

From: [REDACTED]
To: [Public Submissions](#)
Cc: [svc.dmap.commentsProd](#)
Subject: [External] 321 10 ST NW - LOC2023-0005 - DMAP Comment - Wed 7/12/2023 1:27:55 PM
Date: Wednesday, July 12, 2023 1:27:59 PM

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Application: LOC2023-0005

Submitted by: Susan Dedrick

Contact Information

Address: 332 10A St NW, Calgary, AB T2N 1W6, Canada

Email: [REDACTED]

Phone: [REDACTED]

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Height, Density, Amount of Parking, Lot coverage, Building setbacks, 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:

Hello,

I wanted to send my thoughts about the proposed development at the site of the former Kensington Manor site. I absolutely see the need for increased density but implore you to please not make any exceptions to the current rules in place.

While this may be just another development for you, to me the area is home and has been for 20 plus years. We moved into our 1910 home on 10A Street right after getting married and have stayed there to raise our children.

I believe 10A street is an incredible and unique street made up of the best neighbours I could ever imagine. I think it's crucial you understand the type of community we've been able to build and ensure it's protected.

In my wildest dreams I could not have imagined moving onto a better street. There's an annual 10A street Easter egg hunt, a pre Halloween pumpkin hunt and carving day, a pre trick or treating pizza night, a cartoon and cereal morning, a ladies pub night, a street wide yard sale day followed by a 10 A Street potluck.

In 2022 - 10A Street also hosted the city's first accessible Halloween event in the city. It was a massive success. We emptied the street of cars and set up tables on the street to make it easier for kids with mobility issues to trick or treat. When I asked why our street had been chosen to host the event I was told it was because of the amazing community spirit. The event was a huge success and plans are already underway for the 2023 version which will be bigger and better!

(please see pics below)

When I come home there are often kids playing soccer and hockey in the street – it's a beautiful thing and it is worth protecting.

My concerns for this development are two-fold.. increased traffic in the alley and the possibility of that spilling over onto 10A street.

We are on the east side of 10A Street so our garage opens into the alley. It's extremely tight – and backing out is treacherous.

Over the years we've had people hit our garage door, we also had a truck get wedged between our fence and a power pole – damaging not just the fence but also the power line.

I understand that there must be development – but do ask that the proper procedures be followed and the rules for building that are in place be adhered to.

The community should be consulted.

I invite you to reach out and spend some time visiting and talking with the people of 10A Street. We are a wonderful and passionate group.

Thanks,
Susan Dedrick
332-10A Street NW







From: [REDACTED]
To: [Public Submissions](#)
Cc: [svc.dmap.commentsProd](#)
Subject: [External] CIRC. REF - 321 10 ST NW - LOC2023-0005 - DMAP Comment - Tue 7/11/2023 6:29:22 AM
Date: Tuesday, July 11, 2023 6:29:27 AM

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THIS IS A CIRC REF.

Application: LOC2023-0005

Submitted by: Jeremy Barretto

Contact Information

Address:

Email: [REDACTED]

Phone: [REDACTED]

Overall, I am/we are:
In support of this application

Areas of interest/concern:
Land Uses

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:

Require commercial (and not residential) uses at ground level to match all other buildings on 10th St SW.

Please use this form to send your comments relating to an upcoming Council or Committee matter, or to request to speak on an upcoming public hearing item.

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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Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

I have read and understand the above statement.

First name (required) Decker

Last name (required) Butzner

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) **Jul 25, 2023**

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

(required - max 75 characters) **LOC 2023-005 321 10th St. NW**

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

Please accept my letter in opposition to LOC2025-005, 321 10th Street NW to be heard on the agenda for the 25 July 2023 Public Hearing. Also attached is a petition signed by 274 Hillhurst residents who are opposed to this project. Communication for each signee is provided so the City can confirm authenticity of the signees. Please contact me if you require further information of clarification about these documents.

J. Decker Butzner, MD
322 10A St. NW
Calgary, Alberta T2N 1W6 Canada

City Clerk

Re: **LOC2023-0005 321 10th St. NW.** 25 July 2023 Public Hearing

Thank you for requesting comments on the application for land use redesignation **LOC2023-0005**, at 321 10th St. NW. I live directly behind this property in the vibrant, inner-city community of Hillhurst. Our street contains more well maintained 110 yr-old homes than almost any street in Calgary.

I support a well-designed building at this location that conforms with the requirements of the Hillhurst/Sunnyside (H/S ARP, of an FAR of 4 and height of 20m. I oppose this land use application that exceeds those parameters for the following reasons:

ARP and MDP compliance: I was a Community member of the team that worked on the H/S ARP. One of the primary goals of the ARP was to sensitively increase density in our TOD zone. Since its approval in 2009, 14 major developments of 6 stories or greater have been built, approved or are currently under construction. Following the H/S ARP policies, buildings 8 storeys or greater were constructed in areas not adjacent to the historical low density residential sections in H/S. Buildings of 6 storeys or less were constructed on the west side of 10th St. adjacent to the M-CGd72 110-year-old homes on 10A Street.

We are not a NIMBY neighbourhood. The Community accepted density above the ARP limits in appropriate areas that do not impinge on low density areas. These include: the Theodore (10 storeys), the Grace Hospital Site (11 and 15 storeys), JEMM Kensington 9A (15 storeys) and the JEMM Hive (9 storeys). These projects were accomplished with extensive community consultation and shared objectives. None were built adjacent to a low-density residential section of the Community.

The proposed project at 321 10th Street does not comply with H/S ARP policies. The developer did not meet with affected neighbours or address community concerns. The development application states that because the old Kensington Manor was 7 storeys and this proposed 9-storey and 5 FAR building “hosts similar height and density as in the past” and “responds to the area context”. This is not true. The 7-story Kensington Manor had a height of ~23m and a FAR of 3.3 with an extensive front setback and three rows of surface parking behind. The 9-storey building to the North has an FAR of 3.9 with an extensive front setback and 2 rows of parking behind. Both buildings were described as “inappropriate build forms” in the H/S 1988 ARP. The building to the south of the proposed development is one storey and the building to the south of that is 3 storeys. Across the substandard narrow lane are a 2-storey house, a one storey house and two 1.5- storey houses, each greater than 110 years old. A CPC member asked administration about the FAR of the previously existing building and the planner said that he did not know.

The MDP plan for the Development of Established Communities uses the heights of the H/S ARP as the model for how established residential communities should be developed (MDP Plan Vol. 2 Part 3, Developed Areas Guidebook, 2018). Buildings on the west side of 10th St. NW, including 321 10th St NW, are displayed as Community Centre Mid-Rise- up to 6 storeys. To approve this 29m, 9 storey building contravenes Calgary’s MDP and eviscerates The City’s planning principles for developed communities.

H/S has the highest population density adjacent to an LRT station of any established inner-City community and the 3rd highest density adjacent to any LRT station outside of the downtown core (2019 Census). The City's 10th Street document on the Main Streets website demonstrates that H/S met Municipal Development Plan's "Desired Growth Target" of "people and jobs per hectare" in 2018. Furthermore, it states that when H/S is fully built out within our current ARP density limits, H/S will exceed the MDP target by 166%. (City of Calgary Main Streets Website July 2023).

10th-10A St. Lane Issues: The lane between 10A Street and 10th Street (called Norfolk Lane) is a 4.57 m wide, 2-block long, combination pedestrian/commercial/service/residential lane that is not compliant with City code for either residential or commercial lanes. It is dangerous and a source of driver-driver and driver-pedestrian conflict. It contains power poles that further increase hazards, and compromise vehicle movement. I have had a broken fence, a power outage, a severed telecommunication line from bin lifting garbage trucks, and have witnessed numerous incidents of driver-driver, driver-bike and driver-pedestrian conflict. I am yelled at when trying to enter or exit my garage (because multiple maneuvers are required to negotiate the narrow lane and power pole opposite my garage) by drivers shortcutting through the lane to avoid 2-3 traffic lights on 10th St. Trucks, service vehicles, and City collection trucks block the lane while performing their duties. Vehicles must negotiate around obstructions, often by driving on private property. The lane has blind corners at both north and south ends that contribute to its dangers. The lane is already over congested and unsafe. The City is aware of these issues.

Vehicles from the old Kensington Manor exited onto 10th St with only 3 parking stalls on Norfolk Lane. For this proposed development, all traffic will use Norfolk Lane. The developer provided a mobility study that noted the lane was 2.7 m wide at its narrowest point, contained multiple blind corners, offers no accommodation for pedestrians or cyclists, and the proposed development will more than double traffic volumes. It then states: "While existing site observations indicate that there are current challenges to traffic operations laneway, there is limited opportunity for improvement to accommodate traffic in future horizons."

Thus, additional vehicular traffic will further increase congestion, conflicts, and hazards on Norfolk Lane. Since The City is well aware of these hazards, should the application be approved, The City must assume responsibility for exposing people to the increased risks of navigating this dangerous thoroughfare that is more suitable to be a quiet country lane. The developer has offered to pave the lane from the development to its north entrance. This will not correct any of deficiencies nor alleviate all the additional problems that extra traffic will create. The City Planner told the CPC that the applicant's mobility study is "acceptable."

H/S residents were told the 2009 ARP would be the density management tool for 20-25 years. For 321 10th St., an FAR of 4 and height of 20 m, negotiated between The City and the community, is appropriate density for a TOD zone abutting an historic low-density residential district. I support that scale. The applicant's development is oversized for the west side of 10th St., and will increase hazards, conflicts, and congestion in Norfolk Lane. The City must address these issues prior to approving any developments on the west side of 10th St.

For these reasons, I do not support this land use amendment.

Respectfully submitted,



Copies: Ward 7 Councillor
City of Calgary, Director of Planning
Hillhurst Sunnyside Community Association Planning Committee

From: [REDACTED]
To: [Public Submissions](#); [svc.dmap.commentsProd](#)
Subject: [External] 321 10 ST NW - LOC2023-0005 - DMAP Comment - Sun 7/16/2023 3:00:47 PM
Date: Sunday, July 16, 2023 3:01:07 PM
Attachments: [LOC2023-0005 321-10st Kensington Manor.pdf](#)

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Application: LOC2023-0005

Submitted by: Barbara Frizzell

Contact Information

Address: 224 - 10A Street NW

Email: [REDACTED]

Phone:

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Height, Privacy considerations, Traffic impacts, Shadowing 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

Attachments:

LOC2023-0005 321-10st Kensington Manor.pdf

Barbara Frizzell
224 – 10A Street NW
Calgary, AB T2N 1W6

July 16, 2023

Attention: The City Clerk and Calgary City Council

Re: Kensington Manor redevelopment LOC2023-0005 at 321 – 10 Street NW

The captioned application was heard at the CPC meeting on June 8, 2023, and it is on Council's July 25 agenda.

This site shares a laneway with single family residential homes. This means that the application for redesignation exceeds the maximum height and FAR allowed in City bylaws, the ARP and MDP.

Somehow this application was able to avoid public input and the scrutiny of city bylaws, plans and policies. The public, and especially the residents of Hillhurst, were not given an opportunity to have our concerns heard. Therefore, I add my voice to the request that its referral to Calgary City Council be delayed based on the following reasons.

1. Deficient consideration of City policy, plans, bylaws, and provincial legislation

Built before the 1988 ARP was in place, 321 and 325 10th St, were non-conforming and have always had unsuitable interface with the single-family homes of 10A St.

The 2009 ARP sets the acceptable height at 20m. Although the CPC Commissioners seem to believe that the ARP is "outdated", the 2009 ARP is still the existing and governing document until it is repealed and replaced at Council.

However, if the ARP were outdated, that leaves a policy gap that the Municipal Government Act dictates is filled by the MDP. The subject property is designated as "Community Mid-Rise", MU-1, to be developed up to 6 storeys. None of the planning documents contemplates the height and FAR the applicant requests.

