



Public Submission

CC 968 (R2024-05)

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 or Council Committee agenda and minutes.** 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 or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

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.

First name [required] Ryan

Last name [required] Deslauriers

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 comment on? [required] Council

Date of meeting [required] Oct 8, 2024

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

[required] - max 75 characters LOC2023-0244

Are you in favour or opposition of the issue? [required] In opposition



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ATTACHMENT_01_FILENAME

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

I am glad to see the city is working diligently to densify our city and increase the housing supply. On projects like this I am usually very supportive. Recently I supported a project to build a du-plex in briar hill. However, I find it totally unacceptable to tear down the types of houses found on these lots. These strawberry box houses hold historic value at a time long past as they were most likely built by veterans who came back after and represented a time when Calgary was going through a housing crisis, just like today, and we're part of that legacy. Furthermore, they are part of the character of this neighbourhood. Getting rid of these buildings would be a shame. To the very least incorporate them into any future projects built on the site.

Thank you



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First name [required] Deborah

Last name [required] Kowbel

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 comment on? [required] Council

Date of meeting [required] Dec 3, 2024

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

[required] - max 75 characters LOC2023-0244/DP2024-03957 403-415 19th ST NW RC2 to HGO

Are you in favour or opposition of the issue? [required] In opposition



Public Submission

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ATTACHMENT_01_FILENAME DP2024-03857 -NovemberUpdate.docx

ATTACHMENT_02_FILENAME

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

The development must conform to the following (but not limited to):

Calgary's Municipal Development Plan, Riley Park Local area plan, Land Use Bylaws, Community Bylaws, National Building Code (Alberta Edition), Fire Department Access Standard (based on National building and fire codes), Atco Design Guidelines.

In addition, the community must be assured that the promises made by city council to allow the city-wide rezoning will be adhered to. Although the bylaws themselves have not been updated, where the commitment has been made these amendments should apply. These amendments are listed on the city website under councils' decision on rezoning for housing. Specific to this discussion are amendments 1, 2, 4, 6, 12, 13 and 16.

All referenced documents are available on the City of Calgary website, from the National Research Council website and ATCO.com.

The Development does not meet the National Building Code Alberta Edition or NBC(AE) and the Calgary Fire Department Access Standards

The development does not appear to meet the Calgary Fire Department Access Standard for Primary and Emergency access routes width and clearance requirements. Please indicate the access locations and dimensions in accordance with these codes and standards on the development plan for the Fire Department access to the rear building. The building totals 3795 m² with each building exceeding 600 m².

NBC(AE) 3.2.5.4. Access Routes 1) A building which is more than 3 storeys in building height or **more than 600 m²** in building area shall be provided with access routes for fire department vehicles a) to the building face having a principal entrance, and b) to each building face having access openings for firefighting

NBC(AE)3.2.5.6. Access Route Design 1) A portion of a roadway or yard provided as a required access route for fire department use shall a) have a clear width not less than 6 m, unless it can be shown that lesser widths are satisfactory, b) have a centre-line radius not less than 12 m, c) have an overhead clearance not less than 5 m, d) have a change of gradient not more than 1 in 12.5 over a minimum distance of 15 m, e) be designed to support the expected loads imposed by firefighting equipment and be surfaced with

concrete, asphalt or other material designed to permit accessibility under all climatic conditions, f) have turnaround facilities for any dead-end portion of the access route more than 90 m long, and g) be connected with a public thoroughfare

The Development Plan is incomplete and cannot be approved

The incompleteness of the plan may seem to be inconsequential, however, due to the fact that the plan is pushing all the limits of size, spacing and other bylaw considerations, missing design elements will have a significant impact to the plan in the areas of accessibility, landscaping and storage space.

The mobility lockers appear to be located where water, electrical and gas meters should be located on the backyard suites. The plans do not indicate the meters for each building. It is expected that water, gas and electrical metering will be on the side of each of the four buildings. Looking at the landscape plans, the gas meter will infringe upon the sidewalks and mobility storage units.

According to ATCO Meter area specifications page 4, the gas meter requires a minimum of 0.9 m from the wall of the building and 2.0 meters along the length of the building. Meters are currently on walkways at the sides of the front building, reducing access space. Meters need to be located on the plans for the backyard suites as these will result in a reduction of the mobility storage units which must be relocated elsewhere on the plan.

Irrigation systems as required by 1403 (f). The irrigation system has not been shown so therefore does not meet the bylaws. The plan shall be amended to show the location of the irrigation controls and housing for the valves. It is expected the area required for the irrigation valve housing and the sprinklers throughout the property will reduce the trees and shrubs to ensure there is adequate space for the valves and ensure the irrigation pipes are not too close to the plantings.

Snow storage and removal shall be indicated on the plan, which will further affect the quantity of landscaped area.

The Development exceeds the Number of Buildings allowed

Effective August 6th, 2024, 24P2014 was amended

153.1 "Backyard Suite"

vi) Must not be located on the same *parcel* or *bare land unit* as either a **Rowhouse Building** or a **Townhouse use**.

This is a townhouse development. The building behind the front building is a series of backyard suites that are not allowed under the newly amended bylaw. The backyard building must be removed from the plan.

The Development does not conform to the MDP and Riley LAP requiring street facing buildings

The MDP and LAP has multiple statements that main dwelling buildings must be street facing or frame the street. The building located in the back yard is not street facing nor does it frame the street. As such this design does not conform to the development plans of the city or community

On page 40 of the MDP the follow statement can be found. “Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern. “

On Page Page 48 Site Design of the Riley LAP

“Development should: i. locate buildings to frame public streets;... xi. consider design and site layouts that accommodate snow storage and removal; xii. maximize permeable surfaces, enhance greenspace and exceed required tree and soft landscaping requirements within the Land Use Bylaw to limit the impacts of extreme heat events and stormwater infiltration;

The Development does not meet requirements of Amenity Space

The MDP and LAP refer to adequate amenity space for each development. Page 52 of the LAP provides several guidelines for amenity space some of which is that both private and shared spaces should be adequately sized for multiple users and have room for furniture. This development has not conformed to the requirements of the MDP, LAP and Land Use Bylaws.

This amenity space is highly important as it allows areas for pets, small children, backyard furniture/BBQs and potted plants/gardens. Without this area, the buildings are no better than apartment complexes at grade and greatly reduce the section of the population that would choose to live in these developments.

Developments without proper amenity space adversely affect communication and socialization with neighbours.

Proper amenity space has not been identified on the development plans which is required by Part 5 Bylaw 543. The developers are assuming that the treed (and shrubs) areas as well as walkways and amenity space is the same. If an area is fully treed this cannot be used for passive or active recreation by the unit dwellers, If a paved area is used as a walkway between dwellings and the front street or garage, it is not amenity space

Land Use Bylaw 547.14 (R-G and R-Gm) indicates a minimum amenity space as 7.5 square meters per unit. It is reasonable to expect that all HGO, which is also part of the limited neighbourhood zone, developments shall have the same minimum amenity space per unit.

Page 52 of the Riley LAP Amenity Space..... Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity space: publicly-accessible, shared private and private. Shared private and private amenity spaces provide a place for people who live or work in a development to interact, recreate and relax, while public-accessible amenity spaces can be enjoyed by all.

d. Publicly-accessible and shared private amenity spaces should:

- i. be adequately sized to accommodate the anticipated number of users;
- ii. be flexible and adaptable to a variety of activities and programming;
- iii. include lighting and furniture;
- iv. provide access to drinking water;
- v. provide access to universally-accessible washrooms; and,
- vi. provide weather protection to support yearround use.

e. Private amenity spaces should:

- i. be adequately sized to accommodate furniture;
- ii. consider both sunlight and shade access; and,
- iii. provide weather protection to support yearround use.

f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.

The Development does not meet requirements of Landscaping

This plan it does respect land Use bylaw Part 15 Section 1402 where many trees and shrubs are located in permanent shade, inside the slot between the buildings or are located in spaces where the plant canopy will overgrow into structures and/or the root system will damage sidewalks and building foundations. The land use bylaw states

1402 (9)The ***landscaped areas*** shown on the landscape plan approved by the ***Development Authority*** must be maintained on the ***parcel*** for so long as the ***development*** exists.

A 15 to 20 ft tree should be 8 to 10 ft (2.5 m – 3 m) from foundations, sidewalks and sewers and 5 ft (1.5 m) from utilities. As an example, the Blue Spruce will grow up to 50 ft tall, requires 25 ft from a building foundation and must have a minimum 6 hours of sunlight. According to the shadow studies, shadows will be in the slot between the houses for the entire day except at summer solstice when some of the slot will have daylight for three hours.

Wind Tunneling is Likely in the Slot Between Houses

Due to the height, length and proximity of the buildings to one another, it is likely wind tunneling will occur, making the use of the slot area as amenity space uncomfortable. The developer should consider introducing wind breaks to make using the slot yard more comfortable.

Parking is insufficient

Although this development meets the bylaw of parking spots, information from the City of Calgary website and Alberta Registries shows that Calgary has a per capita vehicle ownership of 0.735 and 0.75 respectively. West Hillhurst has an average of 2.6 persons per household. Based on 0.5 parking spots per dwelling, every development in the area is adding 1.45 vehicles per dwelling unit to street parking. New developments in the 19 St and Kensington Rd NW area indicate they will provide minimum parking requirements per the bylaw. Based on current development permits and approved permits it is estimated that the cumulative affect is 450 to 500 vehicles will require street parking in the area. The Frontier Building on Kensington Rd NW is currently listing parking spot prices for sale at \$50,000. This may lead to even more cars parking on the streets than anticipated. For these reasons a minimum of one parking spot or more per dwelling is necessary.

Bicycles do not replace cars for transportation for the vast majority of Calgarians

The majority of Calgarians use cars for transportation, rather than a bicycle, as can be demonstrated on the City of Calgary website under Transportation planning, Bicycle counts. Data collected since 2016 very clearly shows that between Oct 1 to end of April the bicycle paths have less than half the traffic in Oct, Nov and March and pedestrians using the path outnumber Bicycles from December to January. These counts represent that Calgarians use bicycles as recreation in hotter months. The proliferation of Bike paths has not increased the use of bicycles over the years data has been gathered. To assume that people will increasingly use bicycles to go to work, run errands, and obtain groceries/other shopping is erroneous. The inclusion of more bicycle storage to offset parking is also, thus, erroneous.

Transit is insufficient

West Hillhurst does not have primary Transit. Primary Transit is only indicated as part of a future transit plan that may never be realized. As an example, The Green Line, high priority project, was recently ended.

RouteAhead - Strategic Plan for Transit in Calgary (2023) and RouteAhead Annual Status Update (2023) indicated that only a small portion of Primary transit has been implemented and that the full implementation will take 10 years. Neither document has indicated that the West Hillhurst Primary Transit path is being addressed in the near future. There are no 2024 updates on primary transit infrastructure and existing priority projects are yet to be completed, indicating the 10 year plan has likely been extended.

The community of West Hillhurst cannot be developed assuming that a primary transit network will be available.

The Development does not meet requirements of the Community Standards Bylaw

The Riley LAP page 48 indicates consideration for areas to hold snow and can accommodate snow removal from the site. There is not enough space to shovel the snow from walkways, while keeping it within the property boundaries in accordance with the City of Calgary Street Bylaw (20M88) section 67T.his plan

requires flex area for snow and a method of accessing for snow removal from the site.

In accordance with the Community Standards Bylaw 32M2023, section 35, storm runoff cannot drain into adjacent properties. The second building in the development does not have a permeable surface where storm drainage can be directed.

