

Community Association Response

2024 September 20

LOC2024-0183: 206-218 19 Street NW, Land Use Amendment to accommodate MU-1f3.9h24

DP2024-06339: 206-218 19 Street NW, New: Dwelling Unit, Retail and Consumer Service (1 building)

- Many reasons listed in the successful SDAB Appeal 2021-0091 regarding File DP2020-7757 remain valid for this location. Please review items 122-154 in the attached document:

[Calgary Subdivision and Development Appeal Board - SDAB2021-0091 Decision](#)

- The WHPC requests an encompassing traffic study that includes all major intersections of access and egress (Crowchild Trail at Kensington Rd NW, 5th Ave NW, 19 St at Kensington Rd NW, 19 St at 5/6th Ave NW). The study should include DP2021-06339, DP2019-0979, DP2024-03857, DP2023-08098, DP2022-01135, DP2024-06227, DP2024-05258 and the National Arts Center on Brownsea Dr NW.
- The Primary Transit designation allows the developer to reduce parking by 25%. It is important to note that West Hillhurst does not have Primary Transit. 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.
- 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, such as the Greenline, have been canceled.
- The intent of the Primary Transit requirement is to ensure there is adequate transit allowing for parking reductions of 25%. The intent is for it to exist now. The community of West Hillhurst cannot be developed assuming that a primary transit network will be available.

- 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 to street parking. New developments on 19 St and Kensington Rd NW indicate they will provide minimum parking requirements for the bylaw. Based on current development permits and approved permits it is estimated that 450 to 500 vehicles will require street parking in the area. The Frontier Building on Kensington Rd NW is currently listing parking spot prices 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 per dwelling is necessary.
- The City of Calgary website tracks cyclists using bike paths to commute to the downtown area: <https://maps.calgary.ca/BicycleCount2016/> Use of the bike path significantly declines from October to the end of April. Lack of residential parking does not improve year-round bicycle commuting.
- The Riley LAP did not undertake a community wide transportation study as requested by the community.
- The WHPC does not support the requested relaxation for loading zones. This development requires two loading zones given the traffic congestion and lack of street parking in the area.
- The schools in the community are at their maximum enrollment. We are concerned with the lack of thoughtful infrastructure support with the increase in density our community is experiencing.
- Of the 101 units in this development, nine are three bedrooms. This development does not provide a solution to missing middle housing.