2. Deficient public engagement

The applicant used the language of The City's online toolkit without doing public outreach. Its effort is far below expectations, and its Outreach Summary omits these details:

On February 2, 2023, the HSCA planning committee met with the applicant at its regular meeting, heard the proposal for 26m height, and objected in writing. Planning committee members were (approximately) ten to twelve of the 'public' attendees. It was a regular meeting with a full agenda, and the applicant sent no notices. It is unreliable to state that 30 people attended just for LOC2023 0005.

The deadline for public comments was February 17, 2023. The only website listed was The City for submitting comments, not the applicant's website for information. An Internet search still doesn't show any results for a project plan for this location.

On May 4, 2023, the HSCA planning committee met with this applicant, again at HSCA planning committee's regular meeting. At this second meeting the applicant announced that the requested height would be increased to 31m. Again, the applicant's intention to present at the meeting was not advertised by the applicant and few community members attended this meeting. Note that this meeting occurred months after the comment period closed.

At the CPC meeting, the applicant changed the requested height, yet again, to 29m.

At some time in January, the City put up a sign on the site that listed the height as 26m. This sign was not changed when the height increased to 31m nor when it was adjusted to 29m.

The City website that tracks application status listed the height as 26m until the end of June, 2023.

The applicant didn't give notice to, or communicate with, owners of 324, 322, 320, and 318 10A St NW, the very people who will be impacted the most.

3. Deficient mobility study

The ARP and MDP both require a cumulative mobility study. The Hillhurst community has been requesting one since at least 2014. The applicant's mobility study report, dated April 17, 2023:

- was not cumulative of all development on the lane,
- was not cumulative of all other vehicles servicing the future residents or future developments along 10th St NW
- did not apply correct assumptions, and
- was based on a 26m development on the site (not 29m).

The study concluded the development would have "negligible impact on the existing traffic conditions of the laneway".

However, the study overlooked the extremely material fact that the previous building's parkade opened directly onto 10th St NW, with only three stalls accessing the laneway. Therefore, *all but three of the 77+ units* of the new development will add brand-new traffic from residents, visitors and service vehicles. This is not negligible.

As a resident with a garage on this laneway, I know firsthand how busy it is and how congested it gets with delivery trucks, passenger vehicles, and service vehicles. There are very few places to pass safely and the result is damage to both public and private property.

4. Deficient community benefit

At the CPC meeting, the community's concerns were summarized as "respect the ARP." While partly true, the applicant faces two hurdles with this: (1) since building to the level anticipated in the ARP would put Hillhurst density at 166% of the MDP goals, respecting the ARP is the best planning principle, and (2) both the applicant and the planning department failed to mention the community's concern that this application provides zero community benefit.

What community benefit is provided by this additional 9m? Shadowing, additional traffic, and ignoring the privacy concerns of the surrounding residents is not benefitting my community.

5. Tainted pre-vote discussion at the CPC re financial impact on applicant

Immediately before the CPC vote a Commissioner stated “Land values have gone up. Construction costs have gone up.” Financial impact on the applicant is not a relevant consideration and should not have been discussed immediately before voting, or ever.

I welcome a multifamily 20m building on this site. I support density, TOD, intensification, and six storey condos on 10 St. I support proper community engagement and transparency in development plans and applicants that respect the bylaws, plans and policies that the City of Calgary has in place.

I am requesting that Council return this application back to the CPC for a new hearing and further consideration.

Thank you for your time.

Sincerely,

Barbara Frizzell

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Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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I have read and understand the above statement.

First name (required) Deborah

Last name (required) Sword

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) Jul 25, 2023

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

(required - max 75 characters) LOC2023 0005 Land Use Amendment 321 10 St NW

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

Re: LOC2023 0005 at 321 10 St NW

For you to understand community objections to this application, it's important to have a picture of the T-shaped lane between 10 and 10A Streets. NW., which residents call Norfolk Lane.

Norfolk Lane is

- at its widest, a mere 4.57 m. It narrows often. Modern code in new communities is 7m.
- 272m long, the equivalent of two City blocks.
- a T-intersection at both north and south ends.
- intersecting east/west at the south with narrow, 4.57 m, short stubs of lane.
- intersecting east/west at the north with narrow 3rd Ave, short stubs of street.
- without shoulders and only a few, unofficial pull outs in Norfolk Lane.

Vehicles give way by edging onto private property where they can find space.

Current usage:

Norfolk Lane is two-way traffic in which vehicles stop in the lane for deliveries, service calls, pass-by, and to enter/exit garages. The east side of the lane is commercial and multi-unit residential. The west side is solely single family residential with laneway garages, especially because of limited parking in the area and restricted parking permits.

At the south end of Norfolk Lane, traffic exits from the narrow lane either onto 10th St at its east end, or exits/enters onto 10A St at its west end. The north T-intersection traffic exits onto narrow 3rd St. to go east or west, or straight ahead into the St John's parkade.

Multiple conflicts of use occur among service and delivery vehicles, local cars, non-local cars shortcutting to avoid 2-3 traffic lights or gridlock on 10 St, bike shop road tests, bottle picker push carts, pedestrians, rush hour traffic, and City and private garbage and recycling trucks. Conflicts of use cause damage to City and private property, and driver road rage.

All access points to Norfolk Lane are unsafe:

A local resident, whose home has been struck several times by vehicles in Norfolk Lane, swore an affidavit that it is too unsafe and busy for family members to exit onto Norfolk Lane or walk the stub of the east lane to the residence.

Norfolk Lane's safety, heavy use, dimensions, logistical problems, blind corners and its other issues are major problems, which the applicant and its expert admit. Yet the applicant proposes an unacceptable height and FAR that will exacerbate the problems that its expert says cannot be mitigated. It seeks this land use amendment without offering either compensation or benefit to the community or viable ideas for moving additional cars in the lane or exit on 10 St.

It's interesting to note that the applicant's mobility study lists many of the serious concerns about Norfolk Lane, but doesn't address any of them with solutions. Its hope is that residents of its tower will use public transit so the problem of additional traffic doesn't arise. Hope is not a plan.

The safety issues include and are not limited to the following:

- Along Norfolk Lane, residents exit garages on the west side and parkades on the east side, and vehicles access businesses via the lane and via curb cuts between businesses.
- People, dogs, bikes, and every kind and size of vehicle use all points of access.
- There are blind corners at the north and south ends of Norfolk Lane. Vehicles creep forward to see oncoming cars. Everyone stops to sort out the rights-of-way.

An additional rare feature at the north end is that this is an unregulated, 5-way T-intersection:

- parking is allowed on 3rd Ave, so large vehicles on 3rd that want to turn into or from Norfolk Lane must make multiple-point turns (orange ovals).
- large vehicles that want to turn east or west from Norfolk Lane must make multiple-point turns (green oval).
- From "St John's On 10th" condo, which isn't supposed to use Norfolk Lane, its parkade exits south, straight across from Norfolk Lane, so condo residents consider it a thoroughfare/shortcut and shoot across 3rd St., down the lane to miss two traffic lights on 10th (purple oval).
- The apartment parkade at 325 10 St NW exits onto 3rd Ave beside Norfolk Lane and turns east, west, or south (yellow oval).



To go north on Norfolk Lane from Kensington Road, turn on 10A St into the western stub of the lane, which is two-way, narrow, short, and almost blind to what's coming out of N/S Norfolk Lane. Proceed north when it's safe, or, go straight and enter the one-way stub of the lane that exists onto 10 St. to merge into heavy traffic.

The evening rush hour reverses 10 St. lanes, constricting traffic, making it very difficult to exit Norfolk Lane. Cars trying to inch into 10 St. traffic block the west sidewalk. Pedestrians hold up cars turning west onto Kensington, causing long waits that plug the exit from Norfolk Lane.

Other unique risks:

- Service vehicles have hit power lines, cutting power to 10th and 10A streets. The lines cannot be buried because they would be too close to the storm drain, (per ENMAX), nor can Norfolk Lane be widened unless private property is expropriated.
- Bin collection days are perilous for two-way traffic that waits with no official route to go around, so cars scrape to get past, inflicting damage to private property.
- As well as gridlock on Main Streets, Norfolk Lane exits create mini gridlock. Cars on 3rd Ave turning south into Norfolk Lane are blocked by cars going north. East and west bound cars stop because 3rd is too narrow for a car to pass, while the car exiting Norfolk Lane can't move because cars block it in both directions. Meanwhile, the car waiting to exit St John's driveway blocks the north sidewalk.
- Owners of the homes at the blind corners at the northwest and southwest ends of Norfolk Lane have erected barricades because their garages have been struck, compounding the problem for larger vehicles' turning maneuvers, which holds up traffic in all directions.

Other logistical blockages to passage:

Residents of 10A St. use their garages, and not all have door openers, so they exit their cars to close or open their garage doors. Given the absence of pull outs, drivers in vehicles behind must impatiently wait for the homeowner to enter the garage in a series of maneuvers because the lane is too narrow for easy or fast garage use. Similar backups occur when service vehicles stop to repair utilities, trim trees, make deliveries, collect bins etc.

Impact studies:

In conjunction with The Kensington condo approval, The City held a workshop with the residents to consider what to do with Norfolk Lane, because its narrowness, length, and heavy residential and commercial uses are such a problem. The plan that came out of that process was approved by City Council in November, 2014, after they reviewed the stakeholder workshop report and technical drawings of the plan.

However, the only change resulting from Council's approval is that 15 km speed limit signs were posted, which is not enforced. The lane was recommended to not be made into one way or paved, to discourage shortcutting vehicles from speeding. Yet this application requests permission to dump even more traffic into a lane it acknowledges is unsafe and unsuitable now.

No mobility study or Traffic Impact study has been done despite official recommendations for that. Residents of Kensington Manor (now demolished) exited onto 10th St. Thus, any new developments do *not* replace cars that used to exit onto Norfolk Lane; they add entirely new volumes of traffic. Yet no one is considering the cumulative impacts of all new and existing traffic now having to use Norfolk Lane.

TOD:

10A St. residents accept TOD and density that is well done and appropriate. The 2009 ARP accounted for the subject site being in a TOD zone. To again increase the density because it's TOD double counts the impact of transit on the neighbourhood and lane carrying capacities.

It is not true that all residents within the TOD zone use the C-train and buses. If you ask residents of The Kensington if they drive to work, as I have done, you will find that many do. It is not real life to assume that residents of a new tower won't add new traffic because they live within the TOD and will take transit. They will still use their cars, and find exiting the parkade into Norfolk Lane is (as one resident told me) "not fun."

If parking isn't provided to residents of the subject tower because "it's a TOD zone" then they will park on 10A St. despite the parking zone restrictions.

That the TOD zone includes Hillhurst community is fine, and I accept appropriate development. The application to redevelop 321 10th St NW, is **not** appropriate development. The ARP limits for redevelopment on 10 St NW was agreed to by all parties, including The City and Councils that passed it into multiple policies, guidelines, and the MDP.

ARP:

Approve a development that respects the negotiated ARP, and I will support the decision. The 2009, ARP took TOD and Norfolk Lane's limitations into account, and laid out what was appropriate for the subject site. Since then, The Kensington opened and its parkade empties onto Norfolk Lane, which was not the case with the buildings it replaced. The Kensington, like Kensington Manor's replacement, is entirely new traffic.

History of Norfolk Lane in prior development applications:

The area is already denser than most of residential Calgary, historically, by virtue of the smaller lots, and very narrow streets and lanes. 10A St has, since 1905, had higher density than - for example Britannia, Mt Royal, Meadowlark, Canyon Meadows, etc. The ARP, correctly, does not compare 321 10th St NW to them. Downtown, Cliff Bungalow, and Inglewood are false equivalencies. The towers approved in those cases do not encroach on residential streets. They have better public transit service, are not limited to using a narrow long lane, and enjoy wider road access points than does 321 10th St. NW.

