

Community Association Response

2023 December 12

LOC2023-0342:114 & 118 19 Street NW, Land Use Amendment to accommodate MU-1

West Hillhurst Planning Committee comments:

- The WHPC is of the position that the best development outcomes come from a broadly participated planning process such as the Riley Communities LAP. We are not calling for a halt to (re)development, only a temporary halt to land use amendments until the current LAP process is completed.
- The increase to vehicular traffic generated by the proposed development would pose a substantial increase in hazards to pedestrians and cyclists. This is in direct violation of multiple city policies that place pedestrians and cyclists at the top of the mobility hierarchy.
- There is insufficient parking for the number of proposed units and a commercial business.
- The community has spent four years working on 19 Street Streetscape through three rounds of consultations. All engagements point to wider sidewalks and a pleasant pedestrian experience. We argue against reduced setbacks or any design that would limit sidewalk expansion. We also argue a pleasant pedestrian experience involves maintaining the current established trees on site.
- The WHPC acknowledges increasing concerns with issues arising from Airbnb rentals within the community. Although the regulation of such activities is outside the scope of this application, the committee would like to see increased emphasis on properties suitable for long-term rather than short-term occupation.
- The WHPC expects the development to be built with high quality materials such as brick or stone.
- We expect assurances from the builder that the tree bylaw and sidewalk remediation will be followed.

West Hillhurst Transportation Committee comments:

- The WHCA Transportation Committee requests a Traffic Impact Assessment for this application. This is needed to determine appropriate suggested flows to Kensington Rd/19 Street NW, and to mitigate traffic, noise and air impacts on adjacent streets.
- This development does not qualify for parking relaxation because West Hillhurst does not have primary transit and any future plans identified by the city are not sufficient grounds to grant a relaxation.

- West Hillhurst **does not currently have any transit routes (including the newly revised Route 1 as of Fall 2023)** that satisfy the City's own definition of "Primary Transit". In the 2020 Calgary Transportation Plan, this is defined as i) <10min frequency ii) 15 hrs a day iii) 7 days a week.
- West Hillhurst also does not have a BRT Route such as Route 305 BRT service as providing Primary Transit to West Hillhurst. This route was discontinued in Fall of 2023. As background, this route was always incorrectly classified as "BRT" service - its name a relic from 2018 when it was replaced by the MAX Orange Route on 16th Ave. Previously, Route 305 ran 3 buses during the AM & PM rush hours periods respectively, on a 30 minute frequency. This was more properly classified as "express bus" service.
- While Primary Transit might exist on City of Calgary maps and plans as per the file manager's email, West Hillhurst does not currently have primary transit that would satisfy the parking relaxations for this building. We urge the file manager to verify facts with Calgary Transit.
- We draw the file manager's attention to the recent SDAB hearing concerning a building on 19 st. where the Board noted the City of Calgary had provided incorrect transit information pertaining to West Hillhurst.
- We ask that the City of Calgary review the accuracy of its information as it pertains to transit in West Hillhurst.
- We also note the applicant is mentioning bike lanes on 19 St. At this time there is no design and no funding for any such infrastructure. The applicant is also mentioning primary transit. We welcome primary transit but at this time there is none on Kensington Rd.