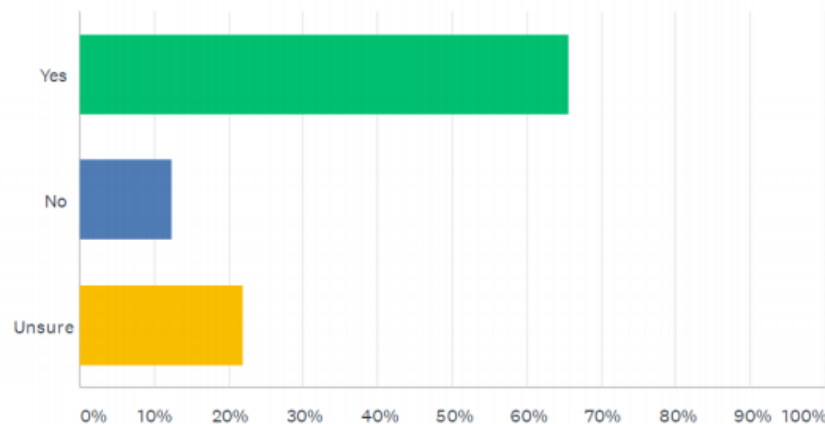
- Respondents spoke to impacts to residents along 11th and 10th Avenues who will be significantly impacted by the building's shadowing and are extremely concerned about the traffic/parking pressures associated with these three (3) towers. Concerning whether or not a parking relaxation for residents of the buildings would be supported given the development's proximity to existing (MAX Purple) and planned transit infrastructure (Ramsay/Inglewood Greenline Station), over 60% of those who responded indicated they were not supportive of this relaxation.
- Survey respondents provided comments including:
 - This will increase traffic and noise significantly. There is a park on the street and adding more traffic becomes a safety concern. These buildings would additionally cause strain on parking that is already very limited
 - 17 Avenue SE - can it actually handle that many more cars of a proposed 1,000 more people?
 - Cars speed down 17 avenue all the time ignoring the playground zone (Calgary Police Service could make a large pot of money with a radar sitting at the playground), 13 street is a dead end, does it make sense to have one access road for that large of a development?
 - The building MUST have sufficient parking for residents and a small number of visitors. East Village is a prime example of expectation versus reality. The streets are overcrowded with parked vehicles because of lack of parking in buildings.
 - Do not allow any street parking and make sure the city constantly enforces the rules. The city is very lazy at enforcing parking violations in the neighbourhood.

Concerns regarding traffic (via the lane on 11th Avenue between two homes)

- The primary entrance to the site is proposed along 17th Avenue SE however another access to the site is available, down a public lane between two 11th Avenue homes. Per a question asked at one of the digital information sessions, the applicant is not planning for any traffic calming for the public lane and hope their design (e.g., location of entrances to parking garages) will encourage residents to use the 17th Avenue entrance over the 11th Avenue lane.
- Survey respondents provided comments including:
 - Yes!! I am one of those houses and we don't need any more in/out traffic which would make any outdoor activities feel overpowered by a thoroughfare for me or the other neighbours.
 - This is ridiculous. Someone's home is right there and now would be a feeder road. I would be very upset by this proposal if I lived there.
 - You mean the small, single lane alley between two houses that will feed 3 20-story towers? Is this a trick question?
 - Yes, that must be closed off or it will drive traffic through the residential area. 9th Avenue & 13th Street is already a bad corner. 17th Avenue can be the only way in.

Q16 Would you support traffic calming/restrictions for the public lane between the two homes on 11th Avenue?

Answered: 169 Skipped: 93



Overlooking and Privacy Concerns

- These concerns are particularly relevant for the homes along 11th and 10th Avenues between 12th and 14th Streets, but also surrounding residential homes who are going to be impacted by the building's density/height, pedestrian traffic, etc. Many residents, including those living in areas outside this affected "zone" of residents made suggestions for mitigation including canopy trees for 11th Avenue, construction of a privacy/safety wall on either side of the public lane, etc. Some respondents also made comments concerning the overlooking/privacy concern not being actionable and that SDAB has historically been unsupportive of a homeowner's right to privacy.
- Survey respondents provided comments including:
 - Yes, this will not be ideal for families enjoying time in their backyards. For those who spend the money purchasing a home with a backyard, it feels they have the right to enjoy it without others looking down on them - especially in this neighborhood, where the expectation was never that this might actually be the case. When we purchased in Inglewood ten years ago, we selected the neighbourhood for its small town feel and obviously character, and feel it is unfair to impose the metropolitan downtown structures and sensibilities on us.
 - No resident along 11th Ave. will have any yard privacy and will need to keep their window coverings closed for any privacy within their homes.
 - Yes. I have no idea how many people three 20 story building contain, but all of them in North end will be able to see directly in my yard. In addition, I'm concerned about the pedestrian traffic on the west walkway.
 - The residents will have none. I don't agree with having all eyes in their yards and lives. Although, with no sunshine, I guess they will never go out.
 - The only hope for those houses to ever sell in the future would be to another developer looking to tear them all down and build more density. Nobody is going to buy there to live there. Nobody wants a sunless backyard on display to hundreds of overlooking apartment dwellers.