No one can accurately describe the community as NIMBY:

This small area of Calgary supported and welcomed nineteen new multi-unit condo and apartment developments with no additional services or acknowledgement that we've done our share. Instead, more and larger developments are planned, with no additional services to accompany the influx. To the contrary, the bonus density amount is shamefully low.

Applicant's mobility study omits solutions for Norfolk Lane:

The length, width, lack of lay-bys, heavy use, conflicts of use and other issues of traffic in this

locale have been known, understood and discussed in prior development applications. Yet, every applicant still limits traffic impacts to its one development. No one has done a cumulative count of the totality of the excessive multi-use buildings adding to Norfolk Lane problems. The ARP and MDP call for one to be completed before more development.

Conclusion:

In short, the lane is not up to current code for safety and that's at the current amount of traffic, before a development as oversized as the one in consideration. The applicant accepts the issues associated with Norfolk Lane in its application and offers only assurances that another hundred or so vehicles won't be a burden on the lane.

I send pictures and videos showing just some of Norfolk Lane's daily issues in a regular drive from garage south to exit onto 10A St, impeded by a delivery vehicle. Another video shows a parked truck blocking the lane going west while the driver makes a delivery. The videos are too large to accompany this submission so I will send by separate method.

Thank you for being realistic about Norfolk Lane's limited and already overtaxed capacity,

Deborah Sword
322 10A St. N.W.
Calgary, T2N 1W6

TO: City Clerk

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

I submitted a FOIP request to analyze how the applicant circumvented public outreach, how often planners did not respond to citizen requests for information, how two documents that are withheld from public view can be used to support the application at the CPC, and which policies were ignored. I await the FOIP records.

Accusing Hillhurst of NIMBYism is incorrect. Our community is historically one of Calgary's densest. Hillhurst, long The City's partner in densification, has supported an extraordinary influx of development, TOD designation, and social housing. Our community deserves the fairness given North Hill and Westbrook whose LAPs do not put 26+m behind single family residences.

Summary of my objections, with details beginning on page two:

- A. The CPC accepted significant irregularities and biases. How might the Commissioners have voted had they heard objective evidence, excluding documents the planners presented but withheld from public?
 - 1. Deficient public outreach and lack of any notices to affected persons
 - 2. Deficient mobility study of Norfolk Lane
 - 3. Deficient community benefit and no effort to address compensation for extra height
 - 4. Deficient consideration of City policies, plans, bylaws and other legislation.
- B. The planners presented an incomplete picture of the lane, which the applicant and its expert admit is unsuitable for the purpose (residents call the lane between 10 and 10A streets Norfolk Lane).
- C. Planners did not present City data showing that, if built to the ARP limits, 10 St NW will be at

10 Street NW future

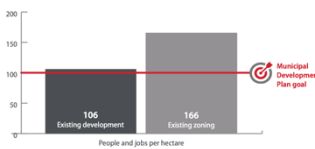
Important outcomes to main street users

Create a destination
 10 Street NW main street where special qualities of the neighbourhood are cherished in the village atmosphere – beautiful tree-lined street, eclectic variety of shops and services, and small public plazas.
Desired outcomes
 • Continue to encourage small-scale stores and restaurants
 • Developments to provide front doors on the street

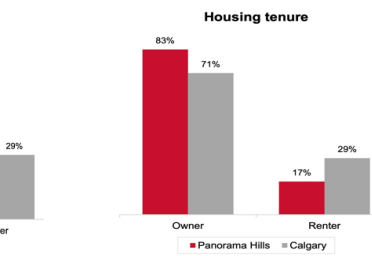
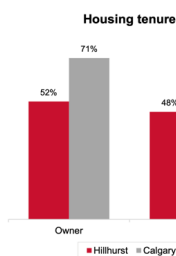
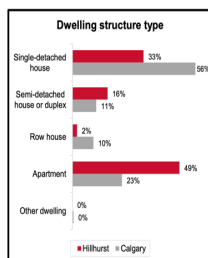
Vibrant public realm
 10 Street NW main street users shared that they'd like to see active, safe and comfortable sidewalks.
Desired outcomes
 • Safe and vibrant main street sidewalks
 • High quality public realm elements
 • Flexible temporary active spaces

Growth potential

This main street area is above the Municipal Development Plan desired growth target. The most relevant factor that creates this growth is market desire and consumer preferences; there is strong market desire to accommodate development at a level similar to Municipal Development Plan goals. Land use districts (zoning) must be in place to allow the approval of redevelopment at Municipal Development Plan levels. Support from The City to enable market demand will assist in the evolution of this main street and contribute to a high quality residential and commercial area.



166% of City's MDP density goal, nor how this application frustrates sustainability and community context. The MDP approves of the limits in the ARP because it exceeds the density goals, even without oversized developments that do not respect the context.



When compared to the whole city or to developing and outer communities, Hillhurst has a lower income level, fewer residents who own their homes, and more apartments, even before this oversized development is considered.

Ward 7 Median total household income (before tax) 2015: **\$78,606** (Calgary \$97,329)

Ward 2 Median total household income (before tax) 2015: **\$118,102** (Calgary \$97,329)

1. Deficient public outreach:

The applicant used the language of The City's online toolkit without doing public outreach. Its effort is far below expectations, and its Outreach Summary omits these details:

- On February 2, 2023, the HSCA planning committee met with the applicant at its regular meeting, heard the proposal for 26m height, and objected in writing. Planning committee members were (approximately) ten to twelve of the 'public' attendees. It was a regular meeting with a full agenda, and the applicant sent no notices. It is unreliable to state that 30 people attended just for LOC2023 0005.
- The deadline for public comments was February 17, 2023. The only website listed was The City for submitting comments, not the applicant's website for information.
- The planners tasked as file managers did not always respond to community members' questions and requests for information. The applicant did not contact affected persons.
- On May 4, at the applicant's request, it again attended the HSCA planning committee regular meeting. Without giving notice, the applicant announced a height increase to 31m. A few members of the public attended this regular meeting, held months after the comment period closed.
- Without notice or rationale for the change, the planners supported 29m at the CPC.
- Sometime, maybe in January, The City erected a sign on the site that listed the height as 26m. This sign was not changed when the height increased to 31m nor when it was adjusted to 29m.
- The City website that tracks application status listed the height as 26m until the end of June, 2023.
- The applicant didn't give notice to or communicate with owners of 324, 322, 320, and 318 10A St NW.

The applicant's summary of what it heard during this anemic public outreach is also incomplete. It lists some, not all, of the community concerns and addresses none of them. Despite these unfair moving targets and missed notices, the planners find the public outreach acceptable, which the CPC approved.

2. Deficient mobility study:

A planner replied to my request to get the mobility study that: "*a copy can't be sent to the public*" because of FOIP rules. But the CPC got it as evidence, and I finally acquired a copy.

Even the applicant admitted to the HSCA planning committee that the lane doesn't work. The applicant's expert concluded: "*While existing site observations indicate that there are current challenges to traffic operations laneway, there is limited opportunity for improvement to accommodate traffic in future horizons.*" The planner solved this by assuring the CPC that the lane would be partially paved. The one photo the CPC was shown is the empty lane, although I provided many photos and videos of obstructions and damages.

Since the problems with Norfolk Lane are documented, and the ARP and MDP require a cumulative mobility study, The City risks liability if it approves this application and a serious mishap occurs in the inadequate lane. A transportation planner told the CPC that a cumulative mobility study is underway for Riley LAP - a plan being kept secret from the public - but the planner and CPC accepted the flawed mobility study anyway. Rushing this application before a cumulative study makes The City willfully blind.

The study's assumption is that the height is 26m. Apparently, the applicant did not inform its expert of the changes. A questionable assumption is that this development will add minimal trips because people will use transit. Residents still use their cars, and will find exiting into Norfolk Lane (as one resident told me) "not fun" even before this added development.

The application double counts TOD. The ARP took TOD into account and found 20m suited Norfolk Lane's capacity. Increasing the height because the site is in TOD is double accounting of TOD. The study speculates trip numbers. The Kensington and this site replace buildings that exited onto 10th St, not the lane. 29m and 5 FAR are not comparable to the prior 321 and 325 10 St, (approx.) 23m and 3.3 FAR and 4 FAR.

Deficient community benefit:

If approved, the applicant gets a 9m gift at community expense. The planner summarized public concerns as "respect the ARP." While partly true, this repeats the summary dismissal of public input, bakes unfairness into the presentation, and supports the applicant's deficient public outreach by failing to mention the many other objections. Instead, just before the vote, Commissioners took notice of the applicant's finances. Maximizing developers' profits and lessening their costs are not City policies. Community interests are.

Deficient consideration of City policy, plans, and bylaws:

Councils have woven comprehensive rules supporting 10 St NW for low and midrise development. The two nonconforming apartments, 321 and 325 10th St, were built before the 1988 ARP. They always had inappropriate interface with the single-family residences of 10A St. They are examples of poor 1960's planning. At 29m 5 FAR, this development will be a worse example of 2020's planning. MDP Developed Area Guidelines, TOD and Main Streets guidelines concur with the 2009 ARP on height and density limits.

The CPC referenced the draft LAP, which the community is not allowed to see. Some HSCA members were told generalities about the draft, and cautioned they cannot share even that. Yet the CPC took notice of the secret non-existing LAP just before the vote to overturn a promulgated existing policy. That plus the withheld mobility study compound the unfairness to the public.

The planners are unclear what policy supports 29m as appropriate. Since the Riley LAP is secret, and the CPC determined the ARP is outdated, the MDP fills the lacuna. The MDP approves the ARP ie. 20m.

The planners' support for 29m is, they claim, best planning principles, although the planner was unable or unwilling to articulate what 'best' principles. At the CPC, the principle was the mere fact that the non-conforming building to the north is over 20m, so this one should be too. By that principle the application should be 6m because the conforming building to the south is a bungalow. Basic and best planning principles should be to adhere to The City's ARP, MDP, bylaw, Main Street and TOD Implementation guidelines and all the other policies that determine what is appropriate for the area context.

B. Facts about Norfolk Lane

- A mere 4.57 m wide, narrower in some places.
- Equal to two long blocks, without walkways to shortcut onto 10A, and T-intersections in all directions.
- There are no shoulders and rare, unofficial pull outs. Vehicles pass by edging onto private property.
- Damage has been inflicted on City and almost everyone's private property along the expanse of lane.

- A heavily used thoroughfare in which vehicles stop in the lane for deliveries, service calls, pass-by, and to enter/exit garages, parkades, and parking spots behind businesses.
- Multiple conflicts of use, and road rage occur among service and delivery vehicles, local cars, non-local shortcutting cars avoiding traffic lights or gridlock on 10th, bike shop road tests, bottle picker push carts, dog walkers, pedestrians, rush hour traffic, City and private garbage and recycling trucks.
- Service vehicles have hit power lines, cutting power to 10A St. Bin collection days are perilous for two-way traffic that waits with no official route to go around, so cars scrape to get past.

C. Misconceptions about density and height as it relates to sustainability and to our community.

Despite the misconception that developing communities have more density, Hillhurst is one of Calgary's densest communities. A comparison between, for example, Panorama Hills and Hillhurst, using ward profiles from Calgary.ca, shows the inequity between inner and outer communities even before this application is voted on, and before the LAP inflicts more density. Hillhurst has significantly fewer single-family dwellings, more apartments, and more renters than Calgary generally.

Suburbia has built in green space, wide transportation corridors and intersections, pedestrian shortcuts, and winding laneless roads that make redevelopment difficult. Hillhurst was built dense, small lots, narrow corridors, cramped intersections, long streets from Kensington Road to 3 Ave NW without bisection for shortcutting between 10 St. and streets west, and no place to increase services or amenities to compensate for greater height and density or to redesign space to mitigate the problems.

