

From: [Noble, Shauna](#) on behalf of [City Clerk](#)
To: [Public Submissions](#)
Subject: FW: Opposing the proposed change for LOC2021-0200 (2049 43 Ave SW)
Date: Sunday, March 6, 2022 7:15:50 PM

From: Juha Paavilainen <Juha.Paavilainen@novachem.com>
Sent: Saturday, March 5, 2022 8:05 AM
To: Mayor <TheMayor@calgary.ca>; Councillor Web <CouncillorWeb@calgary.ca>; City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Opposing the proposed change for LOC2021-0200 (2049 43 Ave SW)

Dear Madam Mayor and respected City councilors and Clerks,
I'm writing to you to express our opposition and objection to the plan to change a zoning change in 2049 43 Ave SW, Calgary as per the developers request. Their plans to change the zoning from R-C2 to R-CG would mean they will build four townhouses with legal basement suits bringing the total living dwellings to eight units from current one – on a street with no adequate parking space to the existing houses as is. Now they are also only building 4 garages adding to the problem, and they would be the only town house in the region destroying the atmosphere and ambience of the neighborhood for their profit.

So I list some of the obvious concerns and reasons for our objection to such zoning change:

1. No parking allowed on the 20 Street where the house will be facing (bicycle avenue). There is no street parking room for such a big unit in 43 or 44 Ave leading to traffic congestion and roaming cars on a quiet neighborhood street when people are looking for parking spots among playing/roaming children and the development plans do not cover the need with only 4 spots being built on the property.
2. Increasing traffic and noise on a family oriented quiet street
3. Marda Loop has endured many changes, and this type of dwelling does not fit the community of single and semi attached homes, where it would be the only one on these particular Avenues.
4. Significant increase in carbon footprint – 8 x furnaces, hot water tanks, fireplaces etc.
5. This change would act as a detrimental example case for other developers to follow and forever change the current and already high-density location and negatively impact the existing property owners and their investments value in the community.
6. Their plans also include destroying the existing heritage by cutting down the 60-year-old trees from the property, and not replacing them with any meaningful landscaping to act as a replacing carbon sink
7. Services saturation, such as access to Altadore School, already at maximum capacity, but also to daycare facilities that are a nightmare currently. Also considerably straining the water infrastructure, internet, natural gas etc. utilities from the current single dwelling situation.

I hope ours, and the community objections, will help keep the zoning as is and the change will not be accepted

With best regards
Juha and Angelina Paavilainen
Property owners of 2025 43 Ave Sw
403-4643160

PUBLIC SUBMISSION FORM



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.

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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) Maria Virginia

Last name (required) CASTILLO TORO

Are you speaking on behalf of a group or Community Association? (required) No

What is the group that you represent?

What do you wish to do? (required) Request to speak

How do you wish to attend? Remotely

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? No

What meeting do you wish to attend or speak to? (required) Council

Date of meeting (required) May 10, 2022

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

PUBLIC SUBMISSION FORM



(required - max 75 characters)

2049 43rd Ave Land Redesignation/Zonification

Are you in favour or opposition of the issue? (required)

In opposition

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

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

Please review the attached letter, for more information

April 26th, 2022

Combined Meeting of Council
City of Calgary
800 Macleod Trail SE
Calgary, AB T2P 2M5

RE: Land Use re-designation (zoning) 2049th 43rd Ave SW, T2T 2N3 (Meeting May 10th, 2022),

As owner of 2034 43rd Ave SW, I would like to share a fourth communication with my concerns about the land application for **2049 43rd Ave SW lot**, the following paragraph summarize some considerations regarding to the DMAP information, the synthesis presented by the File Manager for the Calgary Planning Commission on March 10th 2022, and questions that have not been addressed for the instances in charge of this public consultation:

- Poor stakeholder management, the original consultation for the 2049 43rd Ave SW application, was launched during December holidays with a deadline on January 4th 2022, many citizens were out of the town and missed the opportunity to engage with the File Manager on time.
- Limited stakeholder consultation radius, only the adjacent neighbours received a letter with some details about the application, the approval of this application will have impact in many residences beyond a prescript diameter, due to the location in one of the main street of the Altadore Community, and the service route /connection to Crowchild Trail.
- Scope, Currently DMAP states the following sentence for the land re-designation, "New: Rowhouse (1 building), Secondary Suite (1 building, 4 units), Accessory Residential Building (garage)". The description doesn't indicate that each unit will have a secondary suite, and the complex will be composed of 8 units in total. The blueprints were not available for the CPC March 10th meeting, therefore even accessing the City website, the Professional Custom Homes application was not complete to the public on time.
- Stakeholder engagement audit, the summary presented during the CPC meeting on March 10th, only listed a few items, having nearly 60 letters/emails the summary was not representative to the residences concerns.
- Property value and land resignation, when buying in Altadore 6 years ago, I invested following an approved legislation, having the zonification as an instrument to bypass current land use, it could be interpreted that the City doesn't offer fiscal stability in the long term to homeowners or business. Regarding building code, I have learned that secondary suites in old houses are required to provide garage space, but is not the case of the new infill development proposed by Professional Custom Homes, therefore I would like to learn from the council the discrepancy for homeowner versus developers.
- Traffic congestion, 20 street is a designated cycling road and public transportation corridor, therefore potential new residences would need to park along 43rd and 44th Avenues, because the new building design only offers space for 4 vehicles. Being near 10 blocks away from the Main Street densification projects (33 and 34 Avenues in Marda Loop), the location 2049 43rd Ave SW doesn't offer public transit incentives as choice of preference for new occupants.
- An example to illustrate misalignment between Calgary Transit and Urban Planning could be found on route #107 decommissioning, at the end of 2019 Public Transit cancelled the mention service, which was convenient option for many downtown

workers, offering in substitution the bus #7 and a transfer on 33rd Ave to Max 22, it is well known this solution was detrimental to the Altadore residences, because the transfers are not synchronized, and the bus #7 vespertine transit usually takes more than planned due to the congestion along 17th Avenue.

- Contradictory urban planning Vs Climate Emergency Declaration, it is well known that this type of application couldn't preserve the old trees, part of the community legacy, therefore the carbon sequestration provided by these assets will be lost (at least 48 pounds per year, or more due to the evergreen and mature condition), with no plan to compensate those losses due to the land optimization to accommodate the 4 units with no space for a small backyard. "<https://www.co2meter.com/blogs/news/could-global-co2-levels-be-reduced-by-planting-trees>"
- Altadore has been an established community since 1945, therefore part of the old trees we enjoy today are the legacy of bungalow development built during the 50 and 60, this natural asset heritage is part why many owners decided to invest in Altadore rather than other closer neighbours such as Currie Barrack. The trees not only contribute with natural carbon sequestration (nature based solution), but they also provide shelter for wind gusts, shadow during the summer months helping residences with their energy consumption, and soil stability due to the extended root system.
- Services saturation, such as access to Altadore School already at maximum capacity (see links below); garbage management due to additions of new bin collectors, and other utilities planned to 2 units per lot (water, electricity, natural gas, internet). This proposal evidenced a lack of coordination between City of Calgary planning and Calgary Board of Education, because the densification does not account that the Altadore school cannot grow due to the physical constraints with full classes in every year.
- <https://www.cbe.ab.ca/schools/managing-space-students/designationnotices/20200601-Reminder-Notice-Altadore-and-Richmond-School-Designations-K-6-Regular-Program.pdf>
- https://www.cbe.ab.ca/schools/find-a-school/_layouts/15/cbe.service.spm/viewprofile.aspx?id=11
- Misaligned with Climate Resilience Documents, the proposal by Professional Custom Homes, doesn't provide evidence about a sustainable design, innovative energy sourcing, capacity for electrical vehicles, or energy efficient construction. The densification of our communities needs to consider the Climate Change Crisis as foundation to improve the civil engineering concepts, and provide housing solutions according to City ambitions, that helps to mitigate CO2 footprint innate of the construction, and grant to new homeowners/tenants units with affordable energy consumption.
- The City letter delivered in 2021 mentioned this proposal is aligned with similar developments within the community, during this consultation I have asked Professional Custom Homes (builder), Tom Schlodder (City File Manager) and Calgary Planning Commission about similar applications and stakeholder engagement, where I am looking to learn how other neighbours consider the City public engagements, and if their concerns were addressed on time by the municipal administration or main applicants.
- In the same order of ideas, I have asked the multiple instances, The Developer, File Manager and CPC if the multi-units are intended for the sales or rental market?, are the dwelling target affordable investment for new owners or low income housing solutions?. I have been walking around the neighbourhood, and I only found 4-5 units complex, not 8