The Density of Dwellings does not conform to the Municipal Development Plan

Page 28 of the Developed Area Guidebook states "Moderate intensification in this area respects the existing character and more intensive redevelopment will occur in strategic locations such as a Main Street.

19th Street is not a main street, and the location of this development is in the Limited Neighbourhood zone. As such adding 30 dwelling units to property that once had 4 dwelling units (7.5 times original design) is more than a moderate increase. The community insists that density be held to 75 dwellings per hectare maximum, similar to RCG. This is an increase of 3.75 times the original property density, which is a more moderate increase.

The Number of Dwellings Far exceeds the Projected Population Increase of Calgary

The Population of Calgary is currently 1.3 million and is expected to reach 2 million in the next 50 years. This data is taken from the City of Calgary's Housing strategy – Houses are Here. New development areas are anticipated throughout the city's suburbs, therefore existing developed areas are not expected to take on the burden of housing for all the newcomers to the city. In 50 years, many of the houses being built today will be replaced. As such, the increase in densification of West Hillhurst is not required to exceed than 75 dwellings per hectare in limited neighbourhood areas to meet demand. Continued proliferation of over densified developments in the neighbourhood limited zone will cause housing resell value to drop significantly as supply exceeds demand. This would hurt the community significantly.

It is the responsibility of the development authority to control these developments to meet the municipal development plans, local area plans and the growth of Calgary population.

Density When Calculated by the Size of a Building or Parcel Coverage Leads to Overdensification

The Calgary Development Authority claims that “Unlike the R-CG District, the H-GO District does not include specific density limits in units per hectare. Instead, the H-GO District has a metric called Floor Area Ratio which governs how large a building can be in relation to the total area of the parcel in question. The H-GO District has as maximum floor area ratio of 1.5. How many units and/or secondary suites fit into a building area can change depending on how large the units are and how they are laid out on the site.”

This development is in the **neighborhood limited** zone in the MDP. No other housing in Neighbourhood Limited has unlimited density. This does not follow the MDP and is not a proper density calculation which, by its very definition, is the number of **dwelling units** on a parcel not the space it can occupy or a calculation that does not include dwelling units such as suites.

In September 5th meeting Civic works presented the number of dwelling units had they asked for a zone change to Multi-Residential , MC-1= 22 dwelling units and MCG = 29 dwelling units. . If this site was designated MH-2 (highrise), the minimum dwelling units at 28 dwellings units can be classified a high rise building if the units were not grade oriented.

There is clearly a misinterpretation or error of the bylaws that HGO would allow 30 dwelling units on a limited residential build.

Unlimited density is not contemplated by the MDP, LAP and bylaw 1386. With lack of a specific density, the HGO bylaw refers to Part 5 of the Land Use Bylaw and I refer also to amendment 12 to the land use bylaw

1386The Housing – Grade Oriented (H-GO) District:

- (a) accommodates grade-oriented development in a range of housing forms where the **Dwelling Units** may be attached or stacked within a shared **building** or cluster of **buildings** in a form and at a scale that is **consistent with low density residential districts;**

Amendment 12 “**Include Secondary Suites and Backyard Suites in density calculations**”,

- (b) a. Include Secondary Suites and Backyard Suites in density calculations in the new Zoning Bylaw, and that minimum density requirements be updated in zones where suites are allowed to reflect this change;

The Development in Combination with a significant amount of approved and in Permit Developments will stress the existing infrastructure

I am concerned with the lack of thoughtful infrastructure support with the increase in density our community is experiencing. The proliferation of land parcels developed under the RCG/HGO and MU land use will increase dwelling density to 4 plus times the original community design.

Information regarding the environmental impact, or sustainability, of continued densification is required prior to approval. Increasing on-street parking congestion, reducing (or eliminating) private amenity space, failing to protect the existing tree canopy and other natural assets, increasing impervious surfaces with negative impacts to runoff and water quality, and general over-development is of particular concern. The focus on density fails to consider the climate emergency facing the City of Calgary.

The WHCA facility has aged out and requires significant investment by The City of Calgary to continue to serve the community population at present. Increasing the population by 4 fold will make the situation significantly worse.

The schools in the community are at their maximum enrollment. The future of Louise Dean School is not known. However, the community uses this green space, soccer field, baseball diamonds, playground and basketball courts.

The water lines, sewer lines, electrical grid and roads were designed to accommodate a much lower population density within West Hillhurst. Before any additional RCG, HGO and MU projects are approved, I request a copy of the studies done by the City of Calgary that will ensure adequate utility supply to all new dwellings and transportation movement to handle the increased population.

The community requests the reports showing the planned infrastructure changes as a result of the rezoning and densification. Land Use Bylaw Amendment 16

16. Development Permit Tracking and Reporting of Infrastructure Needs

That Council direct Administration to augment Home is Here (City of Calgary Housing Strategy) recommendation 1.C.13.l by tracking Development Permit applications on RC-G parcels city-wide to identify areas where increased densification requires infrastructure investment (including but not limited to water, roads, and parks), and bring forward the most appropriate funding tool to ensure growth is supported with proper infrastructure, with a report back to Council through Infrastructure and Planning Committee once each year at the end of the year.

City Council Made Promises to Allow for rezoning will Require Community Participation

In addition to the amendments already discussed to allow for rezoning, the following amendments also are important and appear to be ignored. The community would like to participate in the following. The city of Calgary has not asked for West Hillhurst participation in any of these areas.

2. Enhance Development Permit Processes & Timelines for Rowhouses and Townhouses Direct Administration to utilize or leverage an existing community and industry working group to mutually seek efficiencies in the development permit process to expedite development permit timelines, while making townhouse and rowhouse development permits more consistent and standardized in RCG areas to create transparency and predictability for applicants and the public.

4. Addressing Issues Related to Privacy Direct Administration to consider changes to the Land Use Bylaw, including provisions related to the current R-G, R-CG and H-GO districts, to address issues related to privacy for adjacent neighbours identified through this report as part of its reporting to Council on the City Building Program

5. Re-engaging on Updates to Approved Local Area Plans Direct Administration to review all plans already completed as part of the current Local Area Planning program, and engage with affected communities, to determine whether any amendments to the Local Area Plans are warranted as a result of the proposed rezoning, and report back to Infrastructure and Planning Committee with an interim update no later than 2025 Q1.



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First name [required]	Susan
Last name [required]	Kober
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? (If you are speaking at the service plans and budget mid-cycle adjustments, translation services may be available, please indicate if you will require these by writing the required language and "Budget" in the space below).

What meeting do you wish to comment on? [required] (if you	Council
Date of meeting [required] (if you are providing input on service plans and budget mid-cycle adjustments, please select "November 18")	Dec 3, 2024



Public Submission

CC 968 (R2024-05)

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)
(if you are providing input on service plans and budget mid-cycle adjustments, please write "budget" below.)

[required] - max 75 characters

File numbers: LOC2023-0244/DP2024-03957 Address: 403-415 – 19 St. NW

Are you in favour or opposition of
the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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

File numbers: LOC2023-0244/DP2024-03957
Address: 403-415 – 19 St. NW
Land use redesignation R-CG/R-C2 to HGO

November 12, 2024

Mayor Jyoti Gondek and
Members of City Council
800 Macleod Trail SE
P.O. Box 2100, Station M
Calgary, Alberta T2P 2M5

Dear Mayor and Members of City Council,

RE: Public Hearing scheduled for December 3 2024
Calgary Planning Commission No: CPC2023-0668
File Number: LOC 2023-0244
Location: 403 to 415 – 19 Street NW
Land Use Redesignation: R-C2 to H-GO Housing-Grade Oriented

I am a neighbour that will be directly affected by the proposed land use amendment from R-C2 to H-GO. H-GO would allow the excessively tall and massive buildings proposed by Civic Works, to be constructed across the lane from my property. The buildings would be 110 metres in length, 12 metres in height and are one in front of the other, for a total of four buildings. I live at 2015 – 4 Avenue NW, in the community of West Hillhurst.

I wrote a letter to City Council on July 6, 2024 for the initial Public Hearing for the proposed land use amendment. My comments in that letter are still relevant. I attended the Calgary Planning Commission meeting and have kept myself informed of all proceedings related to this land use amendment and the proposed accompanying development permit application.

What is new from July 6, 2024, after adjournment of the Public Hearing:

1. The Riley Communities Local Area Plan has been returned to Administration for a review with direction to consider density around the LRT stations.
2. The applicant, Civic Works, and the architect had a virtual meeting with myself and all my neighbours to outline the changes they had made to the proposed development but still within the H-GO land use district density and development guidelines.
3. Public Hearing of City Council scheduled for December 3, 2024.

I continue to be concerned about the number of dwelling units, the overall building height, the lack of parking spaces, the loss of all existing vegetation, and the absence

1

City Council Public Hearing of LOC2023-0244 Land Use Amendment to H-GO – December 3, 2024

of any upgrades to the boulevard and the absence of trees and shrubs along 19th Street NW. It should be noted that the West Hillhurst Planning Committee is against this development and a petition with 1260 signatures, also against this development.

Our only opportunity to discuss the land use and the development is now, in front of City Council. We have no other opportunity to express our concerns.

This is not the location for H-GO land use district. My neighbours and I request you, City Council and Mayor, not to approve this land use amendment for all the following reasons outlined below:

- 1. The Riley Community Local Area Plan is still under review. There is no other policy plan for the West Hillhurst community.**
- 2. The subject lands do not comply with the locational criteria of the H-GO land use district. The H-GO land use district should occur from the edge of a Main Street which is zero to a maximum distance of 200 metres.**
- 3. When the locational criteria is not followed, there is a random spot zoning and a dilution on the policy to increase density in strategic areas.**
- 4. The southern edge of the subject parcel is 190 metres measured from a theoretical Main Street as outlined in the Municipal Development Plan. In reality, the measurement of 190 metres is taken from a Multi-Residential building, MX-1, which is not a Main Street.**
- 5. Only 10 metres of the subject lands are located within the 200 metres when measured from the theoretical Main Street. While the majority of the lands, 44.8 metres, fall outside of the 200 metres locational criteria.**
- 6. The southern corner of the subject lands are located 340 metres from the bus stop on Kensington road and 19th Street NW.**
- 7. The land use along the west side of 19th Street NW is Neighbourhood Commercial, CN-1 land use district, between mid-block from 1st Ave to 3rd Av NW. There is a vast difference of building size and uses along 19th St NW.**

The land use district does not comply with the Municipal Development Plan, the locational criteria for the H-GO land use district, and that does not respect the surrounding built forms or any setbacks from 19th Street NW.

H-GO Housing – Grade Oriented Land Use District

The locational criteria found in the purpose clause of the H-GO land use district sets out where the district should be applied on the ground.

The subject parcels do not meet the locational criteria. The parcel is 190 metres at the south property line and 244.8 metres at the north property line.

This is how the land use district H-GO Housing – Grade Oriented land use district deals with development:

- 1) The permitted use is Dwelling Unit.
- 2) This is the only use that would allow for a residential building in any form such as an apartment building, townhouse, stacked townhouse, and includes a single detached dwelling and a semi-detached dwelling.
- 3) There is no certainty on the building form.
- 4) There is no requirement to Notice Post the proposed development application.
- 5) There is no public involvement.
- 6) There is no right to an appeal because the use is permitted. If it complies with the Land Use Bylaw rules, then the permit must be approved.

Refuse this land use application, think of the enduring impact this will have on our community – the building mass, building height, density, lack of parking, and loss of the existing tree canopy during a climate crisis. There is a general lack of transit service, lack of a grocery store, and lack of employment opportunities within the area.

We need a sensitive land use district that respects the rights of the adjacent neighbours and the community to have a say in how our community evolves. Adjacent neighbours feel very strongly about this project – one has moved, 2 homes have been listed and not sold (currently being renovated to promote sales). The community, as we know it, is crumbling.

