

LOC2023-0244

Submission by:

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CITY OF CALGARY
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IN COUNCIL CHAMBER

DEC 03 2024
ITEM: 7.1.1 C2024-0621
Dismb- Presentation 3
CITY CLERK'S DEPARTMENT

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

The map displays a yellow-shaded area labeled 'Residential Developed Inner City' and a red-shaded area labeled 'Neighbourhood Main Street Area'. A red rectangle marks the 'Subject Site'. A vertical line with an arrow points from the bottom edge of the Subject Site to the top edge of the Main Street, labeled '192 m'. A bracket on the left side of the Main Street area is labeled '1.5 block (~134m) buffer zone'. The Main Street is labeled 'Main Street Kensington Road NW'. A north arrow is in the top left corner.

Calgary Planning Commission - Item 7.2.7 - LOC2023-0244

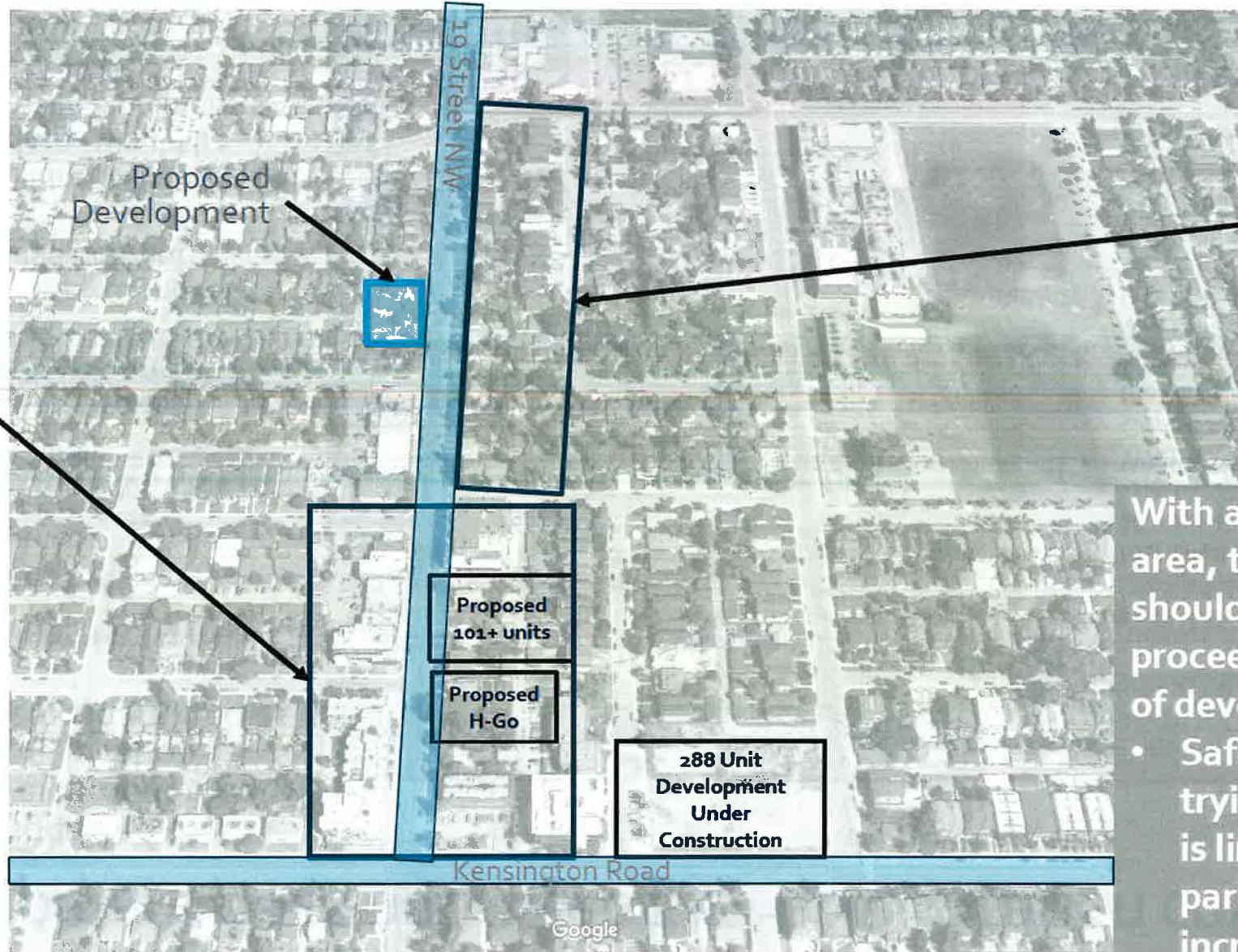
June 6, 2024

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

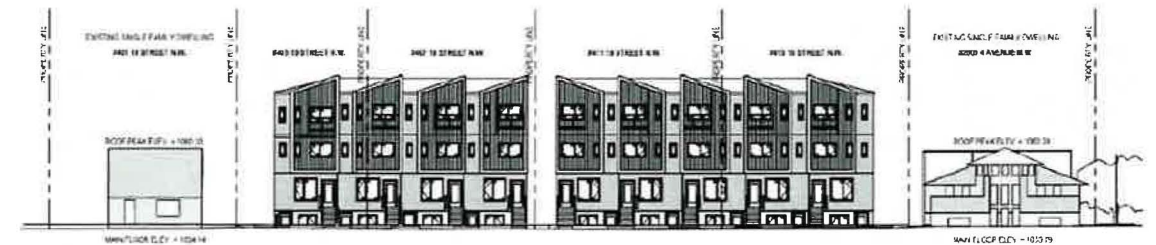


- Image above is of Kensington Rd (classified as a Main Street) – all developments are individual fourplexes, 2 storeys tall and fit the street scape