While promoting Hillhurst as sustainable, this application leans in to unsustainability, counter to The City policy. Trees, like people, do not thrive amidst towers. Concrete in high rises adds approximately 8% to global GHG emissions. Height shadows the street, reducing vitality and vibrancy. Kensington has human scale, vital and vibrant because streets aren't dark wind tunnels.

The applicant claims that its development will contribute to "a diverse range" of houses, commerce and demographics. However, a plethora of new developments have demolished the diverse range of affordable buildings. Another tower does not add "greater options for housing choice." It adds another featureless box for a demographic that is not raising families, which does not keep the schools full.

To state that this application largely reflects the site's previous form overlooks Kensington Manor's footprint of 23m and 3.3 FAR. Nor does this application reflect any local context. The ARP called Kensington Manor inappropriate for the context. The site neither historically hosted a 29m building of the density proposed nor did it historically host an appropriate building.

Density doesn't require inappropriate, over-size, monolithic buildings that inflict harms on community. This is historic Hillhurst, not downtown. Preserve Hillhurst as one of Calgary's few remaining heritage areas. The applicant seeks to use Hillhurst's vibrant community for its marketing while putting The City and community at risk of losing that value. The vibrancy comes from the liveable scale of the street. People don't linger in high rise tower's footprint, as shown in sluggish downtown.

A relevant headline is *Calgary council approves plan to revamp downtown with \$200M initial investment*: (CBC). Past Council decisions destroyed Calgary's organic city centre, creating vertical sprawl where people don't want to linger if they must go, and setting in motion your need for an **initial** budget of \$200M. Now, Council 2023 can learn the lessons or replicate the errors. You can keep a Kensington

that works for future generations to enjoy, or leave future Councils a legacy of your mistakes needing hundreds of millions of dollars to fix.

I have history in Calgary. When I walk past the Glenbow Museum I see the front door that opened into my grandfather's thriving store. As children, my sister and I watched the Stampede Parade from my aunt and uncle's porch in what's now a downtown dead zone. I watched successive Councils systematically dismantle vibrant villages. Now, you turn your eyes to Kensington, with the idea of dismantling it. The last chance to preserve history is today. The last chance to preserve history is yours.

Conclusion

This isn't NIMBY, NOPE, or protectionism. I welcome new owners, tenants, singles, families, and pets. I want a multifamily 20m building on this site. I support density, TOD, intensification, and six storey condos on 10 St. We accepted 14 developments in an outrageously short time, with accompanying shadows, glaring western sun reflecting off glass walls, influx of traffic, parking issues, longer lines at stores, and privacy invasion.

I oppose 29m and 5 FAR because it negatively impacts lane safety, creates shadows, and privacy intrusions behind low-density residences, among other reasons.

I support existing planning principles that prior Councils passed and Administration should apply:

- Actual public outreach, rather than pretend outreach that didn't occur, in a march towards giving the developer everything it wants and more than it originally sought with no compensating community benefits;
- Communities of scale, where no building is so out of context as to appear misplaced;
- Safe streets without heavy traffic in narrow, long, multi-use corridors;
- Respect bylaw 1p2007, rights of residents to peacefully enjoy their yards in privacy.
- Development that responds to the lane context and context of the community.

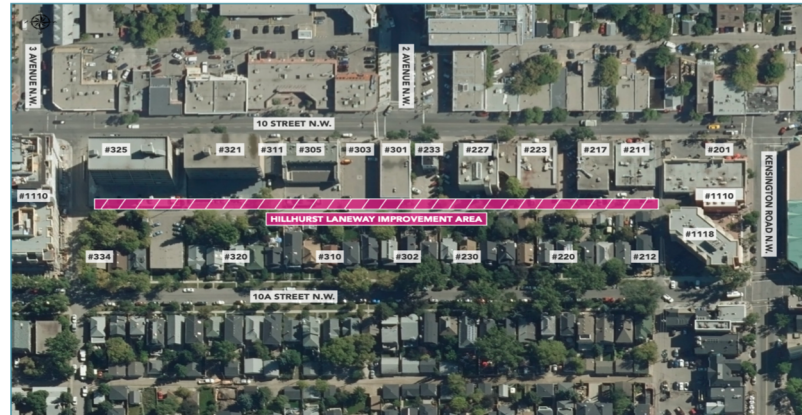
Respectfully,



Deborah Sword
c.c. Ward 7
c.c. City of Calgary, Director of Planning
c.c. Hillhurst Sunnyside Community Association Planning Committee

Norfolk Lane

Long, narrow, multi-use, and busy



Norfolk Lane north end

A rare example of a 2.7m wide access at a 5-way, unregulated T-intersection.



Hard concrete pillars to the east.

Barriers protect private garage to the west.

Parked cars on 3rd Ave NW, and stopped car in the lane at an almost blind corner.

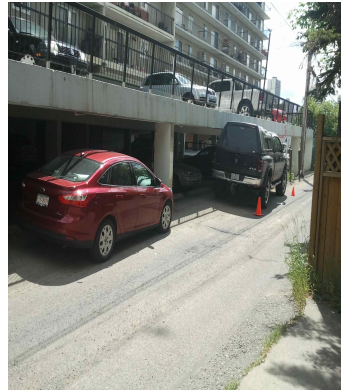
Commuters and St John's traffic short cut down Norfolk Lane to avoid lights or congestion on 10 St NW.



Norfolk Lane north end

Cars parked and/or stopped block traffic.

Even if a driver sees a traffic problem ahead, there are few options to bypass any blockage.



Norfolk Lane looking south from north end

The tracks in the snow demonstrate how much maneuvering a vehicle does to exit The Kensington and drive down the lane.

The lane is so narrow and busy, vehicles have to navigate other vehicles, walkers, cyclists, power poles, garbage bins, garages, and other obstacles.

Even if a driver sees a traffic problem far ahead, there are few options to bypass around any blockage.



Examples of service vehicles stopped to perform duties

Every type and size of service is performed in Norfolk Lane, because there is no utility service access from 10th St. NW.

This type of service can take hours to perform.

If each resident on 10A St has utilities from Norfolk Lane to their house, the crews can be in the lane for as long as it takes to perform a service at each utility pole.



Examples of vehicles stopped to perform service duties

Everyone has a moving or delivery day sometime.

Meeting these trucks in the lane, whether stopped or moving, leaves few options for passing.



Examples of vehicles stopped to perform service duties

The SUV driver realized the truck wasn't moving for a while.

The SUV has its backup lights on as it reverses onto 3rd St to go around the block.

Backing onto narrow busy 3rd Ave is more dangerous than exiting facing front because it's a blind corner.



Examples of vehicles stopped to perform service duties

A stopped vehicle blocks all traffic.

To bypass a parked truck means driving on private property, assuming the property owner doesn't have a vehicle or post blocking that option.



Examples of vehicles stopped to perform service duties

The Fine Homes and the U-Haul, were parked for over an hour.



Video

Example of a vehicle stopped to perform service duties

This truck is parked at the Kensington Pub making deliveries. The pub is a busy community hub, with parked cars making the turn onto Norfolk Lane almost blind.

Even ARP-approved density of 26m, 5 FAR developments will contribute traffic onto the small stub of street beside the pub, turning it into a dangerous thoroughfare with almost blind corners and parked trucks blocking it while the drivers perform their duties.



Video

Example of driving
Norfolk Lane
on a regular afternoon.

A car that encounters a truck in the lane has few
places to turn, pull over or bypass.

The truck ahead was parked, lights flashing to
show it wasn't moving any time soon.



The Centennial truck is
parked at Norfolk Lane
exit onto 10 St NW.

Any vehicle parked here
completely blocks the exit to
10th St. NW.

Imagine the number and types
of congestion on 10 St. that
exiting vehicles will create here.



The service truck is parked at Norfolk Lane exit onto 10 St NW.

This truck completely filled the lane and blocked the eastern exit onto 10th St. for the length of time it took for workers to clear a plugged sewer line.



Please use this form to send your comments relating to an upcoming Council or Committee matter, or to request to speak on an upcoming public hearing item.

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

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council agenda.** If you have questions regarding the collection and use of your personal information, please contact City Clerk’s Legislative Coordinator at 403-268-5861, or City Clerk’s Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station ‘M’ 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

I have read and understand the above statement.

First name (required) Derek

Last name (required) Small

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) Jul 25, 2023

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

(required - max 75 characters) Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

Comments - please refrain from providing personal information in this field (maximum 2500 characters) Please include my attached letter in the Council Agenda for July 25, 2023 regarding Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

Derek Small, 315 10A Street NW, Calgary, AB, T2N 1W7

July 16, 2023

Attention: City Clerk

cc: Ward 7 Councillor, City of Calgary Director of Planning,
Hillhurst Sunnyside Community Association Planning Committee.

I am writing to request Council to reject the Application LOC2023-0005 at 321 10 St NW and return it to the Calgary Planning Commission for the following reasons:

1. It appears the CPC vote on this application may have been tainted due to a Commissioner's comments related to the applicant's financial/economic considerations.
2. During the meeting, opinions from Commissioner(s) suggested the existing Hillhurst-Sunnyside ARP (HS-ARP) was "out of date" and "very out of date". These opinions are unsupported by facts and implied that it is OK to not uphold City Council By-Laws and Policies as laid out in the HS-ARP, MDP and Main Street documents.
3. The presenting Planner justified a height deviation from HS-ARP by comparing the site context to the non-conforming pre-ARP building to the north. The HS-ARP policies constrain heights to a maximum of 20m and FAR 4 in a TOD area adjacent to residential.
4. The Planner misstated that the petition and letters from the community only related to the lane safety and to site density, not to conformance with the HS-ARP.

These points are evidenced in the recording of the June 4th, 2023 CPC meeting.

In that meeting, Commissioner Hawryluk appears to have tainted the vote in his closing remarks. His opinions leave the impression that economic or financial concerns are a factor in this Land Use Redesignation application.

I have done my best to transcribe his comments as expressed after his motion to support the Land Use Redesignation. Reference start time of about the 2:37.01 in the recording.

"...the land is worth more now than it was when the Area Redevelopment Plan was created, it is worth more than it was when the previous building was created, so we should expect that the size of the building whether we are talking height or floor area ratios presumably would be bigger there, generally land values have gone up construction cost have gone up um"

2:37:25 - Commissioner Hawryluk

Council should evaluate his comments in the context that they introduced several financial factors into the minds of the CPC attendees, built an inappropriate evidentiary basis for approval for the applicant, and potentially displaced the consideration of current policy.

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

Derek Small, 315 10A Street NW, Calgary, AB, T2N 1W7

The chair of the meeting missed an opportunity to advise the Commissioners that:

- Economic or financial concerns are not to be considered in decisions related to a Land Use Redesignation
- Contrary to commissioners' opinions, the HS-ARP is not "old" and not "very very old" and that the age isn't relevant to the decision making process.
- Potential changes to the HS-ARP as mentioned by Commissioners are pure speculation and that the unreleased draft of the Riley LAP is not relevant to this application.
- Could have requested that the presenting Planner confirm that the existing Hillhurst Sunnyside ARP, the MDP, the TOD and Main Street policies and guidelines are in force.

Regarding this last bullet item above, the HS-ARP, amended to include TOD, the MDP and Main Street policies and bylaws represent person-years of community engagement and collaboration with expert urban planning input. The HS-ARP policies cannot be disregarded based on opinion and unsupported recommendations that avoid detailed consideration of the feedback of the community.

Please remove this item from the agenda or turndown this application and have it sent back to planning with direction to discuss the issues I and others have provided to you.

I thank you for your consideration of my request to not approve this application.

Sincerely;

A handwritten signature in blue ink, appearing to read "Derek Small", with a horizontal line underneath.