With the blanket re-zoning of the RC-G land use district, there is enough density attributed to the lands. At least, we will have an opportunity to comment on the development.

I respectfully request City Council refuse this land use amendment as it:

- ❖ Does not comply with the locational criteria as set in both policy and land use district;
- ❖ Is not compatible or sensitive to the nearby development; and
- ❖ Is not supported by any residents that live in close proximity to the lands.

I will be in attendance at the Public Hearing and will speak to my concerns outlined in this letter.

Respectfully submitted,

Susan J. Kober (signed electronically)

Susan J. Kober Resident of 2015 – 4 Avenue NW, Calgary, AB T2N 0N4

Attachment A: Extract from Land Use Bylaw 1P2007

Attachment B: Extract from Calgary Municipal Development Plan

Attachment C: Distance from mid-block between 1st Av to subject site – 190 metres

Attachment D: 1st Avenue NW to 405 – 19 Street NW – south portion of the parcel

Attachment E: Distance from site to Kensington Road NW 340 metres
Location of Bus Route No. 1 and BRT route

Attachment F: Report on Flora and Fauna found on the Subject Parcel

Attachment A: Extract from Land Use Bylaw 1P2007

Division 1: Housing – Grade Oriented (H-GO) District

56P2022

Purpose

56P2022

1386 The Housing – Grade Oriented (H-GO) District:

- (a) accommodates grade-oriented development in a range of housing forms where the Dwelling Units may be attached or stacked within a shared building or cluster of buildings in a form and at a scale that is consistent with low density residential districts;
- (b) provides flexible parcel dimensions and building setbacks that allow a diversity of grade-oriented housing;
- (c) accommodates site and building design that is adaptable to evolving housing needs;
- (d) should only be designated on parcels located within:
 - (i) an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories; or
 - (ii) the Centre City or Inner City areas identified on the Urban Structure Map of the Calgary Municipal Development Plan and also within one or more of the following:
 - (A) 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the Calgary Municipal Development Plan;
 - (B) 600 metres of an existing or capital-funded LRT platform;
 - (C) 400 metres of an existing or capital-funded BRT station; or
 - (D) 200 metres of primary transit service.

Permitted Uses

56P2022

1387 The following uses are permitted uses in the Housing – Grade Oriented District:

- (a) Accessory Residential Building;
- (b) Dwelling Unit;
- (c) Home Based Child Care – Class 1;
- (d) Home Occupation – Class 1;
- (e) Park;
- (f) Protective and Emergency Service;
- (g) Secondary Suite;
- (h) Sign – Class A; and
- (i) Utilities.

The permitted use is Dwelling Unit. This is the only use that would allow for a residential building in any form such as an apartment building, townhouse, stacked townhouse, and includes a single detached dwelling and a semi-detached dwelling. There is no certainty on the building form.

188 "Dwelling Unit"

- (a) means a use:
 - (i) that contains two or more rooms used or designed to be used as a residence by one or more persons; and
 - (ii) that contains a kitchen, living, sleeping and sanitary facilities;
- (b) is a use within the Residential Group in Schedule A to this Bylaw;
- (c) requires a minimum number of motor vehicle parking stalls in accordance with the District the use is listed in;
- (d) requires a minimum of 0.5 bicycle parking stalls – class 1 per Dwelling Unit for developments greater than 20 Dwelling Units; and
- (e) requires a minimum of 0.1 bicycle parking stalls – class 2 per Dwelling Unit for developments greater than 20 Dwelling Units.

Attachment B: Extract from the Calgary Municipal Development Plan

PART
3

Typologies for Calgary's
Future Urban Structure

3.4.3 NEIGHBOURHOOD MAIN STREETS

Neighbourhood Main Streets typically are located along Primary Transit Network within the Inner City and have a strong historical connection to the communities they abut. They are the "main streets" for one or more communities, providing a strong social function and typically support a mix of uses within a pedestrian-friendly environment. Some areas have a more city-wide draw because of the unique uses present or the quality of the environment, while others serve a more local population base. Neighbourhood Main Streets provide the opportunity for moderate levels of intensification of both jobs and population over time. To support this increased activity, the Neighbourhood Main Street should be served by the Primary Transit Network. Neighbourhood Main Streets are also appropriate in a New Community as places to focus different housing types and densities and create local destinations adjacent to transit streets.

Land Use Policies

- a. The Neighbourhood Main Streets are those shown on Map 1.
- b. Opportunities for additional Neighbourhood Main Streets will be identified through an amendment to Map 1.
- c. Local Area Plans for a Neighbourhood Main Street should provide a land use framework to achieve a minimum intensity threshold of 100 jobs and population per gross developable hectare. Individual Neighbourhood Main Street densities and the appropriate job and population distributions will be established through a local area plan or within an Implementation Guidebook.
- d. For Neighbourhood Main Streets that have no local area plans, areas for significant intensification should include those parcels that front directly onto the proposed Neighbourhood Boulevard (as defined in the CTP).

- e. Encourage ground-oriented housing, low-scale apartments and mixed-use retail buildings within the Neighbourhood Main Street, with the highest densities occurring in close proximity to transit stops and in locations where they merge with Activity Centres, other Main Streets and any Future Comprehensive Plan Area identified through a local area planning process.
- f. An appropriate transition between the Neighbourhood Main Street and the adjacent residential areas is required. Transition should generally occur at a rear lane or public street. These transitions should be sensitive to the scale, form and character of surrounding areas, while still creating opportunities to enhance the connectivity with the community.
- g. Auto-oriented uses and designs that generate high volumes of traffic, consume large amounts of land in a low density form, require extensive surface parking, drive-thrus or create negative impacts for pedestrian travel and access should be discouraged.

Mobility Policies

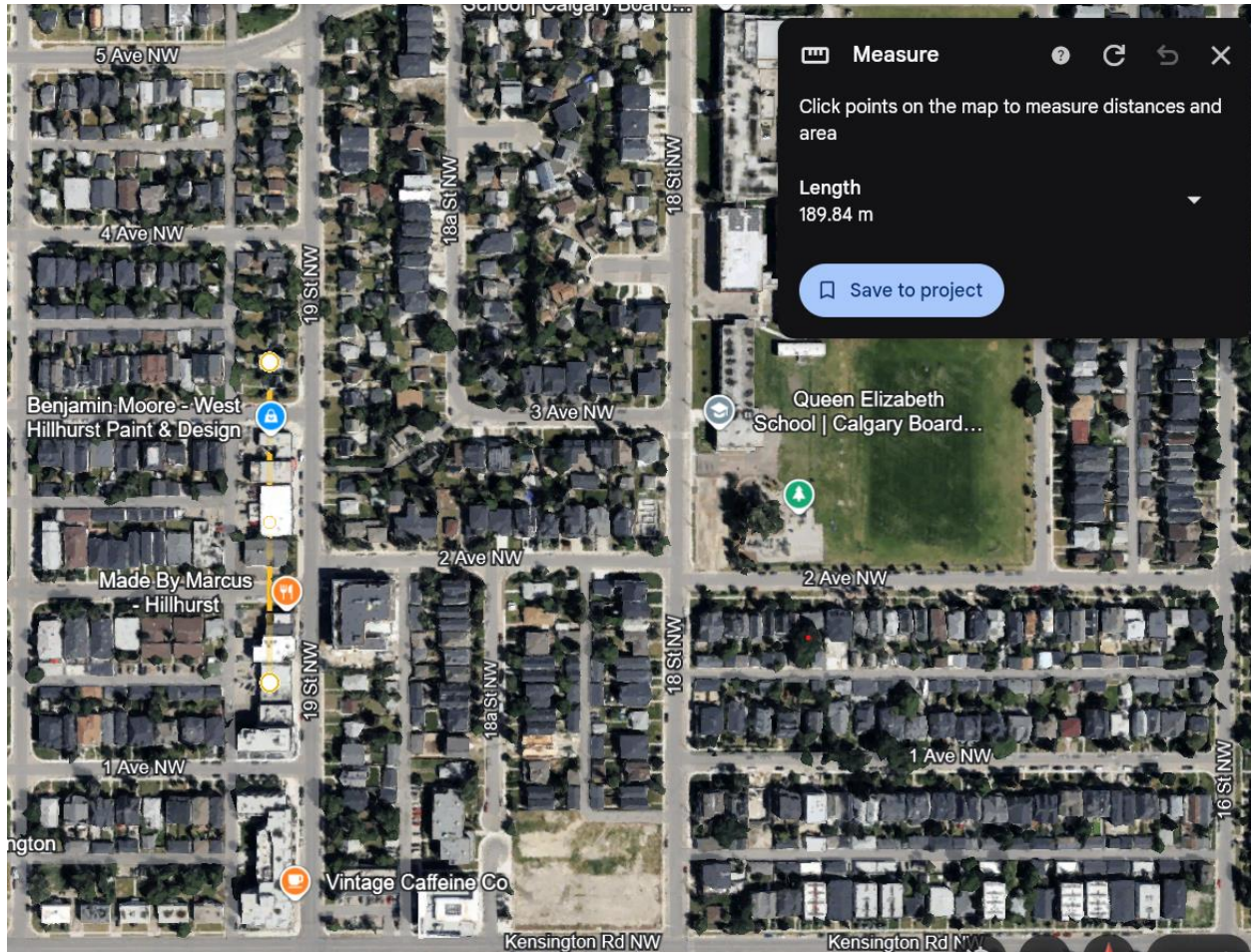
- h. The Neighbourhood Main Street should generally coincide with a Neighbourhood Boulevard street type.



Proposed Main Street redesign

Attachment C:

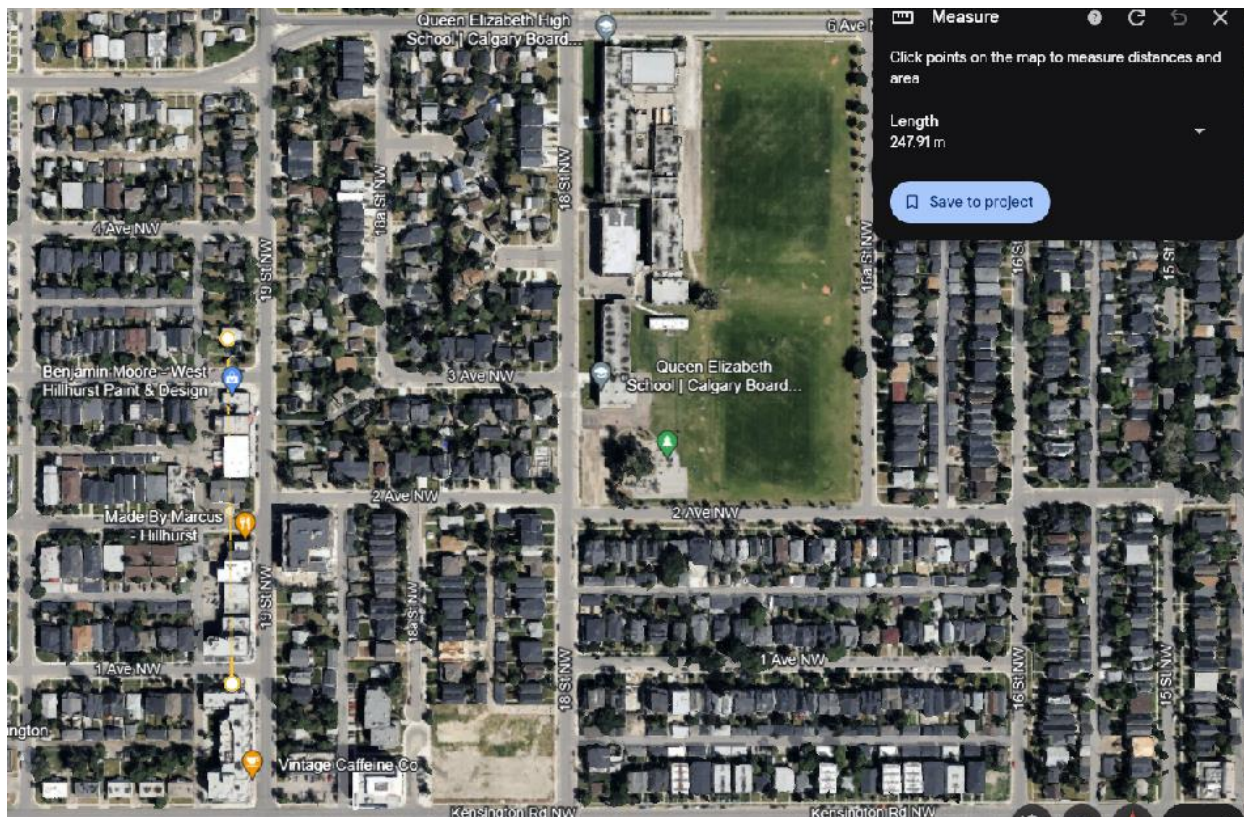
Distance from mid-block between 1st Av to subject site – 190 metres