and no basement suites for new infills. I would like to have some feedback from other Altadore citizens about the impact of these densification projects in their blocks, and consequences on property taxes calculation if applicable, and most important to get their impressions about the value of this consultation for the final decision made by the City of Calgary.

Finally, I am wondering about the next steps, how the city assesses neighbour feedback and if there is any opportunity to review the application and evaluate if 4 units could be a good balance for the community and densification city goal. Please comment if any member of the council will be open to engage with residences in a constructive debate.

Sincerely, looking to have a meaningful conversation in the near term

Maria Virginia Castillo Toro
P.Geo. MSc
viriniacastillot@gmail.com | 587 434 6661

From: [REDACTED]
To: [Public Submissions](#)
Subject: [External] 2049 43 AV SW - LOC2021-0200 - DMAP Comment - Thu 4/28/2022 8:27:31 AM
Date: Thursday, April 28, 2022 9:28:57 AM
Attachments: [Nikolaou Submission for May 10th Council meeting - LOC 2021-0200.docx](#)

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Application: LOC2021-0200

Submitted by: Nickie Nikolaou

Contact Information

Address: 2020 43 Ave SW, Calgary, AB T2T 2N2

Email: [REDACTED]

Phone:

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Land Uses, Height, Density, Amount of Parking, Lot coverage, Community character, Traffic impacts, Other

What are the strengths and challenges of the proposed:

Will the proposed change affect the use and enjoyment of your property? If so, how?

The City views applications in the context of how well it fits within the broader community and alignment to Calgary's Municipal Development Plan (MDP). Do you see the proposed changes as compatible to the community and MDP? If not, what changes would make this application align with The City's goals?

How will the proposed impact the immediate surroundings?

General comments or concerns:

Please see my attached letter. I would also like to speak at the Council meeting via telephone if requested.

April 27th, 2022

To: Combined Meeting of Council on May 10th, 2022

From:

Nickie Nikolaou
2020 43 Ave SW
Calgary, AB
T2T 2N2
nvlavian@gmail.com
403-671-6189

Re: Land Use Re-designation Application for 2049 43 Ave SW – LOC 2021-0200

I am the homeowner of 2020 43 Avenue SW in Calgary. I have lived in this home since August 2015 and have watched the transformation of Altadore into a vibrant and beautiful community.

While I have generally been in favor of the increased density that has been occurring, I have **grave concerns about this application** to redesignate 2049 43 Ave SW to allow for a multi-unit complex of 8 units in total (where there was only one home previously). Density to me means 2 family units where there was one, or perhaps a maximum of 4. But **to allow 8 units where there was previously only one, especially near a very busy section of 20th ST SW, is difficult for me to understand**. Nothing has been proposed (as far as I know) in this immediate area to ensure that the increased movement of pedestrians, cyclists, and vehicles will occur safely.

The house directly across the street from 2049 43 Ave SW (on the north corner of 43rd Ave and 20th ST SW) has now also been sold and will certainly be torn down and developed. I have no doubt that the developer is waiting to see if they will also be allowed to build an 8-unit complex on that lot. **Given the precedent that will be set, this application for 2049 is critically important**. As well, there are currently older single detached homes directly across 20th ST from 2049 (on the west side of 20th), which again will likely be identified for multi-unit complexes should this application to redesignate 2049 be approved.

As I said, I am not opposed to density (and in fact, I welcome it), but there is such a thing as too much. When the safety of citizens becomes a risk, then for me that is too much.

I have previously submitted comments to City planners for both the redesignation application and the development permit application for 2049 43 Ave SW. I also submitted comments directly to the developer (Professional Customs Homes) in response to their outreach (which by the way came in the form of a small glossy postcard that looked like an advertisement that I almost threw away).