Derek Small

315 10A Street NW

July 16, 2023

B Renaud

401 10A St NW,
Calgary T2N 1W9
403-277-5692

To: City Clerk,

I am writing as a concerned citizen and a member of the Hillhurst community. I do not reside on the block directly west of this proposed development but do reside a block north of it on the west side of 10A Street. Third Avenue is my main route and a road which has already been greatly impacted by the challenges of increased traffic flow. Third Avenue at 10th Street N.W. has now become a favorite route for commuters looking to bypass the two traffic lights now located at 3rd Avenue and again at 5th Avenue. Vehicles turning left are often required to stop in the middle of 10th as there are vehicles parked on the left side of 3rd and a vehicle trying to turn right onto 10th. If there is a car or truck trying to exit north from Norfolk Alley it becomes even more dangerous. Any increase in vehicular traffic down this one-lane alley will surely result in an increase in both vehicle and pedestrian incidents.

I have taken to riding my bike on the sidewalk of 3rd Avenue as I have had in the past 2.5 months no less than three different car/bicycle encounters at this laneway junction that have been narrowly avoided only because I am hyper-alert to vehicles exiting this lane.

My twenty-plus years in this neighborhood have seen many changes and new developments. I moved here when Hillhurst and Kensington were still lauded as the Village Within the City. The streets were walkable and the small shops enticing to residents and tourists alike. We have lost many of our small independent businesses, pushed out by new builds with rents that are prohibitive to small business and condos that don't instill the pride of ownership that you witness in the homes along 10A. Buildings with a FAR that reaches to curbside and tower over residences do not add to our community. Development that works with the community (the St. Johns build comes to mind) is welcomed.

I respectfully request that City Council shelve this proposal until proper community input has been achieved and a reasonable and up-to-date traffic study conducted. The Hillhurst ARP needs to be respected and adhered to if City Council wishes to be seen as open and transparent and truly working for all Calgarians, residents and developers alike.

Respectfully

Barb Renaud

Please use this form to send your comments relating to an upcoming Council or Committee matter, or to request to speak on an upcoming public hearing item.

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Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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I have read and understand the above statement.

First name (required)	Jeremy
Last name (required)	van Loon
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)

Jul 25, 2023

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

(required - max 75 characters)

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at 321 – 10 S

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

Jeremy van Loon/Fong Ku
306 10a Street N.W.
Calgary, AB T2N 1W6

To: City Clerk

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10th Street N.W.

As residents of Hillhurst-Sunnyside whose property (306 10a Street) backs onto the lane between 10a Street and 10th Street, we are requesting that City Council remove from the agenda the application for land use redesignation at 321 10 St. N.W. Our reasons for this request are outlined below.

We would like to highlight that we support the densification of both our neighbourhood and the City of Calgary. Calgary, as are many other cities around the world, is at a critical inflection point. Adapting to and mitigating climate change, the energy transition, a growing and aging population, diversification of the economy are just a few of the challenges that we as Calgarians must navigate to ensure our city remains attractive as a place to live, work and invest in.

The City's Transit Oriented Development strategy and other instruments designed to transition Calgary from a city of sprawling suburbs and their inherent inefficiencies to one that has all the benefits associated with being transit- and pedestrian-friendly has been an effective tool in supporting contextually appropriate development. Another important tool that the City has for proposed developments in Hillhurst-Sunnyside is the Area Redevelopment Plan, or ARP.

The ARP is the result of many years of input from residents, and remains relevant, valid and supported by the community. As a set of guidelines and principles focused on sustainable development in the broadest sense, the ARP has contributed to many successful developments over the past decade. Hillhurst-Sunnyside has for the most part been able to maintain the character of the neighbourhood while welcoming many hundreds of new residents. The very fast pace of development that has happened in recent years has not come without growing pains, but overall this accelerated pace of change has been able to happen in large part because of the ARP and the robust engagement that was part of its creation.

The proposed development at 321 10 St. N.W. diverges in several ways from the guidelines of the ARP. The main ones include:

- An inadequate engagement process with residents;
- Key design elements of the ARP are not being adhered to, including provision for setbacks in the lane, building height and Floor-to-Area Ratio (FAR);
- A lack of consideration to deal with an increase in traffic in the lane: Without taking steps to resolve the ongoing problems in a lane that was built more than a century ago long before widespread car ownership and underground parking garages, growing and dangerous traffic will lead to more conflict and accidents. The narrowness of lane, the

significant vehicular, cycling and pedestrian traffic, the fact that the lane is conceived as the primary entrance and exit for new developments, and the deteriorating overhead electrical infrastructure are among the concerning issues that need to be addressed.

There are, however, some obvious and easy solutions to these problems. And they are addressed in the ARP and manifested in the most recent development at 301 10th Street. This mixed-use building, completed almost a decade ago, included appropriate setbacks to allow cars enough space to pass safely, garden suites backing onto the lane with attractive greenery, a height of six stories, and a sidewalk in the lane in anticipation of the lane gradually evolving into a more walkable, attractive space.

As engaged members of the community, we look forward to welcoming new neighbours who are able to enjoy the community as we have for more than a decade. Welcoming new residents without addressing the concerns that we and our neighbours have highlighted, does not adequately prepare Calgary for the growth to come and does a disservice to the many positive benefits of appropriate densification. We need to take a pragmatic approach to development rather than an ideological one and ensure that the quality of life and the character of neighbourhoods like Hillhurst-Sunnyside are preserved while adapting to the many changes that are to come.

We urge you to slow this proposal so that it can be aligned with the ARP and eventually welcomed by the community for making a positive contribution to the neighbourhood and Calgary for the long term.

Sincerely,
Jeremy van Loon/
Fong Ku

From: [REDACTED]
To: [Public Submissions](#); [svc.dmap.commentsProd](#)
Subject: [External] 321 10 ST NW - LOC2023-0005 - DMAP Comment - Mon 7/17/2023 1:31:34 PM
Date: Monday, July 17, 2023 1:34:42 PM
Attachments: [Letter to Council - LOC2023-0005.docx](#)

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You have not previously corresponded with this sender.

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Application: LOC2023-0005

Submitted by: Leslie Street

Contact Information

Address: 216 10A Street NW

Email: [REDACTED]

Phone: [REDACTED]

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Height, Density, Amount of Parking, Lot coverage, Building setbacks, Privacy considerations, Included amenities, Traffic impacts, Shadowing impacts

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:

Attachments:

Letter to Council - LOC2023-0005.docx

July 25, 2023

Attention: Calgary City Council

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

I am writing to request that Council send this application back to the CPC for rehearing and reconsideration.

The applicant purchased the subject property in 2022. According to the realtor's marketing brochure, it is "situated within the Transit Oriented Development Area and is identified as Urban Mixed-Use within the Hillhurst/Sunnyside ARP". Therefore, the applicant must have known about the site's 20m and 4.0 FAR constraint at the time of purchase.

The site shares a laneway with single family residential homes and the land use redesignation the applicant seeks exceeds the maximum height and FAR allowed in City bylaws, the ARP and MDP.

The requested redesignation has been approved by both the Administration and the CPC.

My request for referring this application back to the CPC is based on the following reasons:

1. Deficient consideration of City policy, plans, bylaws, and provincial legislation
2. Deficient public engagement
3. Deficient mobility study
4. Deficient community benefit
5. Tainted pre-vote discussion at the CPC re financial impact on applicant

1. Deficient consideration of City policy, plans, bylaws, and provincial legislation

For the subject site, the 2009 ARP set the height at 20m.

At the June 8, 2023 CPC meeting there was a consensus amongst the Commissioners that the ARP is "outdated", and this (incorrect) belief seemed to justify their dismissal of its current limits for the subject site. The 2009 ARP is still the existing and governing document until it is repealed and replaced at Council.

I am heartened by Ward 7 Councillor Terry Wong's public declaration of support for the ARP during a recent meeting with some of his constituents while walking the laneway between 10th Street and 10A Street NW. The purpose of this walk was to demonstrate to Councillor Wong the current challenges of the laneway and how they would be exacerbated by the proposed development. During the walk he stated that the ARP was not invalid because the context for Hillhurst/Sunnyside hasn't changed much since the ARP was developed. He added that the ARP is informing the work on LAPs and remains valid.

But, *if* the ARP were outdated, then that leaves a policy gap that the Municipal Government Act dictates is filled by the MDP which designates the subject property as "Community Mid-Rise", MU-1, to be developed up to 6 storeys.

None of the planning documents contemplates the height and FAR the applicant requests.

It is very surprising that Administration accepted the applicant's application and recommended approval for it yet provided no basis in policy or practice for their recommendations.

2. Deficient public engagement

The Applicant Outreach Summary purports that it conducted community engagement, using the City's online toolkit. In reality, there was no community consultation.

The applicant's Engagement Strategy "was comprised of three approaches to sharing information": (1) a project website, (2) HSCA development committee / public meetings, (3) and ongoing communication with the HSCA development committee. This "engagement strategy" was poorly implemented, where it was implemented at all.

Project Website: This site was not well advertised to stakeholders. A google search today is unable to locate a project website for this development.

On-Site Signage: The sign on the site stated that the proposed height was 26m through the entire engagement period. It was not updated to 29m until the first week of July, after the CPC approval.

Virtual Public Outreach Meeting #1: On February 2, 2023, the HSCA planning committee met with this applicant at its regularly scheduled meeting. The applicant presented a requested change in height from 20m to 26m. The applicant's presentation had not been advertised by the applicant and few community members attended the meeting. The HSCA planning committee considered the proposal and provided objections in writing. The applicant has never provided any substantive responses to the objections.

The deadline for the public to submit comments to the file manager was February 17, 2023.

Virtual Public Outreach Meeting #2: On May 4, 2023, the HSCA planning committee met again with this applicant, again at HSCA planning committee's regular meeting. At this second meeting the applicant announced that the requested height would be increased to 31m. Again, the applicant's intention to present at the meeting was not advertised by the applicant and few community members attended this meeting.

At the CPC meeting, the requested height was changed yet again, this time to 29m.

A seemingly non-existent project website, unadvertised attendance at two regularly scheduled HSCA planning committee meetings, and incorrect signage are not "outreach".

The applicant's public outreach was anemic, and far below The City's usual expectations. Further, the applicant did not respond to comments from the public or the HSCA planning committee.

3. Deficient mobility study

At the second HSCA planning committee meeting on May 4, 2023, the applicant's representative stated, "everyone knows the lane doesn't work."

The ARP and MDP both require a cumulative mobility study. The Hillhurst community has been requesting one since at least 2014. The applicant's mobility study report, dated April 17, 2023:

- was not cumulative of all development on the lane,

- was not cumulative of all other vehicles servicing the future residents or future developments along 10th St NW.
- did not apply correct assumptions, and
- was based on a 26m development on the site (not 29m).

The study acknowledged some of the lane's inadequacies, and then concluded the development would have "negligible impact on the existing traffic conditions of the laneway".

The study concludes that this development would add minimally more vehicles to the lane than the previous building on the subject site. Unfortunately, the study overlooked the extremely material fact that the previous building's parkade opened directly onto 10th St. N.W., with only three stalls accessing the laneway. Therefore, *all but three of the 77+ units* of the new development will add brand-new traffic from residents, visitors, and service vehicles.

If this traffic study had been conducted using *correct* information, would they still have determined that the impact would be "negligible"?

Again, it is surprising, and disappointing, that both the Administration and the CPC would accept a flawed study and use it as a basis to recommend approval of this application.

4. Deficient community benefit

At the CPC meeting, the community's concerns were summarized as "respect the ARP." While partly true, the applicant faces two hurdles with this: (1) since building to the level anticipated in the ARP would put Hillhurst density at 166% of the MDP goals, respecting the ARP is the best planning principle, and (2) both the applicant and the planning department failed to mention the community's concern that this application provides zero community benefit.