Attachment D:

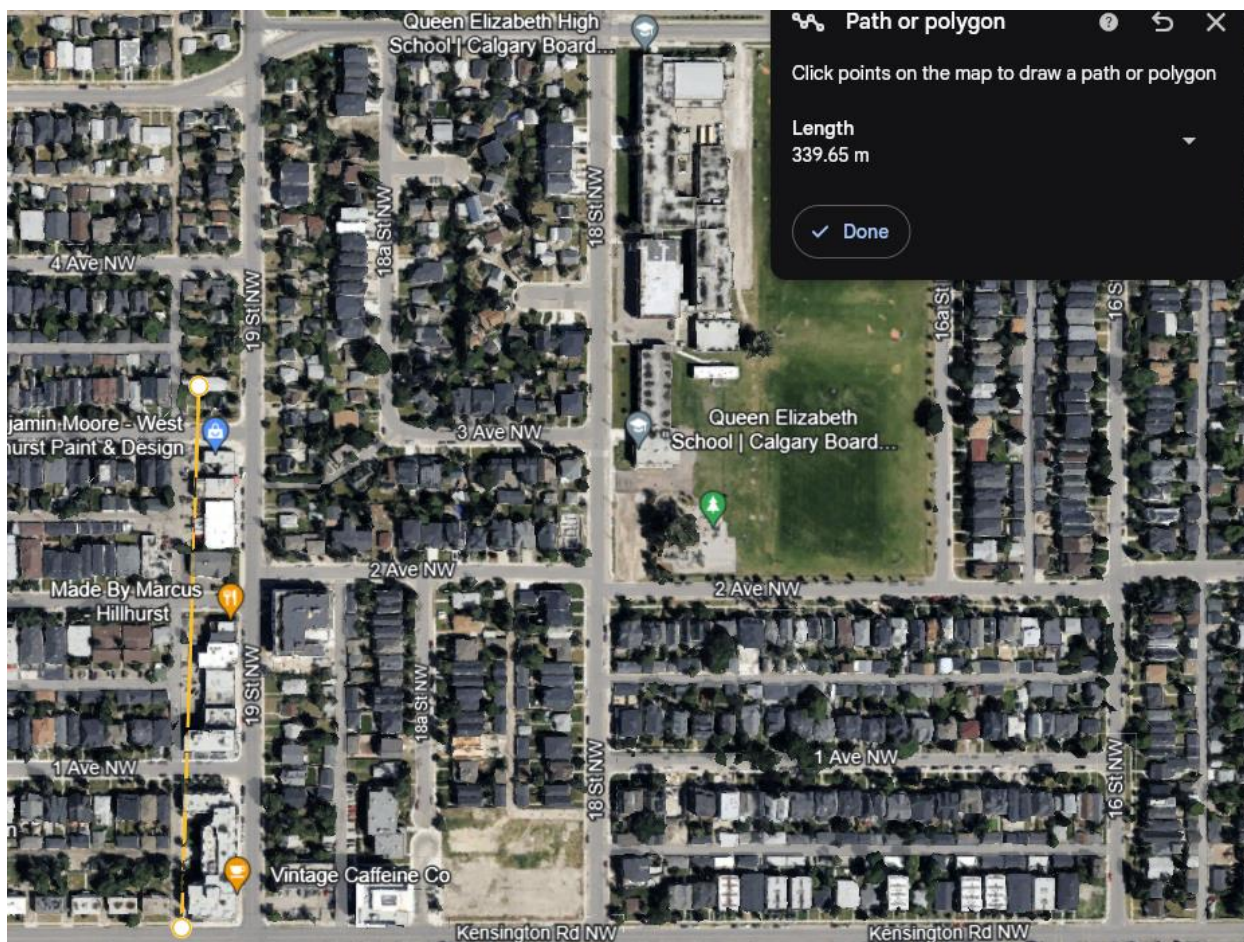
Distance from 1st Avenue NW to 405 – 19 Street NW The Savoy Mixed Use Building to the south portion of the subject parcel

Measurement is 247 metres



Attachment E:

Distance from site to Kensington Road NW 340 metres
Location of Bus Route No. 1 and BRT route



Attachment F: Report on Flora and Fauna found on the Subject Parcel

Prepared by Susan J. Kober

Flora and Fauna

Flora and fauna refer to the collection of all plants and animals living in a particular region or environmental situation. The collection of native flora (plants) and fauna (animals) of an area usually interact in various degrees to form an ecosystem.

This rezoning to HGO and currently proposed development will remove all existing green space -- *another hit for the bee population*. Below is a quote from a resident evicted from her home.

"Although I am a resident who will be forced to find a new home if this development occurs, I want to spend my time giving thoughts for the countless beings without a voice who would ultimately be harder hit than myself: the animals and ecosystem in this location. Anyone who lives in this area knows there are some special old growth trees, bushes and many well-preserved flowering species which support an abundant array of life. These properties are nesting locations and feeding locations for year-round bird species such as: Northern flickers, house finches, house sparrows, downy woodpeckers, hairy woodpeckers, black billed magpies, black capped chickadees, red-breasted nuthatches, white breasted nuthatches, crows, and common ravens. These properties are also homes and feeding grounds for migratory birds such as song sparrows, white crowned sparrow, chipping sparrows, purple finches, pine Siskins, Merlin Falcons¹, Cedar Waxwings² and multi species of warblers. We have even had hawk sightings in the area. Additionally, the old growth trees support the homes of a red squirrel, black squirrel, and eastern grey squirrel family. We also see a white-tailed jackrabbit (native prairie hare) frequenting a water dish and a particular lilac bush night after night. We also see a skunk making his rounds every few days. We ask that the city does consider all of these interconnected lives in this vibrant ecosystem, one of the few areas which has retained plenty of old growth and pollinating plants in this neighbourhood." (Michelle)

Picea glauca, white spruce, is a species of spruce native to the northern temperate and boreal forests in North America. There are 2 mature white spruce on the property, approx. 80 and 90'. Migrating Merlin falcons as well as crows and magpies nest in these trees.

The wood of white spruce was used to make shelters and as firewood by indigenous peoples and European settlers, at northern latitudes where lodgepole pine does not grow.

The continuous foliage of conifers gives them a unique advantage in the fight against climate change. During the cold months, when many other trees are bare, conifers actively absorb carbon dioxide from the atmosphere. Conifers dot the neighbourhood of West Hillhurst.

Other trees contributing to the extensive tree canopy (view via Google Maps): Mountain Ash, 2 mature Manitoba Maple ~35', mayday, 3 mature ash 30' City planted; a variety of large bushes: lilacs, cotoneaster). There are dozens of trees up to 20': e.g. Manitoba maple, ash.

Nuttall's Pussytoes (*Antennaria parvifolia* Nutt.)

The leaves are edible. Nuttall's pussytoes were used by indigenous people for liver inflammation, hepatitis symptoms, skin sores, and other problems. It was also smoked. This is a fine native medicinal plant and a well-liked Alberta native plant.

Wild Violets

Wild violets grow abundantly on the properties and are both edible and medicinal. the flower and leaves are edible, but the leaves contain the most medicinal benefits:

- The flavonoids and alkaloids found in violets help to lower blood pressure
- The salicylic acid found in leaves is wonderful for inflammation related pain relief, acne, warts, and other fungal related ailments.
- Extremely high in vitamin C
- The mucilage in violets acts as an expectorant and is commonly used for coughs, colds, and flus
- Beneficial in the treatment of cancer, especially that of the throat, tongue, and lymph system.
- Detoxifies through supporting the liver and acts as a diuretic
- Can dissolve cysts and encourage lymphatic flow, swelling, inflammation, pain, eczema, acne, cancer, lymphatic flow...

It is difficult to assess the losses to native flora forming the tree canopy as they capture carbon dioxide and fauna as they are driven out at LOC2023-0244.

¹The **merlin** (*Falco columbarius*) is a small [species](#) of [falcon](#) from the [Northern Hemisphere](#),^[2] with numerous subspecies throughout North America and [Eurasia](#). A [bird of prey](#) once known colloquially as a **pigeon hawk** in North America, the merlin breeds in the northern [Holarctic](#); some [migrate](#) to [subtropical](#) and northern [tropical](#) regions in winter. Males typically have wingspans of 53–58 centimetres (21–23 in), with females being slightly larger. They are swift fliers and skilled hunters which specialize in preying on small birds in the size range of [sparrows](#) to [quail](#). The merlin has for centuries been well regarded as a [falconry](#) bird.

²*Cedar Waxwings love fruit. To attract waxwings to your yard, plant native trees and shrubs that bear small fruits, such as dogwood, serviceberry, cedar, juniper, hawthorn, and winterberry.*

*PROPOSED LAND USE CHANGE
R-C2 (R-CG) TO H-GO*

LOTS 403 – 415, 19 ST. NW

*REPRESENTING ADJACENT NEIGHBOURS
& 1270 PEOPLE WHO SIGNED A PETITION*

SETTING THE SCENE

- 4th Ave. NW – a quiet block in West Hillhurst
- No multi-family rental builds in proximity to this area
- No traffic study on 19th St. NW or 5th/6th Ave. despite accidents & major projects underway (Hillhurst 19+2 – Recently Completed – 51 Units; Frontier – Under construction – 288 Units)
- Children, pedestrian and bicycle are safety critical issues
- City infrastructure has not been evaluated given this radical densification already taking place.

SETTING THE SCENE



SETTING THE SCENE

- Queen Elizabeth school 2 blocks east, across 19th St.; K-12 school at capacity, now a lottery system
- 37 residents between 19th St. and 20th St., 4th Ave., north & south sides
- Single family homes, infills and duplexes (19 doors)
 - Today's development permit proposal 33 doors = intense densification
- Classified as neighbourhood local
- LAP not approved
- Today CivicWorks is applying for both a land use change to H-GO and a permit to develop.



LOTS : 403 TO 415, 19TH ST. NW



Mid-block 19th St. between 3rd & 4th Avenues

- Four older homes, 1943 (soldiers returning from WW2)
- Massive tree canopy with hundreds of trees and bushes ranging from saplings to 25 m white spruce.
- Ecosystem which includes 20+ types of birds (8 migratory) plus animals -- white tailed jack rabbits, skunks, 3 types of squirrels and the occasional bobcat.

