

September 16, 2024

File **LOC2024-0194**

45 New St. SE,

Rezoning a midblock lot from R-CG to H-GO

Regarding the changed zoning of this property, I submit the following concerns:

1. **Density and Community engagement:** The current Inglewood Area Redevelopment Plan did not anticipate this level of intensification on New Street. If this level of densification is to be considered within the low-density residential areas of an historic Neighbourhood like Inglewood, it should be done through a local area planning process that engages the broader community in discussions about where this type of development should occur within the community. This fulsome engagement process should occur prior to these rezonings being considered by Council.
2. **Density:** I understand that density around transportation nodes and corridors is reasonable. However, placing such density and tall buildings mid-block in this part of the historic Neighbourhood of Inglewood is not contextually sensitive.
3. **Community Character:** The allowable density in the H-GO district is too high and inappropriate given the context of this lot which is situated on a narrow well treed residential street characterized by a variety of single and semi-detached homes including small cottage style bungalows built in the early 1900s. The density and bulky buildings are not consistent with the context of this historically significant Neighbourhood and New Street in particular.
4. **Privacy:** In the City's rules for townhouse/row house style buildings (revised 2023), it states that front units face the street and back units face the lane or courtyard. Based on the long and narrow shape of this lot, accommodation of 16 proposed housing units means only 2 of the units are street facing, and two (over the garage) face the lane. The remaining will 'face' the neighbor's property. To accommodate the basement suites that are part of the design, front entrances will be raised 8 steps above grade. The results in entrances and all windows to these units to overlook neighboring properties well over the height of any allowable fence which significantly impacts privacy to neighboring properties.
5. **Privacy:** Access to 12 of the 16 units will be via a 4' walkway on the east side of the building, creating a high degree of traffic for neighbors to the east. There is no indication of privacy fencing as part of this development. (does not currently exist).
6. **Land Uses:** Vehicle access as shown in the concurrent development permit application demonstrates use of City property for exclusive private use to achieve access to garages. The plan cannot be successful without this encroachment. Additionally, a fire hydrant and power pole are in a high-risk location with respect to vehicles entering and exiting the development.
7. **Traffic Impacts & Safety:** The city sidewalk on the south boundary of this property is a high use route and serves as a primary entrance at this location to the Nellie Breen toddler playground. The design of vehicular access to this development shows driveway parallel to, and directly adjacent to, this sidewalk. Combined with a tight turn radius from the single wide driveway that leads to garages, the risk of pedestrian/vehicle conflict and safety is very high.
8. **Traffic Impacts & Safety:** The location of the single wide driveway entrance to the property is at the convergence of a highly used city pathway, sidewalk (described above), the 3-way intersection of St. Monica Ave, 14th Street and an alley of neighboring New Street residents. This creates a challenging intersection already

with pedestrians (children/elderly), dogs, cyclists and scooter. The driveway will accommodate 6 cars that will reverse through this congestion. Again, a significant safety risk.

9. **Community Engagement:** The level of community engagement regarding this significant zoning change was inadequate. Some Neighboring property owners were not consulted at all. The sign regarding this change was mounted onto the house, which is located behind an ~8 ft hedge. It could be seen (but not read) from across the street. There was not boulevard sign at this property until last week.
10. **Parking:** While this design meets the requirements of .5 parking spots/unit, its location mid-block on a narrow roadway in a historic district, where a 2-car driveway in front of the unit with further limit available additional parking.
11. **Safety:** The units behind the 2 street facing units are not directly accessible by emergency services. Both the street entrance and the lane entrance for the upper units facing west have designated parking that eliminates access. Therefore, access from street or alley will be on the east side of the buildings via a 4-foot-wide space between building and fence, and then wind through the 4-foot-wide walkway mid-property. This is a high-risk situation should fire occur in one of these units. Not only limited access, but also navigating this access will slow down emergency response of all types.
12. **Height and shadowing impacts:** The allowable height of H-GO is 12M, well above heights of neighboring bungalows and 1.5 story homes. With the building stretching the entire length of the property, there will be significant shadowing impacts to neighbors.
13. **Quality of Life** for neighboring residents. With the increased foot traffic to enter the property, the vehicular traffic at the rear of the property, shadowing and being overlooked, the quality of life for neighboring residents will be directly and broadly affected.
14. **Great Communities:** We know we are privileged to live in the 'village within the city' where neighbors talk to each other, have sidewalk conversations and feel safe on the streets. The character of Inglewood is what we all bought into in making investments in our homes here. Density is a reality, and the rezoning from R-C2 to R-CG will allow us to balance the city's need for density with maintaining the character of our community. Allowing a change to H-GO deeply embedded on a historic street (vs along a primary roadway) will begin to diminish the great community of Inglewood. This needs to be viewed beyond this application is for a single location, as it sets a precedent for many more that will follow.