Approving this application essentially gives a 9m gift to the applicant at the community's expense without any explanation of what policy supports such a generous gift.

5. Tainted pre-vote discussion at the CPC re financial impact on applicant

Immediately before the CPC vote a Commissioner stated "Land values have gone up. Construction costs have gone up." Financial impact on the applicant is not a relevant consideration and should not have been discussed immediately before voting, or ever.

Based on the above, I am requesting that Council return this application back to the CPC for a new hearing and further consideration.

Thank you.

Leslie Street
216 10A Street, N.W.

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I have read and understand the above statement.

First name (required)	Becky
Last name (required)	Poschmann
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	Hillhurst Sunnyside Community Association

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)

Jul 25, 2023

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

(required - max 75 characters)

LOC2023-0005 at 321 10 ST NW - Agenda item TBD

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

Neither

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If you have additional files to attach, email them to publicsubmissions@calgary.ca

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



July 17, 2023

City Clerk's Office
The City of Calgary
Office of the Councillors (8001)
PO Box 2100, Station M
Calgary, AB T2P 2M5

Submission made through the Public Submission Form
Emailed to: cityclerk@calgary.ca

**RE: DATE: July 25, 2023 - Public Hearing Agenda Item TBD
Bylaw 122D2023 & Bylaw 44P2023 | LOC2023-0005 | CPC2023-0607 | 321 10 ST NW**

The Hillhurst Sunnyside Planning Committee ('HSPC') is pleased to provide the City Clerk and Council with comments for the land use amendment application LOC2023-0005, located at 321 10ST NW in the community of Hillhurst. We understand this application is seeking to amend the current land use district from C-COR-1f2.8h13 to DC + MU-2 f5.0h29, and an amendment to the Hillhurst Sunnyside Area Redevelopment Plan ('HS ARP').

We would like to note that we recognize the need to fill this important gap along 10th ST NW. The HSPC is typically supportive of applications that look to achieve higher densities as we recognize the development can contribute to introducing a diversity of housing options in Calgary. However, for this application, we have concerns regarding the recommendation from both city administration and Calgary Planning Commission ('CPC') for council to approve this application.

The overarching concerns from the HSPC is understanding the approach administration took to assess the merits of this application, how comments from the HSPC and surrounding residents are being used to influence the decision, and why the policies in the HS ARP that guide this property, have been disregarded.

HEIGHT AND FLOOR AREA RATIO (FAR) DEVIATIONS

The land use amendment application was first presented to the HSPC at our January 12, 2023, planning committee meeting. The original application proposed a maximum building height of 26m and FAR of 5.0.

During our May 4, 2023, planning committee meeting, the HSPC was informed that the applicant "received pressure" from within the City of Calgary to increase the maximum height of the building to 31m, with the FAR remaining at the applied 5.0. The application was not recirculated with these changes, nor was the Development Map, hosted by The City, updated.

At the June 8, 2023, CPC meeting, the maximum height decreased to 29m and the FAR remained at 5.0. The HSPC was not provided with an update on this change.

For the subject site, the HS ARP strongly encourages a maximum FAR of 4.0, which is noted on Map 3.2 Maximum Densities under the legend colour “B” (Figure 1), and a maximum building height of 20m, which is noted on Map 3.3 Building Heights under the legend colour “C” (Figure 2).

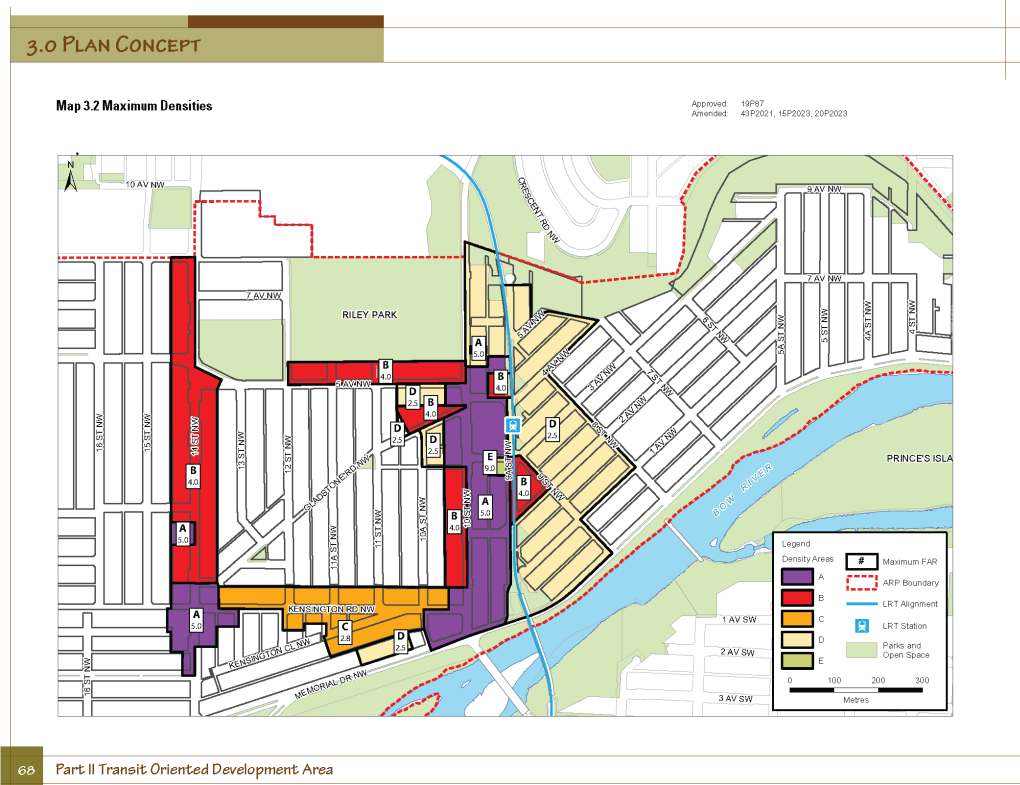


Figure 1: Map 3.2 Maximum Densities

should be used to provide guidance on the appropriate land use districts, as deemed appropriate by the Development Authority,” (MDP 2020, page 16).

The HS ARP does include specific policies and design guidelines that provide direction for future development on the subject site. Therefore, the HSPC is confused as to how we are to comment on land use amendment applications when the statutory plan that is in place to provide direction is regarded as outdated.

NEIGHBOURHOOD MAIN STREETS - MDP

The MDP applies the following policy to a Neighbourhood Main Street, “*each Neighbourhood Main Street shall be comprised of a mix of land uses that achieve a minimum intensity of 100 people and jobs per gross developable hectare,*” (Bylaw 19P2017). The City Main Streets’ team have previously identified that existing zoning provided by the HS ARP will provide an intensity of 166 people and jobs per gross developable hectare. This far exceeds the MDP growth target and suggests that the HS ARP is quite progressive and not outdated.

The MDP recognizes 10 ST NW as a Neighbourhood Main Street. On these streets, it is suggested that a lower scale of development should occur between nodes and future comprehensive plan areas are appropriate. This is quite vague as it can allow proposed developments to be flexible. This is where the benefit of having an ARP or LAP comes in to support and guide development, a plan the HSPC has been referencing for the last 35 years.

For comparison, the MDP also recognizes 37th ST SW and 4th ST NW as Neighbourhood Main Streets, both of which are streets that are in the Westbrook LAP and North Hill LAP, respectively. We have reviewed both approved LAPs against the MDP policy and have noted the suggested building scale that are deemed appropriate along a Neighbourhood Main Street (Table 1). Both documents identify a building scale of Low (up to 6 storeys) as being appropriate along streets, both of which have similar characteristics as 10th ST NW. With this logic, it is assumed that the Riley LAP will apply a building scale of Low (up to 6 storeys) along the 10th ST NW corridor.

Table 1: Neighbourhood Main Streets and the building scales noted in Approved LAPs

Street	Local Area Plan	Building Scale/Height
4 th ST NW	North Hill	Low – up to 6 storeys
37 th ST SW	Westbrook	Low – up to 6 storeys

APPLICANT OUTREACH

The applicant attended two planning committee meetings, where they informed the HSPC of the application. The first meeting took place in January where they presented the original application. They returned in May to present the amendments that were discussed above. We enquired as to whether the applicant would inform the adjacent neighbours of these changes regarding an increase in the maximum height. We were told that the affected neighbours would be notified, and updates would be made to the project website. The applicant did not fulfill the commitments that were made during our meetings. As of the date of writing, the HSPC did not receive the notification that was to be delivered to affected neighbours and the project website could not be located.

CLOSING REMARKS

The HSPC understands and appreciates the importance of developing a vacant site within the inner city and looks forward to what the future has in store here. This submission is not meant to dissuade development but to question how comments from community associations based on current statutory plans are being used to influence decisions.

The preface in Part I of the HS ARP states that the expected life of this plan is ten to fifteen years and an evaluation of its effectiveness be undertaken within five years of the approval. In 2006, 18 years following the adoption of the ARP, it became apparent that Part I did not reflect trends related to Transit Oriented Development. This resulted in significant engagement taking place with community members to develop Part II. This second part was approved by Council in 2009. Following the 2009 adoption, the HS ARP has been used to guide and inform a very successful program of redevelopment and densification along 10th ST NW. Council has not repealed the HS ARP; thus, it is still a statutory plan that is current and continues to be used by the HSPC when reviewing all development applications.

We find comments from The City and CPC with respect to our current long-range statutory plan being outdated, constrain our ability to provide meaningful feedback on complex land use amendment or development permit applications. We are further constrained when The City and CPC reference a new long-range statutory plan that is in development and has not been adopted by Council as rationale to allow significant deviation from the current long-range statutory plan.

Comments like this cause many community associations and community members to question how their comments are being used to influence decision-making. The comments provided by community associations and community members are intended to identify impacts that are a matter of public interest as well as disclose any discrepancies applications may have against statutory plans.

We appreciate being informed throughout the decision-making process.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

Cc: Executive, Hillhurst Sunnyside Planning Committee
Kate Stenson, Executive Director, HSCA
Becky Poschmann, Community Planning Coordinator, HSCA
Ward 7 Councillor's Office

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I have read and understand the above statement.

First name (required)	Sarah
Last name (required)	Greenwood
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) **Jul 25, 2023**

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

(required - max 75 characters) **LOC2023-0005 321 10 Street NW**

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

Emailed to: City Clerk - July 17, 2023

City Clerk's Office
The City of Calgary
Office of the Councilors (8001)
P.O Box 2100, Station M
Calgary, AB T2P 2M5

RE: Public Hearing - July 25, 2023
321 10 ST NW Re: LOC2023-0005

I do not object to redevelopment of this site. I am keen to see the area have a range of housing options with improved pedestrian realm, wider sidewalks and a tree buffer created between pedestrians and traffic. However I am opposed to the mass and height of the proposal because of its impact on the adjacent residential properties and light to the pedestrian realm. I would be happy to see this site developed more in keeping with the guidelines in the current ARP .

The Hillhurst/Sunnyside ARP is being revised as part of the proposed Riley ARP area. This new document is still in its infancy and has yet to go through many processes including much more public consultation, before it can be approved by Council and is said to be the adopted plan for the area. Thus it is my understanding that the current Hillhurst/Sunnyside ARP is still the policy document against which all current new development proposals should be assessed.

In the Hillhurst/Sunnyside ARP the height for development on this site is identified as 20m with an FAR of 4.0. In my original email to the City, I referenced the proposed height of 26m with an FAR of 5.0. As of the date of this letter, the current City Development Map Website identifies a height of 29m with 5.0 FAR, but though I wrote to the City with comments on the original proposal, I had not been notified of any change nor do I know when this significant change took place. Have any directly affected residents been notified of this change?