VARMINTS & JOHN KAASA



NOT A CONTEXTUAL FIT FOR THE NEIGHBOURHOOD

- **8 times Growth**
 - 4 monstrous buildings on 4 lots
 - 110 metres long & 12 metres tall
 - double row
 - 33 units x how many people?
 - 60+, more than the entire block 19th to 20th St. on 4th Ave. (total 37 people)
- **Excessive density!**



PROPOSED DEVELOPMENT VS COMMUNITY CHARACTER

- Height discrepancy (12 m vs bungalows at each end of the block)
 - Excessive building height
- Removal of natural canopy and accompanying biodiversity stripping all vegetation
- Shadows and visual separation between houses diminishes sense of community
- Design discordance: large mass, architectural abnormalities; a contextual fit →
- No setback, blocks sunlight, long shadows intrude on streetscape, lack of spatial consideration = incongruity



THE FACTS

- The proposed development has the capacity to more than double the number of residents in this area (19 doors between 19th and 20th streets on 4th Ave. vs doors 33 doors on the massive new four building complex)
- Tree canopy and all vegetation gone! Ecosystem of this well-established area vanishing forever.... including flowers, bees and other pollinators.
- Streetscape forever changed and primarily in shadows.
- Parking, a major issue which will impact current & future residents -- also insufficient for small businesses south from 3rd Ave. (including daycare) on 19th St.
- Insufficient parking for proposed new residents; SUV's & pick-ups which will not fit into tiny parking stalls
- Inadequate bus/transit service.



H-GO: THE FACTS

H-GO locational criteria not met; no criteria for H-GO met

- Subject lands do not comply with locational criteria of the H-GO land district. Land use district should occur from the edge of a main street which is zero to a maximum distance of 200 metres.
- The developers' measurements are flawed. The measurement of 190 metres is taken from a multi-residential building, MX-1, not Kensington Road, the main street.
- Only 10 metres of subject lands are located within the 200 metres when measured from the main street; the majority of the lands, 44.8 metres, fall outside of the 200 metres locational criteria.

OTHER CRITERIA THE PROPERTY DOES NOT MEET FOR H-GO LAND USE:

- NOT within 600 metres of an existing LRT Platform
- NOT within 400 metres of an existing BRT Station
- NOT within 200 metres of primary transit service
- NOT in a building form and at a scale that is consistent with Low density residential districts.

NOTE: Extract from land use bylaw 1P2007

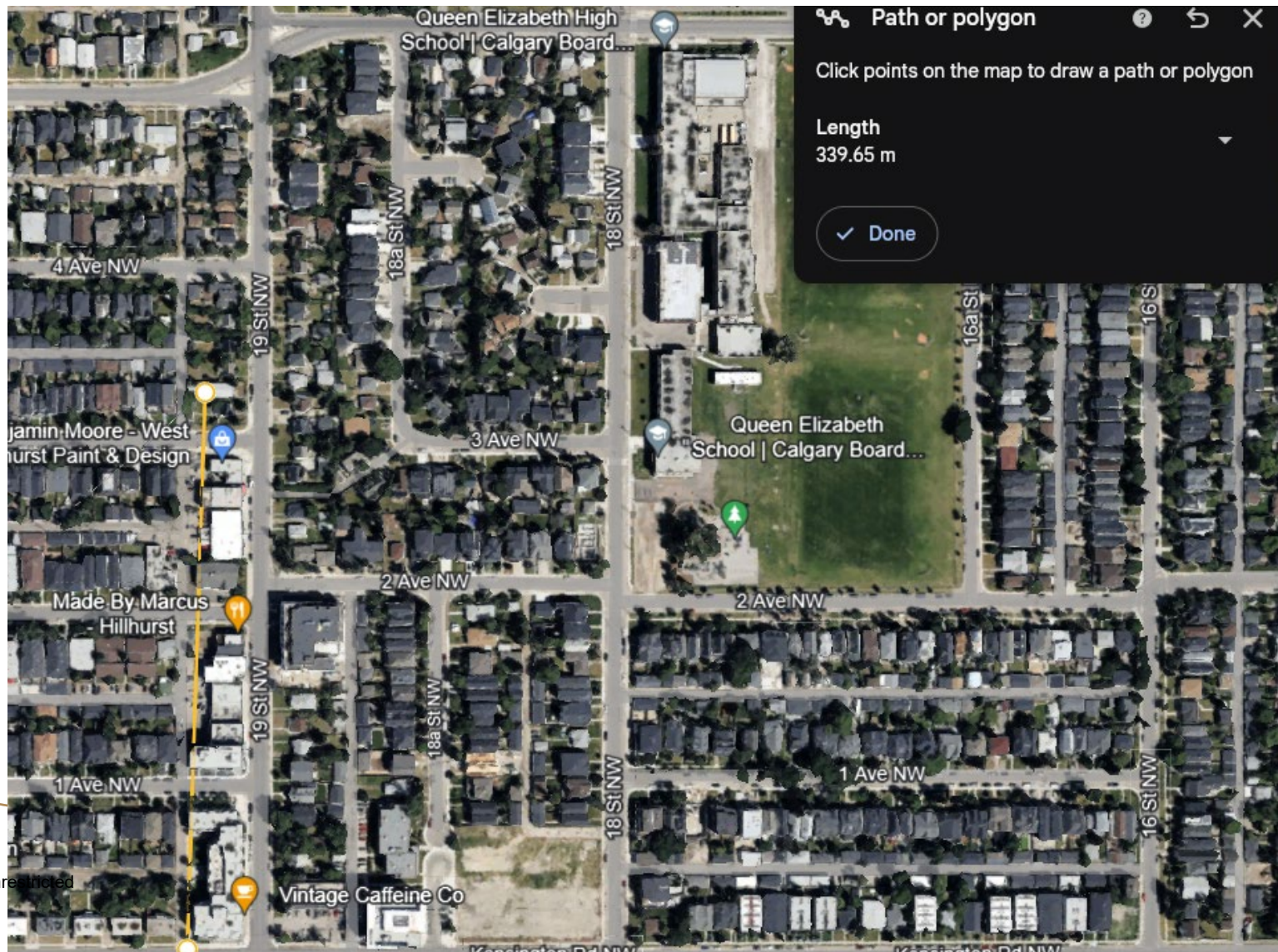
MORE CRITERIA PROPERTY DOESN'T MEET FOR H-GO LAND USE

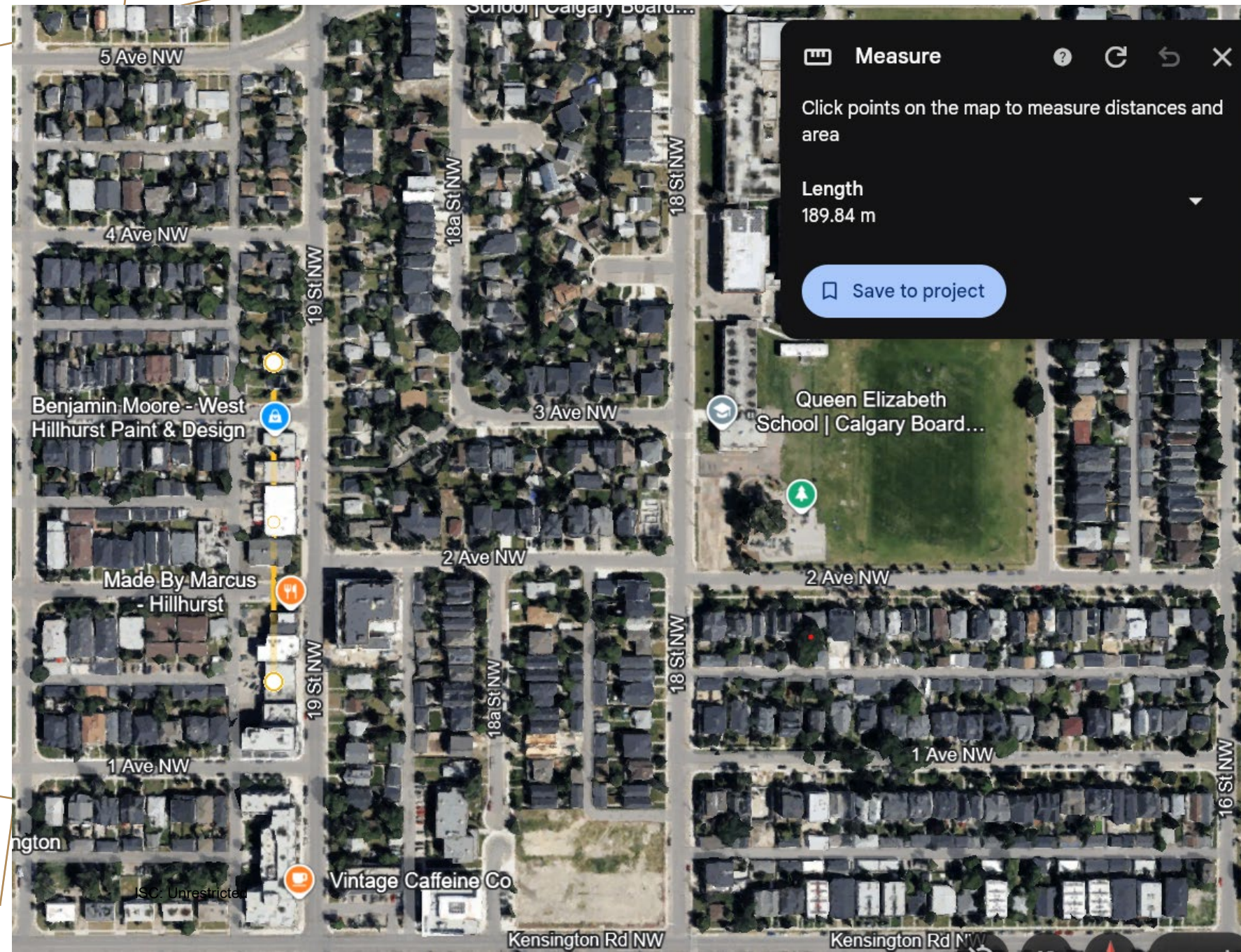
- Not located on an urban main or neighbourhood main street
- Not walkable for day-to-day essential essentials such as groceries
 - Physical barrier: Nearest grocery store is 1.4km walk (up a very steep hill ,40 m of elevation gain over 260m – 10 degree grade)
 - City owned 19th St. sidewalks are not shoveled (unsafe)
- No bike lanes
- No primary transit network
- Cannot readily live without a car
- No front door access to 19th Street (double row of buildings).