My reasons for opposing this application are set out below. I start with what for me is the first and foremost consideration with respect to this application, and that is the **public safety aspects given that this complex is to be built on and near an already very busy section of 20th ST, a street which has a designated bike lane along it**:

- From the beginning when the notice was posted for this application, the Calgary Development Map website did not reveal that we are talking about 8 units – it only mentions 4 units. I understand that the bylaw or some other instrument may suggest that basement suites are not counted in such applications, but that is beyond comprehension to me when we are considering safety and density and amenities, etc. There is a huge difference

between 4 and 8 units, many of which will house more than one person and more than one vehicle per unit.

- Not mentioning the planned 8 units in the Notice of Application on the Calgary Development Map clearly **failed (and still fails) to accurately inform residents** about the planned development.
- City Administration received **60 letters of opposition** to this proposal (as noted in the Planning & Development Report to the Calgary Planning Commission, March 10, 2022). To my mind, that is a significant number of letters of opposition given what the Administration suggests is a minor application. This Report, which was the one presented to CPC, also refers only to “four rowhouse units”, not the 8 that are planned.
- The proposed redesignation is along a street that has a **designated bike corridor**. When I drive along this area of 20th ST SW there is typically a lot of traffic – not just vehicles, but also pedestrians and bikes (in the summer). The site is located just one block south of a very busy street – 42 Ave SW – which has commercial properties on it near 20th ST SW and is constantly packed with vehicles as well as pedestrians (especially on nice days) walking from the park across to the commercial properties (including My Favorite Ice Cream Shoppe). I see cars speeding up and down 20th ST SW all the time in this immediate area and I worry about collisions with pedestrians, especially children, all the time in that area.
- This proposed development will significantly add to the density of both people and traffic in an area of 20th ST SW that is already very busy. The **safety of cyclists** on the bike corridor will also be impacted.
- Most residents (including myself) in this area currently use either Passchendaele Ave SW or Vimy Way SW as our best means to gain access to Flanders Ave or to 33rd Ave SW in order to access Crowchild Trail - **these side roads are already very congested (especially at peak hours) and are very dangerous for pedestrians, cyclists and other motorists** – there are always cars parked along all of these side streets and there are playgrounds and a school (Lycée Calgary) on Garrison Blvd. Allowing for density of the magnitude proposed by this redesignation application will only serve to increase the congestion and danger along 20th ST and also along Passchendaele and Vimy Way as residents work their way towards Crowchild Trail.
- There is also a bus stop directly south of the proposed development at 20th ST SW and 44th Ave SW for northbound bus traffic. This will be directly affected since increased density and traffic will **make it more dangerous for passengers and children to get on and off the bus**.
- With **8 units (and only 4 garages)** being proposed, there will be increased parking demands on 43rd and 44th Avenues. Both of these avenues are already congested with parked cars at various times of the day. No parking is allowed along 20th Ave SW given the bicycle corridor so more cars will be pushed to 43rd and 44th Avenues. This will make **visibility and safety significant concerns** for motorists and pedestrians.
- **The proposed redesignation and development will not respect the existing scale and massing of its immediate surroundings**. All buildings right now in the immediate area are either single home or semi-detached homes. If approved, this proposed development will also set a precedent for the home across the street, which has as mentioned already been sold, and also for the multiple older single detached homes across from 2049 on the west

side of 20th Street. If some or all of these are redeveloped to allow for 8 units each, this will create an awful and **dangerous situation for pedestrians, cyclists, and motorists along this area of 20th ST SW.**