I have heard that at an HSCA planning meeting, the applicant stated they had received pressure from within the City to increase the height of the building to 31m with an FAR of 5.0. This concerns me as it implies that planning policy is being made on the fly without due consideration to the current council approved Hillhurst/Sunnyside ARP policy.

If a storey is 3m: 20m equates to 6.6 Stories
 26m equates to 8.6 Stories
 29m equates to 9.6 Stories
 31m equates to 10.3 Stories

The old building on this site was seven stories and as with the adjoining building to the north it was significantly set back from the laneway and the residents of 10A street. The previous

building mass was only on about two thirds of the lot, fronting 10th Street with parking at the rear accessed from 10th street by driving under the old building.

If the current proposed height is 29m with an FAR of 5.0, I consider this to be an excessive mass for this site, that would have a negative impact on the streetscape and adjoining residences. I do not believe that this proposed mass will provide a suitable stepped height transition to the existing properties along 10A Street. Given their scale it should not be more than three residential stories at the laneway to reduce the impact on the two/three storey residential properties on 10A street.

I also do not believe the proposed mass will permit the good design principles that create the wedding cake effect,(as set out on page 75 of the ARP) by having side setbacks which permit light to permeate the sidewalk. This prevents a dark built wind tunnel that dissuades pedestrian traffic. Very few of the more recent developments in the area have followed this principle.

Substantial re-development has occurred on 10th Street NW, between Kensington Road and Gladstone Road NW. This impacts the narrow laneway between 10th Street and 10A Street NW and can create public safety and congestion issues, as it is used by pedestrians, cyclists, commercial and residential vehicles. I have concerns regarding access to the site for commercial/ service vehicles loading/ unloading and the number of potential cars this proposal could generate. The laneway is narrow and was not designed for two way commercial traffic or large trucks.

Hillhurst/Sunnyside has accepted much new development and many more sites are still available for redevelopment in the area. When the ARP was written there would have been an assessment of the impacts of these sites to ensure the infrastructure was capable of meeting these demands. If decisions are made that deviate from this, it impacts those calculations, but also has greater impacts on the enjoyment of residents living in the area.

Thank you for considering the points made above.

Regards

Sarah Greenwood
Resident Hillhurst / Sunnyside

From: [REDACTED]
To: [Public Submissions; svc.dmap.commentsProd](#)
Subject: [External] 321 10 ST NW - LOC2023-0005 - DMAP Comment - Mon 7/17/2023 7:05:8 PM
Date: Monday, July 17, 2023 7:05:27 PM
Attachments: [Letter to Council July 17 2023.pdf](#)

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Application: LOC2023-0005

Submitted by: Helen

Contact Information

Address: 1141 5 Avenue NW

Email: [REDACTED]

Phone: [REDACTED]

Overall, I am/we are:
In opposition of this application

Areas of interest/concern:

Land Uses, Height, Density, Amount of Parking, Lot coverage, Building setbacks, Privacy considerations, Included amenities, Community character, Traffic impacts, Shadowing impacts, Offsite impacts

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 attached.

Attachments:
Letter to Council July 17 2023.pdf

Re: Land Use LOC2023-0005 at 321 10th St NW & Concerns about current/future LAP

Hello,

I know that you are getting many letters regarding this specific property so I will do my best to be brief. I have concerns about this specific build but also have concerns about how it reflects the challenges our community is experiencing overall.

- 1- I support my 10A St NW neighbours in their concerns about this property. They have detailed many valid points in their letters so I will not go into details myself (the height of proposed building is out of context, adding traffic to inadequate laneway will be dangerous, etc).
- 2- As a non-resident of 10A St NW, I would like to express my concerns for the community overall to demonstrate the push back for this building is not necessarily NIMBY-ism. This community has had a great deal of new construction in the past decade and this proposed building is yet another that could further erode the vibrancy of the community we love so much. These are some of the things I have noticed living here for eight years:
 - a) **Increased TRAFFIC:** Many new builds add parking for their suites. Most of the roads in and out of the community cannot handle significant volume and have no feasible space for future lanes to be added. I believe the idea is that ideally people will be taking transit to commute but that doesn't work for everyone. I need to drive all over the city with equipment in my vehicle – transit is out of the question for me. As I'm sure it is for many others for numerous reasons.
 - b) **Added NOISE:** Traffic, people, dogs, sirens, construction, drunk/high people. It's all part of the soundscape of Hillhurst but the chatter and volume has increased significantly.
 - c) **Reduced GREENERY:** New builds seem to favour concrete and glass. It's really disappointing to see lawns, gardens, and trees ripped out to make way for a cement pad with a couple token bushes planted here and there. The Theodore is a great example with its "spiky grass" accent... that turns into dead spiky grass mixed with garbage in the fall through spring.
 - d) **More CRIME:** The crime and property damage has ramped up significantly in the last decade. Last month someone took a large liquid poop on my back pathway. Last week I found a homeless woman washing her hair with the outdoor faucet. My neighbour's tyres were slashed last year. Another neighbour's car was written off because the damage to it from an attempted robbery was so bad. Not to mention the shoot out in the Safeway parking lot that recently occurred, or the squatters that burned down the building awaiting development next to the old church. It's hard to say if all this is a direct result from the densification of our community – but it needs to be addressed.
 - e) **Less DIVERSE:** I have always loved this community and wanted to live here because I feel I belong regardless of my bank account balance/career/history. Hillhurst has long been the community where the artist, student, young professional, couple, family, or senior can all happily co-exist together, support one another, and learn from each other. That's what makes a community truly diverse, sustainable, and vibrant. My fear is that with each new build – the price points and designs will only attract/be feasible for DINKS (dual-income-no-kids), and the very small families who can live in condos. So where do the students, singles,

- larger families, and seniors end up? I earn a respectable income but I fear that if these trends continue, I will be forced out of my community where I've lived for nearly a decade and have built valuable friendships with neighbours. Beyond my personal anxiety – I fear the community that was once known for being historic, eccentric, diverse, and vibrant is now becoming a community that is monotone, one-note, commercialized, and chaotic.
- 3- Community engagement at large, and for specific developments needs to be streamlined and more engaging. We are living in a highly tech based world with very short attention spans. I have certainly learned many new terms in recent years (ARP, FAR, TOD, LAP, blah, blah, blah) because I am (clearly) passionate and concerned about the future of this community. I'm sure many other people would love to participate more but do not have the time, or interest to be learning development jargon, filling out long form pamphlets that are mailed to them, trekking to the community center on a -40C day to give feedback, etc. I think if surveys were more frequent, faster to complete, and more fun/visual, then the community at large may start to get more involved.

I truly hope this letter is well received. I know it may not be the most professional – but as a young person wanting to see a bright future in my community for myself and others – I might as well just be me.

Thanks for your (long!) attention span.

Sincerely,

Helen.

11 St NW

Please use this form to send your comments relating to an upcoming Council or Committee matter, or to request to speak on an upcoming public hearing item.

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

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council agenda.** If you have questions regarding the collection and use of your personal information, please contact City Clerk’s Legislative Coordinator at 403-268-5861, or City Clerk’s Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station ‘M’ 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

I have read and understand the above statement.

First name (required)

Last name (required)

Are you speaking on behalf of a group or Community Association? (required)

What is the group that you represent?

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

How do you wish to attend? In-person

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) Jul 25, 2023

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

(required - max 75 characters) Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

July 18, 2023

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

To: City Clerk

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10th Street N.W.

To all concerned members of City Council and City of Calgary Administration

Hillhurst Sunnyside is a model of how communities can evolve and still retain what makes them special; density, affordability, heritage preservation, variety, all in partnership with community residents, developers, and the City.

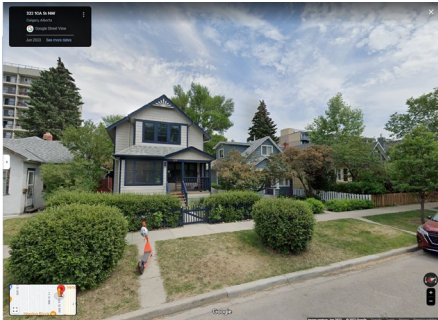
I request that this application be sent back to the planning department to allow for proper evaluation within:

- the context of the inner-city community neighbourhood of Hillhurst Sunnyside,
- the context of the City Planning Department Riley Local Area Plan (LAP) under development,
- the context of the currently valid City Planning Document, the Hillhurst Sunnyside ARP and its 2009 TOD Amendment.

	Kensington Manor	2009 ARP TOD Amendment	301 10th St NW The Kensington	321 10th St NW Submission
Max Height (Metres)	23 M	20M	20M	29 M
Stories	7	6	6	9
FAR (lot coverage)	3.3	4	4	5
Parking Entry	10th Street	Laneway	Laneway	Laneway
Notes	Not context per ARP	Current Planning Document	(2017) Community is happy	9 M and 1 FAR over ARP

The ARP TOD Amendment clearly states that the then-existing Kensington Manor and the building to the north are not to be used as contextual landmarks as they were built before the ARP

- the context of the heritage homes sharing the alley with the property.



This submission is inconsistent with all the above contextual considerations.

Recommendation:

- City Council refer the application for Land Use Redesignation LOC2023-0005 at 321 10 St NW back to the Planning Department.
- The review and consideration be held back until the new Riley LAP is essentially complete.
- Encourage and invite the landowner to work alongside the LAP process as the St. John's development (former St. Johns church site across from Safeway on 10th street) successfully did throughout the 2009 TOD Amendment process.

Thank you for your time and consideration.

Sincerely, Barb Gosling

Please use this form to send your comments relating to an upcoming Council or Committee matter, or to request to speak on an upcoming public hearing item.

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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Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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I have read and understand the above statement.

First name (required)

Last name (required)

Are you speaking on behalf of a group or Community Association? (required)

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) **Jul 25, 2023**

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

(required - max 75 characters) **LOC2023-0005 321 10th Street NW**

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

Comments - please refrain from providing personal information in this field (maximum 2500 characters) **Please include my letter of opposition in your considerations.**

July 17, 2023

Terry and Becky Rock
304 10a Street NW
Calgary, AB T2N 1W6

To: City Clerk
City of Calgary

Re: LOC2023-0005 321 10th Street NW

Dear City Clerk,

We are opposed to the approval of LOC2023-0005 in its current form.

Our opposition is based on the following:

Inadequate community consultation; lack of redress for concerns/issues raised by community members.

- The applicant's approach was limited to attendance at two Hillhurst Sunnyside Community Association (HSCA) Planning Committee (PC) meetings; within these, the applicant's presentation and the time afforded for community questions/feedback was limited within a full Committee agenda.
- No further opportunities for consultation and engagement were presented (such as independent open-house events, website portal, etc.).
- For feedback that was provided at the HSCA PC meetings, the community has not received adequate address to concerns raised.

Process irregularities regarding development.

- Public notice regarding the proposed development, both on posted signs at 321 10th Street and in the City of Calgary website, was inadequate and incorrect.
- Until at least June 2023, no notice was posted or provided to the community regarding the change from 26 m to 31 m height.
- The Riley LAP is not yet completed, yet it has been raised several times in the process as a reason to support the application.

Deficient mobility study and ongoing safety concerns.

- A full mobility study was promised by The City of Calgary in the 2009 ARP after a threshold number of developments had been built. The threshold number of developments has long been surpassed, yet the study has not been completed. Residents of the area, particularly those backing onto Norfolk Lane, experience daily frustration and safety issues.

- It would be reasonable to consider having ALL development under the ARP paused until this study is completed.
- A recently-conducted development-specific mobility study was not made available to the community until it was obtained by FOIP application.
- The development-specific study that was completed did not consider the increased height proposal to 31 m (nor to the 29 m height endorsed by the Calgary Planning Commission on June 4, 2023).