ISC: Unrestricted



***DISTANCE FROM SITE TO KENSINGTON ROAD = 340 METRES
LOCATION OF BUS ROUTE NO. 1 AND BRT ROUTE***

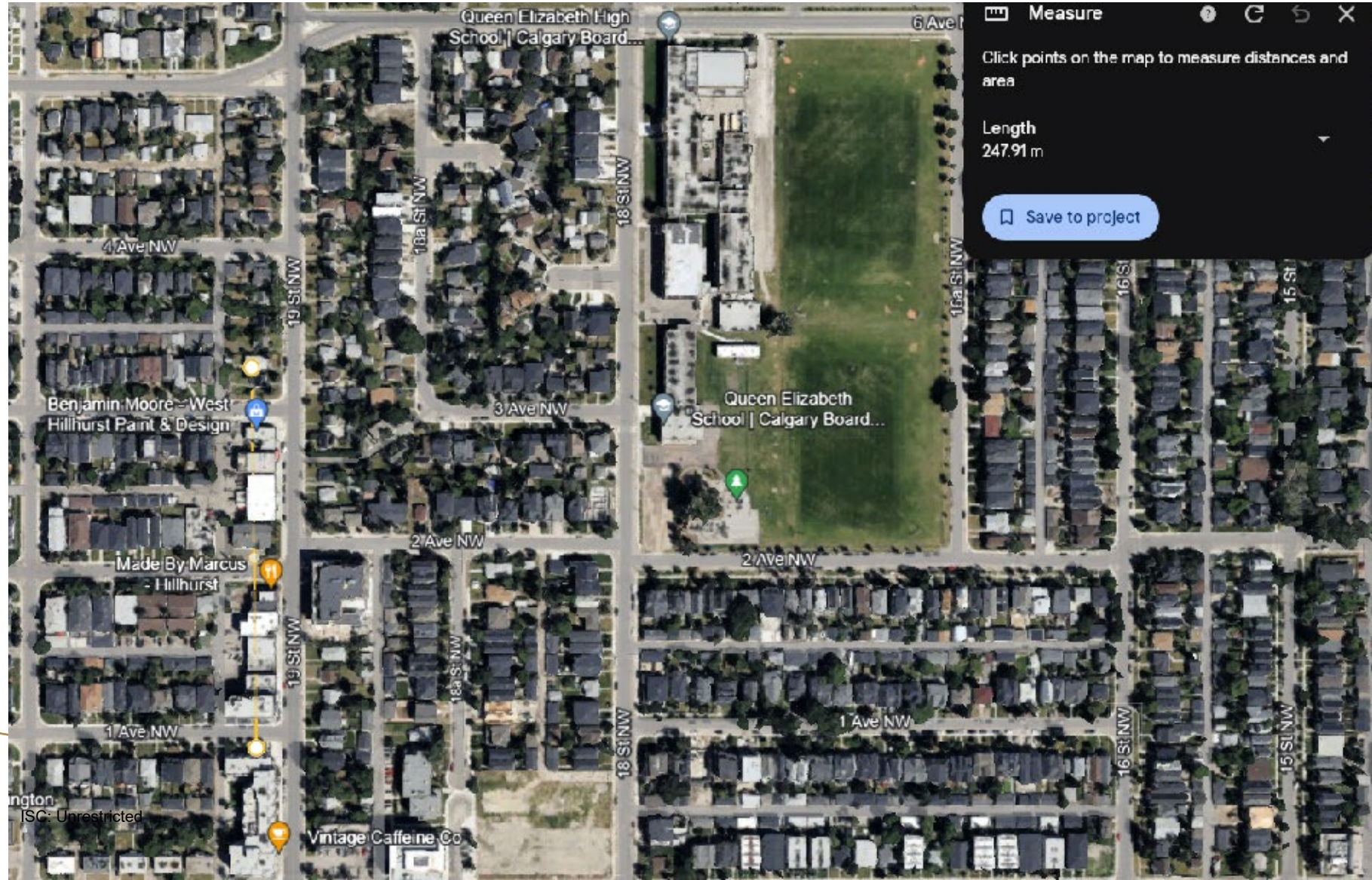




**Distance from mid-block
1st Ave. to project site
= 190 metres**

DISTANCE FROM 1ST AVENUE NW TO 405 – 19 STREET NW THE SAVOY (MIXED USE) BUILDING TO THE SOUTH PORTION OF THE SUBJECT PARCEL

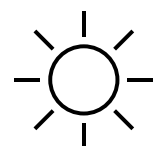
MEASUREMENT IS 247 METRES



PERSONAL IMPACTS

- Safety of children going to school, swimming pool, ice rinks at Community Centre, playing in paved laneway
- Personal safety; 4 long time rental friends/neighbours gone and ~ 60 unknown new neighbours
- Shading 19th St. streetscape and 2005 – 4 Ave. NW
- Parking
- Removal of natural beauty and established ecosystem
- Change of peaceful and serene nature of the street which attracted residents to it
- Long time residents moving because of the rezoning and proposed massive development
- Discord among residents.

RECOMMENDATIONS

- Reject the land use change to HGO; stay with Citywide R-CG
- Resume negotiations with owners and developers to create an option which better suits the community and reduces density and size of massive buildings:
 - Save some of the tree canopy
 - Lower buildings will allow less streetscape shading and provide a better fit for the neighbourhood
 - Allow the sun to shine for future residents' health and tree growth 
- Consider a three (3) R-CG townhouse design with 4 units above and 4 secondary suites each, thus 24 units (12 above and 12 secondary suites)
 - sufficient density (6 times increase over 4 existing homes).



THANK YOU

Sincerely,

*Susan, Anila, James, Janice, Lisa, Jessica, Adam, Terry,
Maureen, Pete, Garry, Marleen, Gordon, Luiza, Debbie;
Shadow, Izzac, & Juno.*



Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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

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First name [required] James

Last name [required] Dixon

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?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Dec 3, 2024

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

[required] - max 75 characters LOC2023-0244

Are you in favour or opposition of the issue? [required] In opposition



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

LOC2023-0244 City Council Submission - Dec 2024 FINAL.pdf

ATTACHMENT_02_FILENAME

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

Opposed to this development on the grounds of excessive density and does not meet H-GO location criteria. Parking is not appropriate and development does not compliment the neighbourhood and creates a "lopsided" effect due to the other side of the street not being able to be developed at the same scale due to lack of rear lane.

LOC2023-0244

Submission by:

James Dixon, Anila Samji and Peter Bauman

Executive Summary

- H-GO designation background
 - Newer designation, heavily debated at city council (meeting went until midnight)
 - Development of the designation had limited to no community outreach
 - Permitted use does not allow for community appeals after approval
- Granting an H-GO designation for this development should be done with confidence that all criteria are met, no further flexibility should be considered - ***the consequences are permanent***
- Long term impacts of H-GO developments have not had enough time to be assessed and given the complexities of the location of this development the community does not feel this is an appropriate
- **We recommend rejection of H-GO land use designation and propose to work with the developers and city planners on a development that better complements the street and does not create hazards for the community, while ensuring some increase in density for the project and planful development**

This development does not meet the H-GO location criteria

- Developer/City suggested that the proposed development meets **exactly** 1 of 4 H-GO location criteria beyond being identified as inner city
 - “**Within 200** meters of a main street”
- But,
 - Distance from the actual Main Street: **over 320m**
 - “Main Street Area” to the middle of the development: **~222m**
 - “Main Street Area” to the far edge of the development: **~250m**
 - Of the two buildings **only 8m of the first building**, would be classified as within 200 meters of a main street area
- “Main Street” designation should not apply to Kensington road beyond the area of 10st - 14st

H-GO Location Criteria 11

H-GO Location Criteria:

In areas with no approved Local Area Plan:

- Identified as Centre City or **Inner City** in the Municipal Development Plan (MDP); and
- **Within 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the MDP;** or
- 600 metres of an existing or capital-funded LRT platform; or
- 400 metres of an existing or capital-funded BRT station; or
- 200 metres of primary transit service

Calgary Planning Commission - Item 7.2.7 - LOC2023-0244

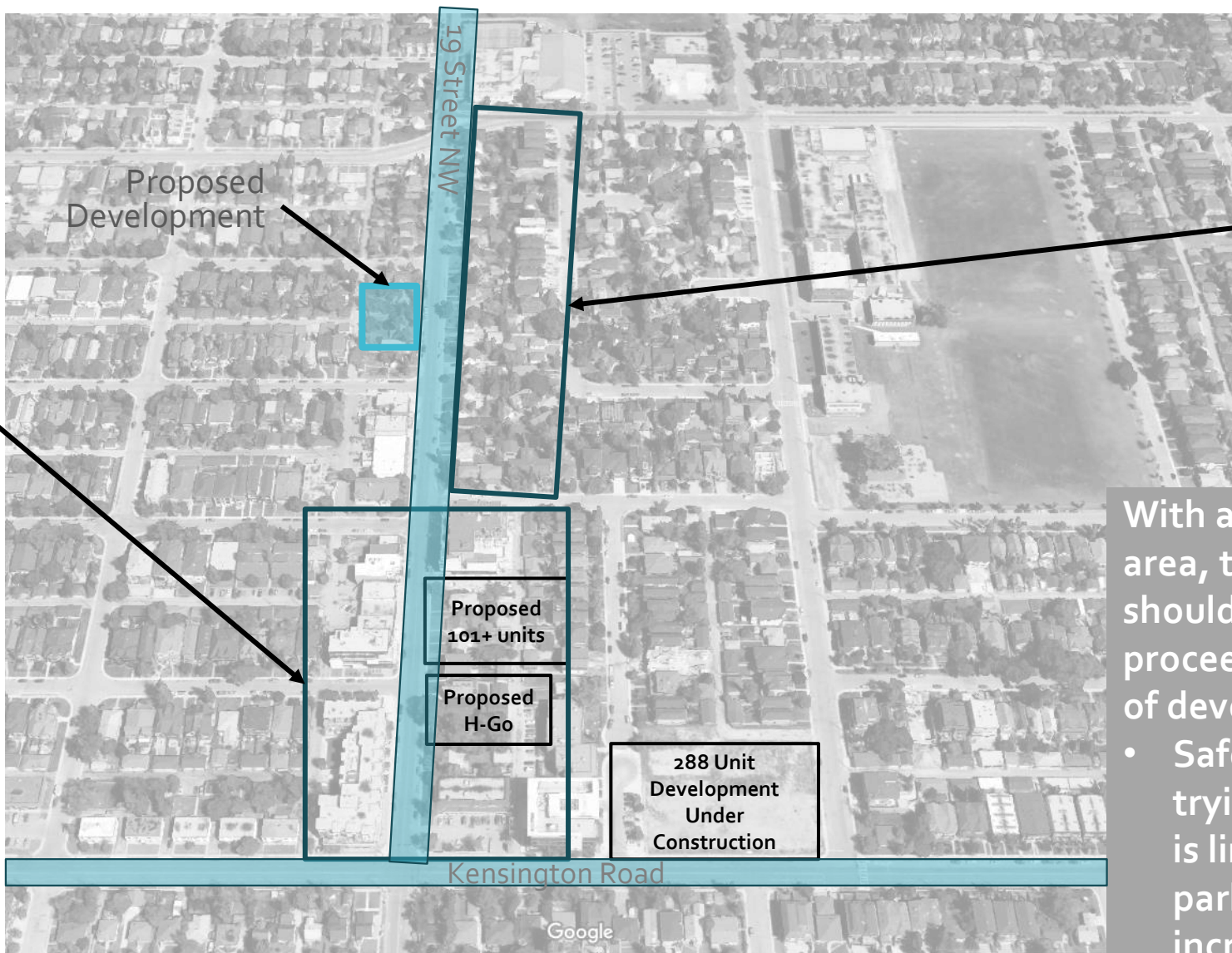
June 6, 2024

Slide above per city planning (Lucas Sherwin) assessment presented at June 6, 2024 Calgary Planning Commission Meeting

Development will create asymmetry across 19 St.