- The increased proposed height to 11m (from the current 10m maximum) which is noted in the Notice of Application will contribute to creating a development that stands out from the other homes around it. **It will not respect the existing scale and massing of the homes immediately surrounding it.** Nor will the increase from single or semi-detached homes to a townhouse with 8 units respect the existing scale and massing of the homes immediately surrounding it. There are currently only single detached or semi-detached homes in the areas immediately surrounding this proposed development.
- Walking around the proposed development area, you can already see significant amounts of bins (3 per household – compost, recycling, and garbage) in the back alleys. Adding bins for another 8 units in a place where there used to be only a single detached dwelling will significantly increase the number of bins in that location as well as increase the pressures on municipal bin collection and waste management services.
- **Emergency vehicle access** will also be impacted given the current congestion along the roads in the immediate area as well as in accessing Crowchild Trail as noted above.
- I understand (and agree) with the environmental and social goals of density in urban planning, but the idea that residents will not have (or use) cars and will use bikes instead is not realistic in Calgary given the weather (and rocks on roads) situation that we have for at least 8 months of the year. While many of us would love to ride our bikes more, we simply are not able to given the safety concerns of doing so during bad weather and also when the roads are still covered with rocks from the winter season. **It can thus be expected that for each of these 8 units, there will be at least one vehicle per unit if not two.**
- I would also add that although many of us in this area would like to use public transit, the current bus route along 20th ST is completely unsatisfactory. I had 3 children recently graduate from Western Canada High School and none of them ever took the bus on the way to school because the current route required them to transfer and what could be a 10–15-minute car ride (by taking 19th ST, not 20th ST, and using Council Way) would have taken them at least 45 minutes with the bus from 20th ST SW. They did, however, use the bus to return home from school since this was a direct route. Again, **it is simply not realistic to believe that most of the residents of the proposed development will be taking the bus and not driving from this location.**

Thank you for taking my concerns into consideration. I kindly request that Council deny this application. It might also want to consider requiring a full-scale review of the congestion and safety-related risks of increasing density to this extent along this section of 20th Street SW prior to approving these types of applications in the future.

Sincerely,

Nickie Nikolaou
nvlavian@gmail.com
403-671-6189

PUBLIC SUBMISSION FORM



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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) Martin

Last name (required) Hore

Are you speaking on behalf of a group or Community Association? (required) No

What is the group that you represent?

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

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to attend or speak to? (required) Council

Date of meeting (required) May 10, 2022

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

PUBLIC SUBMISSION FORM



(required - max 75 characters)

LOC2021-0200 - 2049 43rd Ave SW - Existing Land User Application

Are you in favour or opposition of the issue? (required)

In opposition

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

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

Councillors, there are 88 opposition statements to LOC2021-0200

While I see both sides of the Density conversation, I also believe that Council goals should be attained without exacerbating existing known issues or introducing new negative variables and impacts. This build does both.

Garrison Woods was built with density in mind, while 43rd Ave itself now has density as most lots are 2 units thus vehicle activity has already increased. You already have density.

The Bike Lane on the East side of 20th St means the new occupants of this 8 unit build will have Zero on street parking, due to Restricted Parking on 20th.

The West side of 20th St between 42nd and 44th has room for approx. 18 vehicles and is already fully maximized for usage.

- Existing 20th St resident activity (9 properties)
- 43rd Ave overspill (multiple properties, 2 per lot)
- 42nd Ave Business Staff Parking
- 42nd Ave Transient Customer Parking

Approving this build means 8 additional units worth of vehicles will be competing for space on 20th St and 43rd Ave - the infrastructure does not support these numbers. This stretch of 20th St between 42nd and 44th Ave is the busiest as it links an East-West route to and from Crowchild, packing it with vehicles competing for space up the potential for negative incident.

In addition to the build at 2049 43rd Ave via LOC2021-0200 – the opposite lot at 2048 43rd Ave has also sold to a Developer.

Once LOC-2021-0200 is approved, there will be a similar application, equating to another 8 units (per current trend), equaling 16 Units worth of vehicle activity introduced into a stretch of Parking that only holds 18 actual vehicles and is already maximized.

In approving this application, Council is not recognizing the presence of Bike Lanes and Restricted Parking already in place.

This cannot be mitigated during the Development Permit process. Neither the City nor the Applicant can influence the typical number of vehicles per household unit. Residents who apply for a self-contained basement unit are routinely asked whereabouts the basement resident will park a vehicle. I fail to see why the applicant of LOC2021-0200 is not asked the exact same question for 8 self-contained units. Do not stress this road infrastructure further by approving 8 unit builds at 2049 43rd Ave (LOC2021-0200) and a further 8 unit build at 2048 43rd Ave

Over maximizing this small stretch of road infrastructure impacts everyone in the area INCLUDING the future new residents of