We contrast the above with the excellent experience surrounding the development of The Kensington building, several years ago. Within that process, the developer offered adequate opportunities for community engagement and feedback, and they addressed questions and concerns directly. Ultimately, the community (and perhaps most notably, the six houses immediately across the laneway for The Kensington) were fully in support of the re-zoning and development applications.

We strongly support community planning that is thoughtful and mindful as it addresses the issues of density, diversity, safety, and community experience.

We oppose LOC2023-0005 in its current form.

Thank you for your consideration.

Regards,

Becky and Terry Rock

From: [REDACTED]
To: [Public Submissions; svc.dmap.commentsProd](#)
Subject: [External] 321 10 ST NW - LOC2023-0005 - DMAP Comment - Tue 7/18/2023 12:01:10 PM
Date: Tuesday, July 18, 2023 12:01:18 PM
Attachments: [Derek Small Letter Regarding File- LOC2023-0005.pdf](#)

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Application: LOC2023-0005

Submitted by: Derek Small

Contact Information

Address: 315 10A Street NW

Email: [REDACTED]

Phone: [REDACTED]

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Land Uses, Height, Density, Lot coverage, Community character

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:

Attachments:

Derek Small Letter Regarding File- LOC2023-0005.pdf

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

Derek Small, 315 10A Street NW, Calgary, AB, T2N 1W7

July 16, 2023

Attention: City Clerk

cc: Ward 7 Councillor, City of Calgary Director of Planning,
Hillhurst Sunnyside Community Association Planning Committee.

I am writing to request Council to reject the Application LOC2023-0005 at 321 10 St NW and return it to the Calgary Planning Commission for the following reasons:

1. It appears the CPC vote on this application may have been tainted due to a Commissioner's comments related to the applicant's financial/economic considerations.
2. During the meeting, opinions from Commissioner(s) suggested the existing Hillhurst-Sunnyside ARP (HS-ARP) was "out of date" and "very out of date". These opinions are unsupported by facts and implied that it is OK to not uphold City Council By-Laws and Policies as laid out in the HS-ARP, MDP and Main Street documents.
3. The presenting Planner justified a height deviation from HS-ARP by comparing the site context to the non-conforming pre-ARP building to the north. The HS-ARP policies constrain heights to a maximum of 20m and FAR 4 in a TOD area adjacent to residential.
4. The Planner misstated that the petition and letters from the community only related to the lane safety and to site density, not to conformance with the HS-ARP.

These points are evidenced in the recording of the June 4th, 2023 CPC meeting.

In that meeting, Commissioner Hawryluk appears to have tainted the vote in his closing remarks. His opinions leave the impression that economic or financial concerns are a factor in this Land Use Redesignation application.

I have done my best to transcribe his comments as expressed after his motion to support the Land Use Redesignation. Reference start time of about the 2:37.01 in the recording.

"...the land is worth more now than it was when the Area Redevelopment Plan was created, it is worth more than it was when the previous building was created, so we should expect that the size of the building whether we are talking height or floor area ratios presumably would be bigger there, generally land values have gone up construction cost have gone up um"

2:37:25 - Commissioner Hawryluk

Council should evaluate his comments in the context that they introduced several financial factors into the minds of the CPC attendees, built an inappropriate evidentiary basis for approval for the applicant, and potentially displaced the consideration of current policy.

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

Derek Small, 315 10A Street NW, Calgary, AB, T2N 1W7

The chair of the meeting missed an opportunity to advise the Commissioners that:

- Economic or financial concerns are not to be considered in decisions related to a Land Use Redesignation
- Contrary to commissioners' opinions, the HS-ARP is not "old" and not "very very old" and that the age isn't relevant to the decision making process.
- Potential changes to the HS-ARP as mentioned by Commissioners are pure speculation and that the unreleased draft of the Riley LAP is not relevant to this application.
- Could have requested that the presenting Planner confirm that the existing Hillhurst Sunnyside ARP, the MDP, the TOD and Main Street policies and guidelines are in force.

Regarding this last bullet item above, the HS-ARP, amended to include TOD, the MDP and Main Street policies and bylaws represent person-years of community engagement and collaboration with expert urban planning input. The HS-ARP policies cannot be disregarded based on opinion and unsupported recommendations that avoid detailed consideration of the feedback of the community.

Please remove this item from the agenda or turndown this application and have it sent back to planning with direction to discuss the issues I and others have provided to you.

I thank you for your consideration of my request to not approve this application.

Sincerely;

A large black rectangular redaction box covering the signature of Derek Small.

Derek Small

315 10A Street NW

July 16, 2023

Stephanie Borgland
302 10A ST NW, Calgary, AB T2N1W6

July 18, 2023

To: City Clerk and city council members

Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

I live on 10A Street near the proposed redesignation. My property backs on to the laneway between 10th and 10A st. I am concerned about the effect of this development on our community in this beautiful heritage neighbourhood, and the lack of due process to date.

My primary concerns are as follows:

- The laneway between 10A st and 10th street is not built for the current capacity, let alone increased traffic with increased commercial and residential capacity. Significant modifications would need to be made to support the increased traffic. While increased number of cars are a concern, it is also the increased number of garbage and recycling trucks, mover vans, commercial vans that are getting stuck in the lane and damaging the road and property. Problems to address in the lane are:
 - The current narrowness (in some places there is <6ft across).
 - Drainage of the lane – there is water overflow into properties as there is not sufficient drainage from snow accumulation and rain.
 - Deteriorating overhead electrical infrastructure as they are repeatedly hit by large moving and delivery trucks driving through the lane
 - Giant ruts in the lane and protruding sewer grates due to deteriorating pavement from the high traffic zone.
- The land use redesignation sought exceeds the maximum height and Floor-to-Area ratio (FAR) allowed in City bylaws, the Area Redevelopment Plan (ARP) and Municipal Development Plan. I am, in general, in support of the transit-oriented development plan, and would support a residential/commercial building on 321 10 st providing that it fits within the current ARP (ie appropriate FAR (4), appropriate height (20 M, 6 stories). Other new developments, including 301 10th ST NW and St. Johns development at 10th St. and 2nd Ave, have adhered to the community recommendations.
- The lack of engagement process with the Hillhurst neighbourhood and Hillhurst-Sunnyside community centre. We did not receive any notification by mail or otherwise regarding this development proposal.

I ask that Council take this application off the July 25, 2023 meeting agenda send it back to the CPC for rehearing and reconsideration because community concerns have been neither acknowledged nor addressed. I urge that this proposal be aligned with the current ARP and that the landowner work alongside the Riley LAP in development.

Thank you for your consideration.



Stephanie Borgland

From: [REDACTED]
To: [Public Submissions](#)
Cc: [REDACTED]
Subject: [External] Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW
Date: Tuesday, July 18, 2023 11:46:25 AM

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Re: Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW

Attention: City Council

We live on 10A Street near the proposed redesignation. The site has a shared laneway with our home, and with all houses on the east side of 10A Street. We are concerned about the effect on our community in this beautiful heritage neighbourhood, and the lack of due process to date.

The land use redesignation sought exceeds the maximum height and FAR allowed in City bylaws, the ARP and MDP. We believe that a 9m increase in height over the 20m currently allowable should not be treated as lightly as it appears to have been.

High on our list of concerns is the very busy and narrow lane between 10 and 10A Streets which has already created safety issues. Our property has been damaged several times by traffic in the laneway. For example our garage door was completely destroyed by a vehicle sliding on ice from the lane into the door. On two occasions our vehicle was damaged by traffic driving along the lane. We've been without power when vehicles hit power lines. The lane is too narrow to allow cars to pass each other, except for the occasional space where they can pull onto private property. We already spend a lot of time idling our vehicle in the lane while waiting for traffic to clear so we can exit or return home. Sometimes the wait is so long that we need to drive back out onto the street and around to the other end of the laneway to access our house. With the danger to pedestrians, bottle collectors, and cyclists any increase in traffic would be unacceptable. The parking and lane traffic situation has not been adequately addressed.

We are in favour of development within the ARP. We would like community concerns to be addressed and approval of an appropriate development based on complete, accurate and relevant information including a complete and up to date traffic study.

We ask that Council take this application off the July 25, 2023 meeting agenda send it back to the CPC for rehearing and reconsideration because community concerns have been neither acknowledged nor addressed.

Thank you for your consideration.

Moe Rosenhek and Rosanne Tackaberry
214 - 10A Street N.W.

Booth, Jason C.

Subject: FW: [External] Application for Land use Redesignation LOC2023-0005

From: Kerri Calvert [REDACTED]
Sent: July 18, 2023 10:42 AM
To: City Clerk <CityClerk@calgary.ca>
Cc: WARD7 <WARD7@calgary.ca>; Hamilton, Debra <Debra.Hamilton@calgary.ca>
Subject: [External] Application for Land use Redesignation LOC2023-0005

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Subject: [10AStNW] FW: Application for Land use Redesignation LOC2023-00

Kerri Calvert

#5
407 10A St NW,

Calgary T2N 1W9

[REDACTED]

To: City Clerk,

I am writing as member of the Hillhurst community who is opposed to this development.

I have rented an apartment in this neighbourhood since I first moved to Calgary several years ago. I would like to challenge the common assumption that people who rent do not care about city planning, and neighbourhood development. For a variety of reasons, financial and others, many of us will rent in Calgary and perhaps never buy. We still care about the city as a whole and our neighbourhoods. While I do not pay property taxes directly, when taxes are increased, my rent increases. I have voted in every municipal, provincial, and federal election since I was eligible to vote. I respectfully send my comments on this development, and ask that they be listened to regardless of my not being a property owner

I reside on the west side of 10 A street

I have noticed traffic throughout the neighbourhood is increasingly busy and find it difficult and dangerous to get in and out of my street using third Avenue - it is unsafe whether I'm walking, biking or driving - a massive inappropriate development on 10th St. is going to make the situation much worse

I feel for my neighbours who have no choice but to use third Avenue to access their garages and backyards and if this development goes through, to have to put up with even more delivery trucks, residents and their visitors using an already busy alley. The increased noise and vehicle pollution is a quality of life issue.

This proposed development is too high, and is massive; the developer has been cavalier in disregarding the restrictions that go with developing this lot and the city has been fine with that. So very disappointing.

In the eight years I have lived in this neighborhood, it is unbelievable how many high-rise developments have been built - increased density is important, but there is a limit to what the neighbourhood infrastructure can handle. I naïvely thought that the role of the area's redevelopment plan was to ensure appropriate development, but the city and developers just disregard it.

It sickens me to see some of these new developments, visually uninteresting, looming over the neighbourhood, blocking everyone's sun, not providing sufficient resident and visitor parking (we do live in a winter climate, and it is naïve to think that people will not be driving whether in their own vehicle, a ride-share or a cab). The city is letting developers get away with destroying beautiful historic inner city neighbourhoods throughout Calgary.

Once again, we have a developer who is not obeying the ARP and FAR. I request that city Council simply refuse to consider any further developments, including this one that do not obey the neighbourhood ARP and FAR.

This would save all of us a lot of time, including the developer, while being respectful of the citizens of Calgary and their quality of life.

Kerri Calvert

This eMail was sent by Barb RenaudBarbR at [REDACTED]
For questions and changes contact the Group Administrator: at [REDACTED]
If you want to unsubscribe from this [REDACTED] Group click [REDACTED]
To file a complaint please send an eMail to: [REDACTED]

From: [REDACTED]
To: [Public Submissions](#)
Subject: [External] Application for Land Use Redesignation LOC2023-0005 at 321 10 St NW
Date: Tuesday, July 18, 2023 2:16:11 PM

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Dear City Council:

We live on 10A Street NW.

The lane between 10th Street NW and 10A Street NW is hazardous and inefficient as it is. The surrounding area is dense enough! Please do not add to the problem by approving oversized development.

Thank you,

Angela Kennelly & Jeff Bentrim
303 10A Street NW

Angela Kennelly
[REDACTED]