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

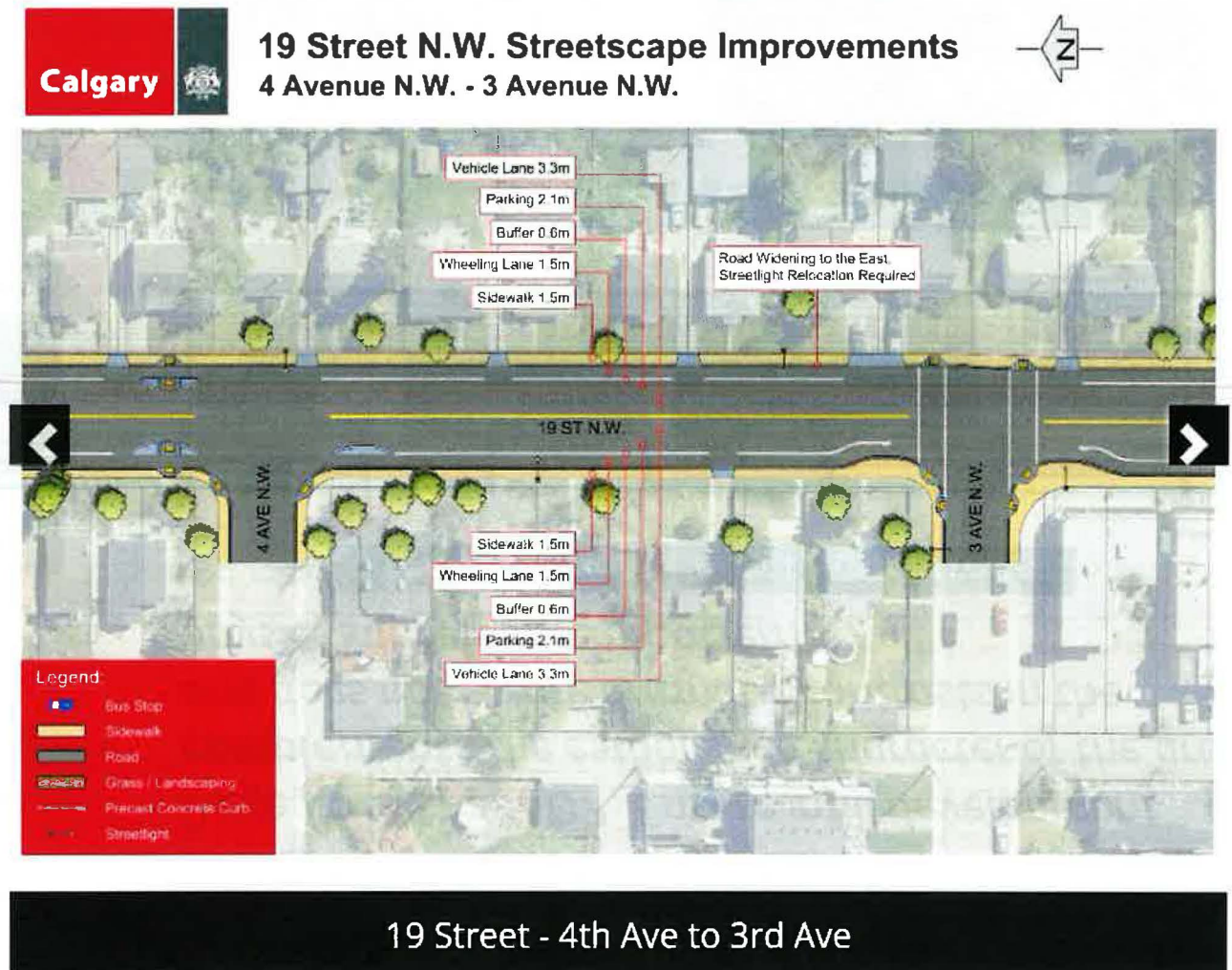
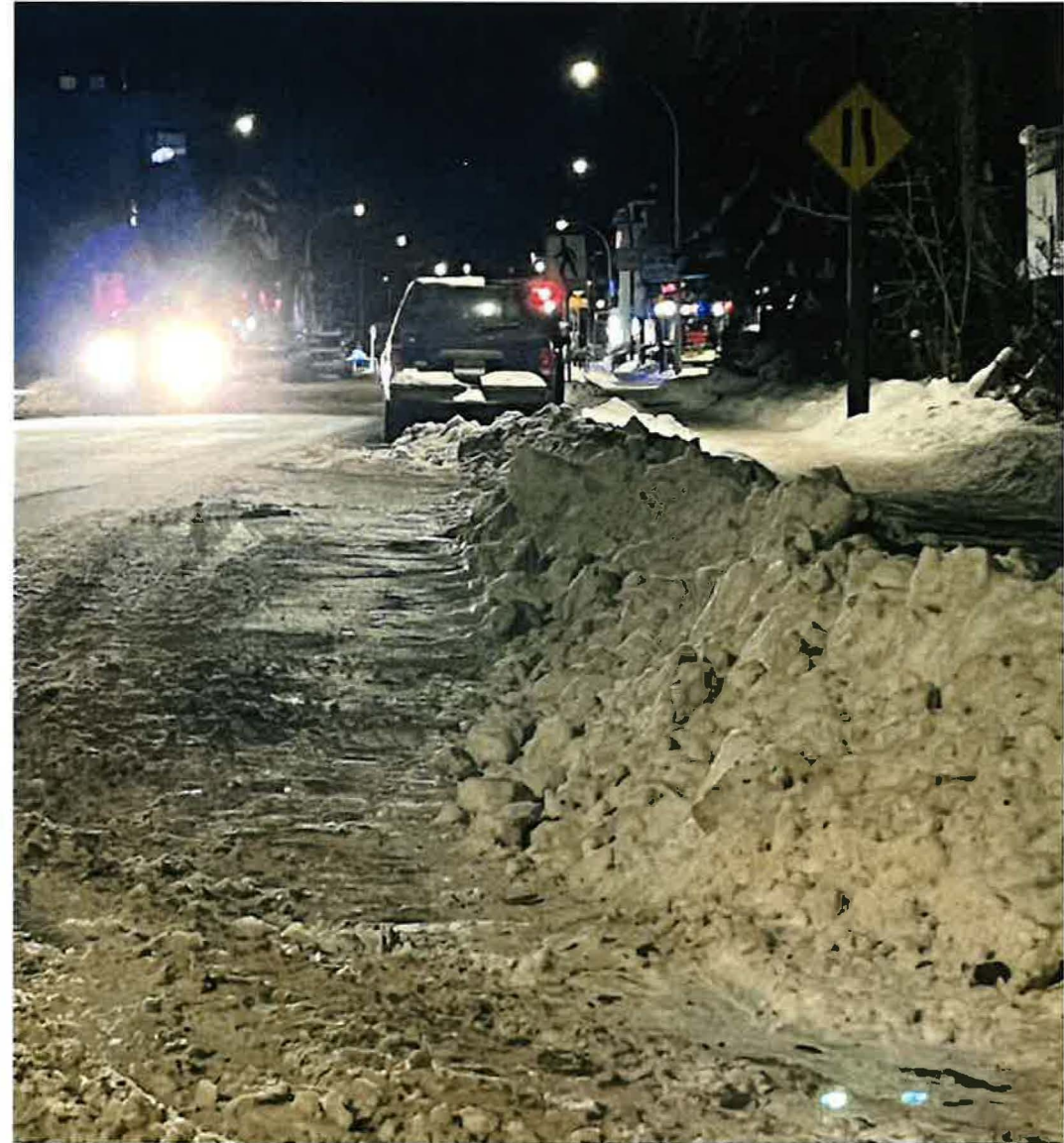