19 Street development between Kensington Road and 2 Ave includes commercial and condominiums, with significant development and densification planned

Densification stops at 2 Ave on both sides of the street



Beyond 2 Ave the homes on the East side of the street have **no back lane**, making development and densification challenging

WH405 will create asymmetry across 19 St

With all of the development in the area, traffic and amenity studies should be conducted prior to proceeding further down the path of development

- Safety concerns for children trying to get to school - visibility is limited on 19 St with vehicle parking and traffic has been increasing; 19 Street is a snow route

This development does not complement the community

Moderate (corridor) vs Intensive (main street):

Page 28 of the Developed Area Guidebook: **Moderate** intensification in this area (19 St Corridor) respects the existing character and more intensive redevelopment will occur in strategic locations such as a Main Street

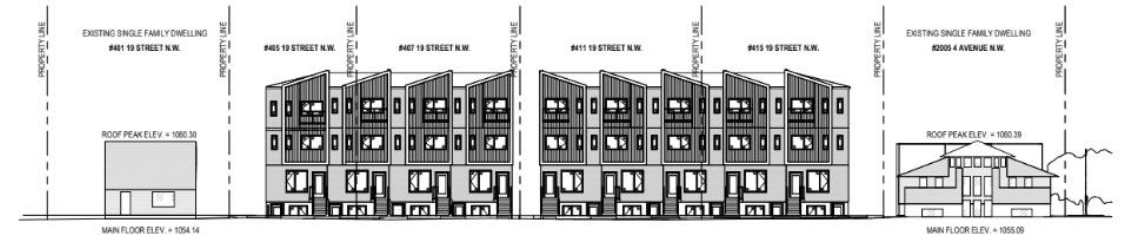


- Image above is of Kensington Rd (classified as a Main Street) – all developments are individual fourplexes, 2 storeys tall and fit the street scape

Noncomplementary Development:

- Page 40 of the MDP: *Ensure infill development **complements** the established character of the area and does not create dramatic contrasts in the physical development pattern*

Development Permit Submitted



Similar Development



Significant congestion on 19 St will result from City streetscape combined with densification without consideration for parking

Limited parking will result in an inconvenience for all residents in the vicinity (including residents of this development and neighbouring businesses). This increased congestions could turn into safety concern for residents (children walking to multiple local schools)

- Future 19th Streetscape improvements add wheeling lanes and continue to consider street parking; **19 St is a snow route**
- The proposed development has 16 basement suites with entrances **below grade** and minimum street setbacks. Nine of the basement suites will be **fronting onto the snow route** on 19th street



Street parking is limited near this development

This development is located near commercial developments and other densification that will use street parking

- Without street parking **delivery drivers** will have no where to park, residents will be challenged to unload groceries and receive deliveries
- Developers have stated that there are 8 unrestricted stalls along 19 St NW frontage in order to account for the **lack of parking** for each unit, however currently those stalls are generally occupied
- Cars are **stopping in the middle of 19 st causing cars to pass into oncoming traffic** to frequent businesses (restaurants, dry cleaners, daycare)

3 Ave NW



2 Ave NW



Low Density Residential Districts

H-GO refers to scale consistent with low density districts.

This proposed density is commensurate with medium rise apartments.

1386 The Housing – Grade Oriented (H-GO) District:

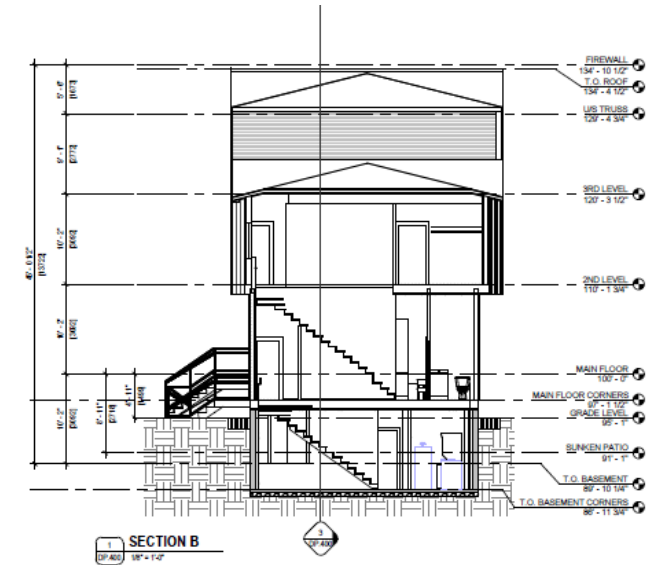
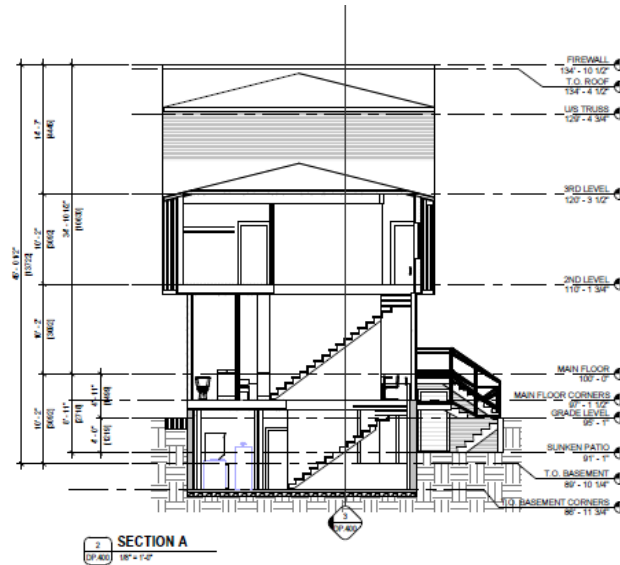
- (a) accommodates grade-oriented development in a range of housing forms where the Dwelling Units may be attached or stacked within a shared building or cluster of buildings in a form and at a scale that is consistent with low density residential districts;

- (b) accommodates a wide range of low density residential development in the form of Cottage Housing Clusters, Duplex Dwellings, Rowhouse Buildings, Semi-detached Dwellings and Single Detached Dwellings to allow for the mixing of different housing forms and to encourage housing diversity and intensification of a neighbourhood over time;

Bylaws unclear

Proposed development does accommodate people with physical disabilities

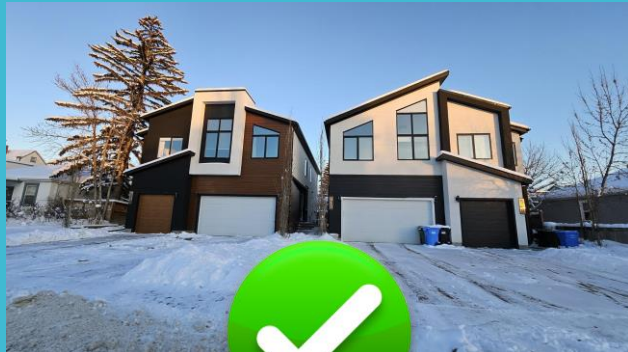
Units are not wheelchair accessible.



- Units do **not** allow space for wheelchair ramps to enter dwelling.
- Units do **not** allow for single level living space.
- Parking stalls do **not** allow for disability access vehicles

Summary

19th street recent development



- Neighbours would like to see redevelopment and densification of these lots, however would like to see something that is complementary to the neighbourhood and community.
- Zone Redesignation and Development **not** recommended by WHCA Planning Committee
- Over 1000 signatures on petition which do **not** support redesignation and proposed development
- Recommend zoning and development that complements the neighbourhood such as multiplex or lower density townhomes.

Thank you



Public Submission

CC 968 (R2024-05)

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First name [required] Anila

Last name [required] Samji

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?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Dec 3, 2024

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

[required] - max 75 characters LOC2023-0244

Are you in favour or opposition of the issue? [required] In opposition



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

LOC2023-0244 City Council Submission - Dec 2024 FINAL.pdf

ATTACHMENT_02_FILENAME

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

Opposed to this development on the grounds of excessive density and does not meet H-GO location criteria. Parking is not appropriate and development does not compliment the neighborhood and creates a "lopsided" effect due to the other side of the street not being able to be developed at the same scale due to lack of rear lane.

LOC2023-0244

Submission by:

James Dixon, Anila Samji and Peter Bauman

Executive Summary

- H-GO designation background
 - Newer designation, heavily debated at city council (meeting went until midnight)
 - Development of the designation had limited to no community outreach
 - Permitted use does not allow for community appeals after approval
- Granting an H-GO designation for this development should be done with confidence that all criteria are met, no further flexibility should be considered - ***the consequences are permanent***
- Long term impacts of H-GO developments have not had enough time to be assessed and given the complexities of the location of this development the community does not feel this is an appropriate
- **We recommend rejection of H-GO land use designation and propose to work with the developers and city planners on a development that better complements the street and does not create hazards for the community, while ensuring some increase in density for the project and planful development**

This development does not meet the H-GO location criteria

- Developer/City suggested that the proposed development meets **exactly** 1 of 4 H-GO location criteria beyond being identified as inner city
 - “**Within 200** meters of a main street”
- But,
 - Distance from the actual Main Street: **over 320m**
 - “Main Street Area” to the middle of the development: **~222m**
 - “Main Street Area” to the far edge of the development: **~250m**
 - Of the two buildings **only 8m of the first building**, would be classified as within 200 meters of a main street area
- “Main Street” designation should not apply to Kensington road beyond the area of 10st - 14st

H-GO Location Criteria 11

H-GO Location Criteria:

In areas with no approved Local Area Plan:

- Identified as Centre City or **Inner City** in the Municipal Development Plan (MDP); and
- **Within 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the MDP; or**
- 600 metres of an existing or capital-funded LRT platform; **or**
- 400 metres of an existing or capital-funded BRT station; **or**
- 200 metres of primary transit service

Calgary Planning Commission - Item 7.2.7 - LOC2023-0244

June 6, 2024

Slide above per city planning (Lucas Sherwin) assessment presented at June 6, 2024 Calgary Planning Commission Meeting

Development will create asymmetry across 19 St.

19 Street development between Kensington Road and 2 Ave includes commercial and condominiums, with significant development and densification planned

Densification stops at 2 Ave on both sides of the street



Beyond 2 Ave the homes on the East side of the street have **no back lane**, making development and densification challenging

WH405 will create asymmetry across 19 St

With all of the development in the area, traffic and amenity studies should be conducted prior to proceeding further down the path of development

- Safety concerns for children trying to get to school - visibility is limited on 19 St with vehicle parking and traffic has been increasing; 19 Street is a snow route

This development does not complement the community

Moderate (corridor) vs Intensive (main street):

Page 28 of the Developed Area Guidebook: **Moderate** intensification in this area (19 St Corridor) respects the existing character and more intensive redevelopment will occur in strategic locations such as a Main Street

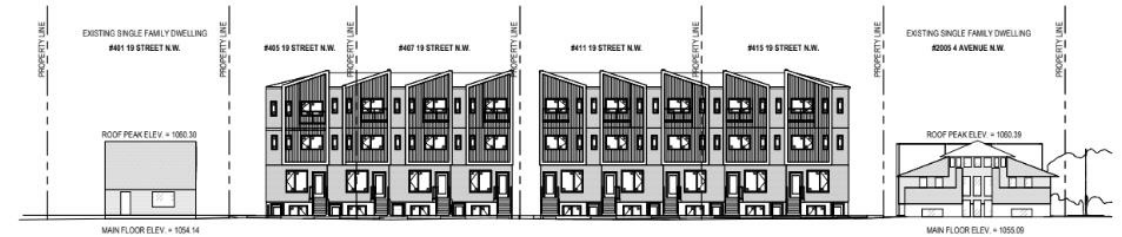


- Image above is of Kensington Rd (classified as a Main Street) – all developments are individual fourplexes, 2 storeys tall and fit the street scape

Noncomplementary Development:

- Page 40 of the MDP: *Ensure infill development **complements** the established character of the area and does not create dramatic contrasts in the physical development pattern*

Development Permit Submitted



Similar Development



Significant congestion on 19 St will result from City streetscape combined with densification without consideration for parking

Limited parking will result in an inconvenience for all residents in the vicinity (including residents of this development and neighbouring businesses). This increased congestions could turn into safety concern for residents (children walking to multiple local schools)

- Future 19th Streetscape improvements add wheeling lanes and continue to consider street parking; **19 St is a snow route**
- The proposed development has 16 basement suites with entrances **below grade** and minimum street setbacks. Nine of the basement suites will be **fronting onto the snow route** on 19th street



Street parking is limited near this development

This development is located near commercial developments and other densification that will use street parking

- Without street parking **delivery drivers** will have no where to park, residents will be challenged to unload groceries and receive deliveries
- Developers have stated that there are 8 unrestricted stalls along 19 St NW frontage in order to account for the **lack of parking** for each unit, however currently those stalls are generally occupied
- Cars are **stopping in the middle of 19 st causing cars to pass into oncoming traffic** to frequent businesses (restaurants, dry cleaners, daycare)

3 Ave NW



2 Ave NW

Low Density Residential Districts

H-GO refers to scale consistent with low density districts.

