

PUBLIC SUBMISSION FORM



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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) Karen

Last name (required) Wilkie

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)

BYLAW 68D2022 Land Use Redesignation

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)

Bylaw 68D2022
Land Use Redesignation of 2032 and 2040 5 Ave NW

We are generally supportive of redevelopment of 2032 5 Ave NW and 2040 5 Ave NW but **have concerns over the total number of units allowed under the R-CG designation**. We ask Council to consider **R-CGex designation rather than RC-G to limit the number of units and to minimize safety concerns noted below**.

Within the past few years, four rowhouse projects have been built within one block of this proposal. In all cases, the street and laneway have had significant impacts because of these developments. On street parking in adjacent to these nearby rowhouses has changed dramatically with the curb side parking full of vehicles for several lots surrounding the redevelopments. Since these rowhouses are on corner parcels, this concentration of curb side parking reduces sightlines for pedestrians, bicycles, and automobiles. As pedestrians cross the intersection or as vehicles (bicycle, automobile) attempt to turn at the intersection, the parked vehicles greatly reduce visibility. There has been a noticeable reduction in pedestrian and vehicle safety at all intersections adjacent to these rowhouses. There is a large number of young children that walk to school and safety concerns regarding north/south crossings across 5 Ave NW were raised in a recent West Hillhurst community survey distributed by The City. While there is precedent for R-CG on this block, further redevelopment continues to add to growing issues around pedestrian safety.

Secondary Suites do not require on-site parking, if 45.0 square metres or less, or within 150.0 metres of frequent bus service. Unfortunately, car ownership remains high as evidenced by other rowhouses in our block despite proximity to bikeways and transit. Limiting this proposal to R-CGex, will cap the number of units and likely reducing parking demand for the new development. Reduced demand for on street parking will increase safety for pedestrians, cyclists, and vehicles.

Additionally, the laneway adjacent to these rowhouses often have a large number of blue, black and green carts blocking easy travel in the laneway. We understand that site layout and building design occur later in the process, with a development permit, but these negative impacts can be minimized at land use district approval by not allowing Secondary Suites.

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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)	Nima
Last name (required)	Tajallipour
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)

LOC2021-0216

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)

April 30th, 2022

RE: Application # LOC2021-0216 - Public Hearing on Planning Matters on May 10th, 2022

Dear Council,

This letter is regarding the Land Use Amendment application (LOC2021-0216) for lots located at 2032 5 AVE NW and 2040 5 AVE NW - herein referred to as Property. The application is to change the lots' designated zoning from R-C2 to R-CG but because of our experience with very similar developments in our block **we request to limit this proposal to R-CGex with no secondary/basement suites allowed.**

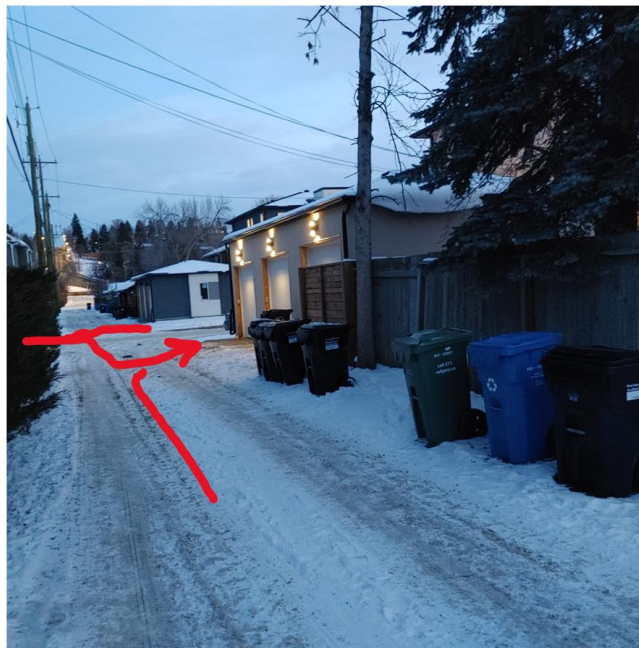
We are a family of five with three toddlers and have lived in this neighborhood for over 9 years. This has been a wonderful experience and we love our neighbors and the West Hillhurst community. Based on the information Horizon Land Survey provided during the WHCA planning committee meeting on December 20th, the new owner of Property is planning "to build up to nine units if allowed," to maximize the rate of return for their project, "build balconies on the roof, have secondary basement suites, not have garage parking for all units" but rather "encourage the use of public transfer and install bike racks."

Our house is located immediately north of Property and within the past few years, four rowhouse projects have been built within one block from this property and our house. In all cases, the street and laneways have been significantly impacted therefore we would like to offer a few comments which I list below:

1. On-the-street parking adjacent to these rowhouses has changed dramatically and now the curb side parking is always full. Because the builder is requesting to increase the number of dwelling units to 9, there will not be a garage for each unit which will result in more street parking.
2. An outdoor bicycle rack most likely will not be used as unfortunately bicycle thefts are common in the general area. Although the proximity of the bus stop might lead developers to thinking transit is a good option, the bus frequency and routes at this location are not ideal and most people would choose to have their own vehicles. The bus route was changed several years ago which made it highly impractical for both my wife and I to take the bus even though we work in different directions close to the neighbourhood. This also explains the existing issue with street parking.
3. Because these rowhouses are situated on the corner lots, this concentration of curb side parking reduces sightlines for vehicles and pedestrians. As every-day pedestrians and children getting off from the school bus cross the intersection or as vehicles attempt to turn at the intersections near these rowhouses, the parked vehicles reduce visibility and safety for pedestrian and vehicles. Building new rowhouses with secondary suits at the same junction will worsen this problem.
4. The Property laneway often has a large number of bins (blue, black and green), blocking traffic in the laneway. Unfortunately, it is promised to acquire a private 3rd party garbage removal service during the City application and permit approval processes but once the new rowhouses are built, we find all the same garbage bins left in the laneway which block the path for vehicles and pedestrians.
5. As for requesting to increase the building height to 11 m, building roof balconies or units above the garages, we are highly concerned as this will affect our privacy in the back yard.

6. Unfortunately to maximize the number of units per space, the rowhouse garages were built highly undersized and has become a big problem for the new owners as well as the neighbors.

Photos below are from the rowhouse located at the east-end of the Property's laneway, at the corner of 6 AVE NW and 19 ST NW, and only one block away from Property. As it's evident in the photos, the garages are so small it is very difficult for even a good confident driver to drive in and out of the garage safely, and at least in one instant we witnessed a vehicle make contact with the garage frame and cause an incident.



7. This neighbourhood is generally very family friendly. The rowhouses with secondary suites on this street have resulted in more short-term rentals. We've noticed an increase in late night noisy pedestrian traffic as well as litter including beer cans left on our lawn coming from those short-term renters. The rowhouses without secondary suites have attracted more residents that take pride in their properties and fit well into the neighbourhood.

We realize that site layout and building design occur later in the application process for development permit, but the impacts listed above can be reduced during the land use district approval phase by not allowing secondary/basement suites. Secondary suites do not require on-site parking, if 45 square metres or less, or within 150 metres of frequent bus service. Limiting this proposal to R-CGex, will cap the potential number of residents and reduce parking demand for the new development. This will increase safety for everyday pedestrians, school children, cyclists and drivers at the intersection.

Sincerely

Nima Tajallipour, Ph.D., P.Eng. and
Heather Catherine Clark, B.Sc.

