

Community Association Response



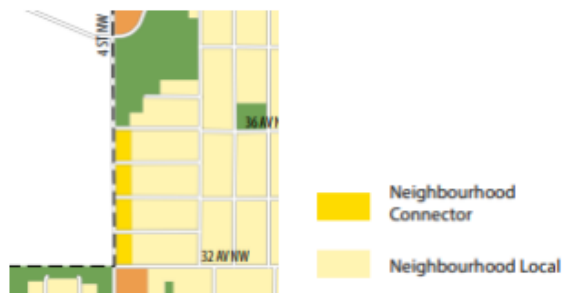
Highland Park Community Association
3716 2nd St. NW
Calgary, AB T2K 0Y4

November 26, 2021

Julian (Jules) Hall
Planner 2, Community Planning - North,
Planning and Development
The City of Calgary

RE: LOC2021-0175 457 33 Avenue NW

The Highland Park Community Association is, in general, supportive of increased housing density along arterial roadways and the periphery of our community. We understand and agree with the need for Calgary to limit outward urban sprawl by intensifying redevelopment in the inner city. According to the recently approved *North Hill Communities Local Area Plan*, the parcels immediately adjacent to 4 Street NW in Highland Park are deemed "Neighbourhood Connector" with a Low building scale:



The application to change the land use of this property from R-C2 to R-CG would allow construction of a 4-unit rowhouse on this parcel. This land use would conform to the vision of the *North Hill Communities Local Area Plan*.

Fourth Street is a 4-lane connector roadway which defines the western boundary of Highland Park. Construction of a rowhouse would, therefore, also conform to where the Association sees increased housing density as best suited. A rowhouse built at 457 33 Avenue NW would be oriented towards 4 Street NW, with perhaps one unit fronting 33 Avenue. The number 2 bus route travels along 4 Street.

However, the Community Association is also aware of the concerns raised by nearby residents and we believe we have an obligation to convey those concerns to the City. One of the concerns is that R-CG allows a building height of 11 m, rather than the current 10 m limit. This is a concern that can be addressed at the development permit stage.

The area of greatest concern for nearby residents is focused on the potential increase in the number of personal vehicles that will require parking. The R-CG land use would ensure one parking space per main unit, but parking for secondary suites is not normally provided nor even capable of being provided. Moreover, one parking space per unit is oftentimes insufficient for the needs of residents. There has already been a noticeable increase over the past few years in the number of vehicles parked on-street due to the redevelopment of older bungalows into semi-detached homes. Since 4 Street NW is a major commuter route, parking on this street is neither a safe nor a viable option for future rowhouse residents. Therefore, 33 Avenue would need to accommodate the excess. We fully understand that people do not have any right to a parking spot in front of their house, but it is preferred both for convenience and for the ability to keep an eye on the vehicle for security reasons. Having many cars parked on-street also requires careful driving manoeuvres, simply because the residential streets are not wide enough to accommodate two lanes of traffic with vehicles parked on both sides.

Although we may strive for a “greener” city that has limited its outward sprawl and that relies more on transit, e-scooters, bicycling and walking, the reality is that Calgary has been developed primarily for the benefit of residents with personal vehicles. Unless each community in Calgary has a complete range of services within its boundaries, cars will continue to be required for people to get their groceries or go to appointments. Vehicles are still required to travel out of the city. It will take a considerable length of time for Calgary to evolve into a city that is more people-friendly and less devoted to the requirements of vehicles.

Therefore, while we support a land use change that will enable increased housing density along this transportation corridor, we ask the applicant to consider revising their application to R-CGex rather than R-CG to help alleviate the concerns of residents nearby.

If you have any questions, please do not hesitate to contact me at development@hpca.ca or on my cell at 403-390-7705.

Thank you.



D. Jeanne Kimber

On behalf of the Highland Park Community Association