This proposed density is commensurate with medium rise apartments.

1386 The Housing – Grade Oriented (H-GO) District:

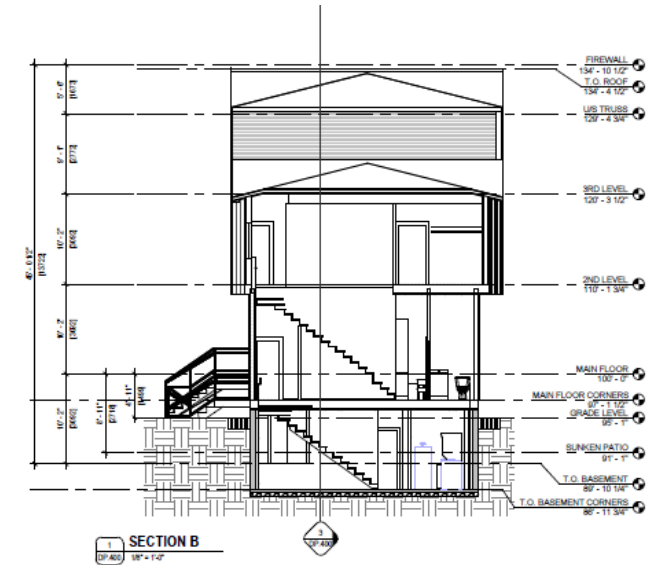
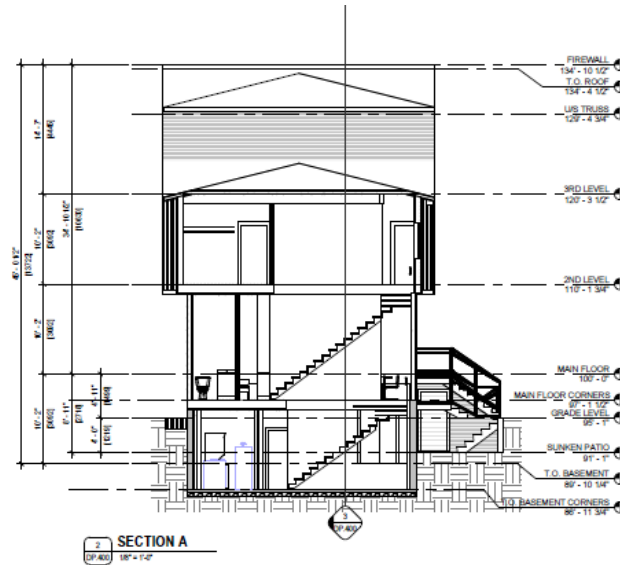
- (a) accommodates grade-oriented development in a range of housing forms where the Dwelling Units may be attached or stacked within a shared building or cluster of buildings in a form and at a scale that is consistent with low density residential districts;

- (b) accommodates a wide range of low density residential development in the form of Cottage Housing Clusters, Duplex Dwellings, Rowhouse Buildings, Semi-detached Dwellings and Single Detached Dwellings to allow for the mixing of different housing forms and to encourage housing diversity and intensification of a neighbourhood over time;

Bylaws unclear

Proposed development does accommodate people with physical disabilities

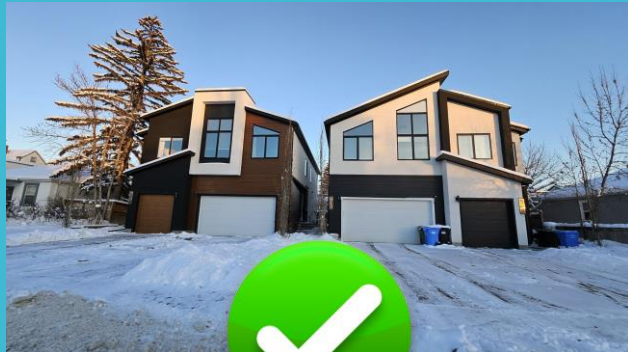
Units are not wheelchair accessible.



- Units do **not** allow space for wheelchair ramps to enter dwelling.
- Units do **not** allow for single level living space.
- Parking stalls do **not** allow for disability access vehicles

Summary

19th street recent
development



- Neighbours would like to see redevelopment and densification of these lots, however would like to see something that is complementary to the neighbourhood and community.
- Zone Redesignation and Development **not** recommended by WHCA Planning Committee
- Over 1000 signatures on petition which do **not** support redesignation and proposed development
- Recommend zoning and development that complements the neighbourhood such as multiplex or lower density townhomes.

Thank you

November 23, 2024

Mayor Jyoti Gondek and
Members of City Council
800 Macleod Trail SE
PO Box 2100, Station M
Calgary, AB T2P 2M5

Dear Mayor and Members of City Council

RE: Public Hearing scheduled for December 3, 2024
Calgary Planning Commission No: CPC2023-0668
File Number LOC 2023-0244
Location 403 to 415 - 19 Street NW
Land Use Redesignation: R-C2 to H-GO Housing-Grade Oriented

I write to you with respect to the above captioned application. I am a neighbor who will be directly impact by the proposed development. I urge you to reject the application on the basis that it fails to meet the locational criteria of the H-GO land use district, that the use of Kensington Road as a Main Street is questionable in itself, that the applicant has failed to consider the full impacts of parking and traffic, and that the proposed development fails to meet the contextual guidelines of the neighborhood.

Failure to meet the locational criteria of the H-GO land use district

The applicant relies on the locational criteria of being within 200 meters of a Main Street. In reality, only 8-10 meters of the southernmost portion of the proposed development is within this range. The proposal is for 4 separate lots. As a result, at most only one of the lots is within the 200 meters required by the locational criteria. The remaining 3 lots, or roughly 24 units, sits outside the locational criteria. Permitting such an extension of the locational criteria offends the spirit of the bylaw locational criteria.

Kensington Road as a Main Street

In the writer's view, the classification of Kensington Road west of 14th street NW as a Main Street is in itself questionable. Both sides of the street between 14th street and 19th street is almost entirely residential. The southern side of the street has lots that back onto the street, making further commercial development very unlikely.

Impacts of Parking and Traffic

The 20 allotted parking stalls for this development are completely insufficient and will lead to congestion and possible safety concerns. Information from the City of Calgary website and

Alberta Registries shows that Calgary has a per capita vehicle ownership of 0.735 and 0.75 respectively. West Hillhurst has an average of 2.6 persons per household. Based on 0.5 parking spots per dwelling, every development in the area is adding 1.45 vehicles per dwelling unit to street parking. Not only would this completely outstrip the parking stalls allotted in this development, there is nowhere for the overflow to go. 19th street in front of the proposed lots is already nearly at capacity daily for parking. After snowfalls, snow is pushed to the sides of this street crowding parked cars to the middle of the street. The new vehicle requirements will completely overwhelm street parking on 3rd and 4th avenue.

A pedestrian or bike reliant lifestyle is not realistic for the proposed site. As a resident here for the last 8 years, I have commuted downtown daily. While I do bike myself for several months of the year, I know from experience that in many of the winter months this is simply not feasible. In addition, the lack of a real bike lane on 19th street will create massive traffic issues during rush hour, as most drivers try to pass cyclists that are riding and navigating parked cars. As I have ridden this route countless times personally, I am constantly afraid of that one parked car will open their door and knock me into traffic. Adding 32 units and forcing reliance on year round cycling will create massive traffic and safety issues for 19th street.

The laneway on the rear of the proposed development is in no way suited to keep up with the addition of 20 parking stalls. Add to this the inevitable stream of Ubers, Amazon and food delivery drivers that will be utilizing the laneway to access the rear building of this proposed development, and congestion of this small laneway will be unavoidable.

The proposed development fails to meet the contextual guidelines of the neighborhood

Lastly, the proposal will completely destroy the neighborhood context if permitted. North of 3rd avenue, 19th street is strictly residential single family. There is some densification, such as the semi-detached homes that were recently built, but nothing of this scale. Newer rowhouse developments along 5th avenue and 19th street provide densification, while keeping the growth moderate and sustainable. The proposal and volume of new residents will create irreversible change in this neighborhood for the worse.

All of which is respectfully submitted,

Adam Marofke

November 23, 2024

Mayor Jyoti Gondek and
Members of City Council
800 Macleod Trail SE
PO Box 2100, Station M
Calgary, AB T2P 2M5

Dear Mayor and Members of City Council

RE: Public Hearing scheduled for December 3, 2024
Calgary Planning Commission No: CPC2023-0668
File Number LOC 2023-0244
Location 403 to 415 - 19 Street NW
Land Use Redesignation: R-C2 to H-GO Housing-Grade Oriented

I am writing to express my strong opposition to the above captioned development in our community. As a resident of West Hillhurst, I am deeply concerned about the potential impact this development will have on our neighborhood, particularly regarding increased traffic and the safety of our children.

I am a high school teacher and also the parent of a toddler. Now more than ever, children need opportunities to connect with other children and multigenerational neighbors in the real world, not the virtual one. There are 16 children on our street ranging from ages 2 to 16 with our son being the youngest. We chose this area because we wanted a home where we know our neighbors, and where our children could play freely and not be trapped inside on screens. Children in the neighborhood currently utilize the laneway directly behind this proposed development as a place to play and connect with neighbors. Street hockey, bike riding, basketball and other games are commonplace, and children utilize it even in the winter months. We use the back laneway multiple times a week to connect us to our closest playground. Older children also use our back laneway to walk to school. I am very concerned about increasing the amount of vehicles parking on and around 19th street, as this vehicle parking will limit visibility, and with increasing traffic it may become unsafe for children to get safely to school.

This monstrosity of a housing development will undoubtedly lead to a significant increase in traffic on our already busy streets and especially the laneway where we live. The neighborhood is already densely populated with limited parking. The current infrastructure is not equipped to handle such a large increase in vehicles, particularly with the way the development's parking is proposed. In addition, the back row of buildings, containing 14 units, will have the laneway as their primary access point. This means that in addition to the 20 parking stalls, delivery drivers, visitors and taxi/Ubbers will be using the laneway as the primary pickup point for the back row addresses. This poses a serious risk to the safety of our children, who frequently play and walk

in the laneway. I fear that with this poor planning and without any additional safety measures, the likelihood of catastrophic accidents will rise.

My husband and I chose to buy a small home in this community because we saw it as an ideal place to raise a young family. Multiplying the number of doors on three lots by an overwhelming 8x will undoubtedly cause increased traffic and will contribute to noise pollution and environmental degradation, further diminishing the quality of life for current residents. Our community is already densely populated, but values its safe environment, and further densification to this degree will upset this balance.

I urge you to reject the subject application. It is crucial that we prioritize the safety and well-being of our residents, especially our children. I believe that alternative solutions should be explored that do not compromise the safety and integrity of our neighborhood. Rejecting the rezoning will allow for moderate increased densification and planful development, with our community working collaboratively with developers and the City of Calgary.

Thank you for your attention to this matter. I hope that you will take our concerns into serious consideration.

Sincerely,

Jessica Marofke