Image of 19 Street Snow Route

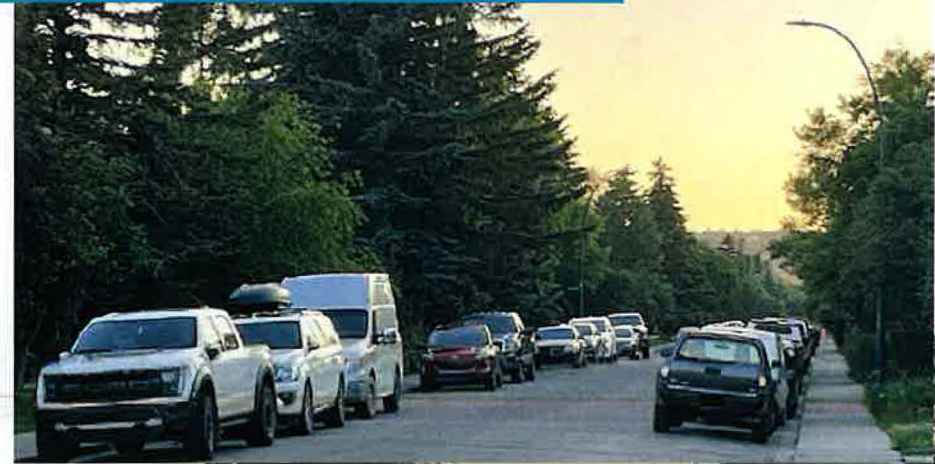


Street parking is limited near this development

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




Images of 19 Street Congestion and Commentary from Concerned Residents



10:03 5G 84

< Friends of West Hillhu... 🔍 ...

 **Sarah Brancaccio**
14h · 📷

Any idea of how we ask the city to ensure the new building going up beside this one has a loading zone on 19th?

Uber, skip, taxis, delivery trucks stop and block traffic all them time.

If there is retail does it make sense to have a loading zone?

The parking in the back is less than ideal.



Home Video Marketplace **Groups** Notifications Menu

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:

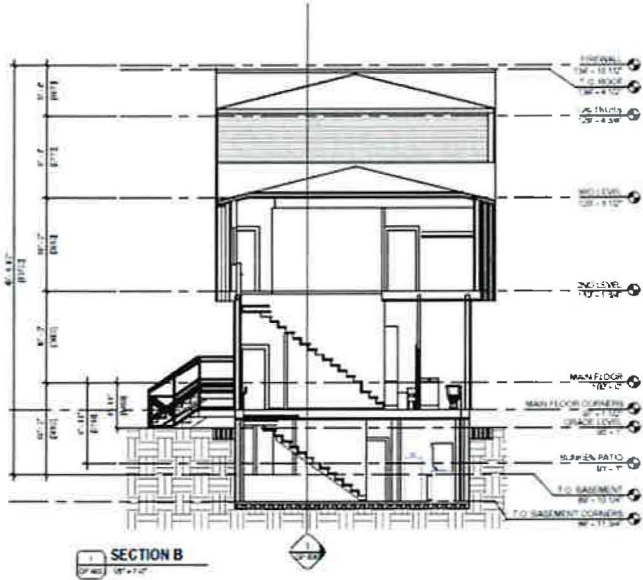
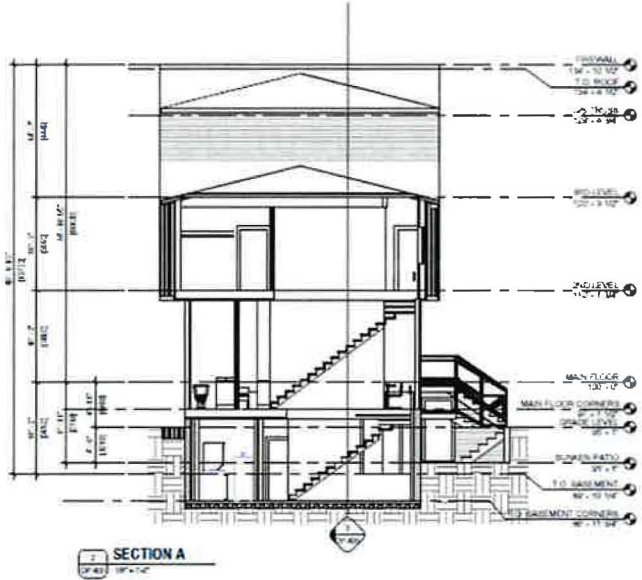
- (a) accommodates grade-oriented development in a range of housing forms where the Dwelling Units may be attached or stacked within a shared building or cluster of buildings in a form and at a scale that is consistent with low density residential districts;

- (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