Benefits Associated with Additional Density

- Respondents recognized there are benefits associated with adding additional density to this site such as supporting local businesses, increased vibrancy, more people in the community, increased visitors to the area, etc. Others felt the structure would have an extremely negative impact on the community, some commenting concerning vacancies in the East Village and other TOD locations, traffic issues and parking concerns for surrounding residents are going to be significant, and some saying the area does not need any more condos.
- Survey respondents provided comments including:
 - Increased foot traffic will make businesses in the area more viable and desirable. The increased demand could also draw business to the area. Increased foot traffic will make the area a destination for visitors as well.
 - I do see benefits to adding density in Inglewood. I would like it to be thoughtful and contribute to our community being a great place to live, shop, work and socialize based on its community feels and the historic fabric that has made it so successful.
 - Adds local residents that will support local business and add to the long-term vibrancy of the community. Adjacent to LRT station to promote use of public transit with attendant environmental and public infrastructure benefits.

Public Benefits & Public Realm Improvements

- There appears to be a disconnect between the public realm improvements desired by residents and those being offered by the developer. Other respondents commented on the failure of the offered improvements/amenities to offset the damage and costs incurred by the community should this project go forward as presented with one respondent commenting that “there is no amount of funding that could compensate for allowing developments of this magnitude.”
 - Survey respondents provided comments including:
 - The public benefits are superficial at best. Public art has been a bit of an eyesore and waste of space and money so far. Very little is meaningful to Inglewood.
 - I would absolutely like to see the style of the building have beautiful architecture to either fit in with the heritage feel of Inglewood or complement it - modern is fine, but something of this size, please consider design as a very important factor. make it a focal point, but do not make it dull and boring. It would be great if it could provide benefits to the entire community and not just future condo residents. Public spaces that can be shared and benefits that would reach to the homeowners being affected.
 - I would love to see funding available to heritage buildings in both Inglewood and Ramsay. The connection between both communities should also be fully funded by the developer upon approval of design by the communities. The streetscape should also be designed as a Woonerf (Gian-Carlo would love this), also fully funded by the developer. All additional costs to the infrastructure needed for this building should also be fully paid by the developer without subsidy by The City. That includes water, sewer, and electrical, including all downstream needs to accommodate the scale of development.
 - It seems they would only benefit the occupants of the building. What reason would I have to go visit their stairs and paved roadways? It may also lead to problematic people loitering in this area as it will be near the new LRT station.
 - Their use of the word “public” should be replaced with “tower residents”. Very little of it, if any, is in the interest of the current Inglewood residents. If you’re going to put an eyesore up and a flood traffic in, at least contribute to infrastructure that will minimize the impact and contribute to the community. The proposal is only in the interest of the developer and their ability to sell units. If the developer is not going to play within the rules, be prepared to participate and contribute or look elsewhere.
 - Doesn't have an impact...it's like trying to buy your way into a community because your development will not be supported.
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In summary, Inglewood is Calgary's oldest neighbourhood and this development, as proposed, does not respect the community's historical context, unique character, or heights supported by the community.

Inglewoodians (and the ICA) support development on this site – adjacent to rail, adjacent to the future Ramsay/Inglewood Greenline Station – many residents support the need for density in this area. However, we encourage thoughtful, creative, high-quality development that enhances Inglewood's rich character and reflects its values such as walkability, liveability, and community. However, most of Inglewood is opposed to this completely out-of-place development that will again not provide any commensurate benefit to the whole community in terms of what Inglewood will be losing.

There is an understanding that this project would be considered a transit-oriented development (TOD) due to proximity to the MAX Purple route and the future Ramsay/Inglewood Greenline Station. We understand this site is prime for redevelopment but what the City lacks is a comprehensive TOD policy that would address proper assessments for neighbourhoods and an understanding that community-specific TOD planning is sometimes warranted. The community continues to be inundated with applications for projects, both small- and large-scale multi-family developments, pursuing massive parking relaxations granted in the name of TOD.

Do the benefits of a project such as this outweigh the significant sacrifices, impacts to privacy and quality of life, along with property values for the residents along 11th and 10th Avenues (and beyond)? Why does the developer get to propose the public benefits/amenities being offered without consulting the community?

Approval of this project as presented including its height, density, and scale will demonstrate how expendable and insignificant community residents and voices are to developers, City Administration, and City Council. The disregard and disrespect has also been on display by the near unanimous approval of all three (3) prior large scale, multi-family projects in Inglewood over the past year including *Hungerford on 9th*, *RNDSQR*, and *Landstar*.

Regards,

INGLEWOOD COMMUNITY ASSOCIATION

Phil Levson, *President*

Erin Standen, *Vice-President & Planning Chair*