

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]	Sandy
Last name [required]	O'Connor
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]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Jan 30, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here .)	
[required] - max 75 characters	Item 7.1 South Shaganappi Local Area Plan
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)

I am writing in opposition to one particular area of the South Shaganappi Local Area Plan. Specifically I am opposed to the designation of Neighborhood Flex assigned to existing church and school properties in this plan. I understand and support Multi Flex in areas where it makes sense, for instance on the perimeter of the communities, closer to main roads, higher density etc. However this designation has also been applied to all existing school and church properties as a default designation. These can be seen placed right in the middle of neighborhoods (eg: University Heights and St. Andrews Heights) where there are no other commercial or high density. I have attended your open houses and forums, submitted comments and repeatedly asked why this is the appropriate designation for these sites. Each time your own City Planners respond with "I don't really know, it is just the default we have been using". This makes absolutely no sense to me, and to use a blanket designation within something called a LOCAL area plan flies in the face of logic. These plans should be community focused and should absolutely consider whether or not increasing density with this designation fits within the actual context of the neighborhood and surrounding structures, not just because it is a school or church today. If the plan is to allow churches or schools to create some opportunity to diversify, as one of your planners suggested might be the case, then a new designation should be established for that, one that also recognizes these institutional sites are squarely in the middle of existing residential areas. I do not believe these locations are appropriate for "the more commercially-oriented areas of the South Shaganappi Communities". Thank you for your time.

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First name [required]	Julie
Last name [required]	Reynolds
How do you wish to attend?	
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Date of meeting [required]	Jan 30, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here .)	
[required] - max 75 characters	The South Shaganappi Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	In opposition

ATTACHMENT_01_FILENAME

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I am writing to respectfully request that the proposed plan for building scale on the stretch of 40 Ave NW between 49 Ave NW and Shaganappi Trail NW (across from Market Mall Professional Centre) be changed from "low (up to 6 storeys)" to at a maximum "limited (up to 3 storeys)". The reason for this is because there is no street parking along that street, and traffic is considerably busy along this area. I do not believe that the infrastructure is sufficient to support such an increase in traffic and/or parking for an increased number of inhabitants and/or customers. This is something that the committee should take very seriously, as the home owners in Varsity have invested in this area because they prefer a quiet neighbourhood, and it was also designed for such. This section of the proposed development plan was not thoughtfully considered, and it would be a mistake to ignore that there is no capacity in this area for such an influx of traffic and population.

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First name [required]	Hai
Last name [required]	Doan
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What meeting do you wish to comment on? [required]	Council
Date of meeting [required]	Jan 30, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here .)	
[required] - max 75 characters	South Shaggapi LAP
Are you in favour or opposition of the issue? [required]	In opposition

ATTACHMENT_01_FILENAME

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The South Shaganappi LAP is a 30-year document meant to guide the future of this area. Thirty years is significant—long enough for Calgary to grow by half a million people, long enough for entire generations to build their lives. Yet, despite this long horizon, the plan offers little real change. The same low-rise, single-detached houses dominate, while the few allowances for medium density are pushed to the far edges—out of sight, out of mind.

For an area so rich in amenity , services, and transit access - what can be characterized as Calgary's second downtown, we've decided so have communities opt-out of growth and exclude others. We're building communities for doctors but not nurses, tenure pros but not grad students. This is economic segregation plain and simple.

Equitable engagement is a key issue. The data speaks for itself: the majority of those engaged in the planning process were older, homeowners of SFH neighbourhoods. But when the most affected demographic—young people struggling with housing affordability—has the least input, what does that say about our commitment to generational equity? Why does a 30 year plan most heavily engaged the oldest age bracket?

Privilege is also a defining factor in this LAP. The ability to influence planning decisions is not equally distributed. Those with cars can attend meetings easily; those with flexible schedules or retirement can engage consistently, building relationships with planners. Meanwhile, younger, working-class, and transit-dependent individuals are effectively excluded. Do the Communities Association leaders (who should be reminded do not speak for that community) need another exclusive engagement session?

The outcome reflects this imbalance. Communities with the loudest, most connected voices have secured an exemption from meaningful growth. In a city grappling with housing affordability, these neighborhoods have been granted the privilege of exclusion. And those of us advocating for change? We see the final draft with virtually no revisions, as if our concerns never mattered.

A Local Area Plan should envision the upper limit of growth, not the bare minimum. Roads can be reconfigured, neighborhoods can evolve, and car dependence will not last forever. We need a plan that aligns with the city's promises of ambition and progress.

Council must reject this LAP and create one that truly reflects the future of Calgary—one that includes everyone, not just those already comfortably housed.

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First name [required]	Laura
Last name [required]	MacGregor
How do you wish to attend?	
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[required] - max 75 characters	Infrastructure and Planning Committee Meeting
Are you in favour or opposition of the issue? [required]	In opposition

ATTACHMENT_01_FILENAME	Jan 30 2025 Infrastructure and Planning Meeting Comment.docx
ATTACHMENT_02_FILENAME	Laura MacGregor House pic.jpg
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please see attached document and picture. I have included a picture of my house to show the type of nice, well maintained houses that are on Vienna Drive. ie. they are not decrepit tear downs.



City of Calgary
Infrastructure and Planning Meeting Jan 30, 2025
South Shaganappi Local Area Plan

My name is Laura MacGregor and I live on Vienna Drive N.W.

I have reviewed the SSLAP and have attended many of the City planning meetings and spoken to City planning representatives and previously submitted comments, as part of the public engagement process.

I was pleased to see, in the most recent SSLAP Proposed plan, that Vienna Drive has been changed, to Neighbourhood Local from Neighbourhood Connector – this shows that our comments have been listened to and taken into consideration. Thank you.

At the same time, I still believe that 4 storeys on Vienna Drive, which is proposed in the most recent SSLAP, is inappropriate and should be changed to a maximum of 3 Stories. My primary concern is the roadway infrastructure's capacity to accommodate more vehicles and traffic. Vienna Drive is a dead-end street, which cannot be connected to Crowchild in the future, and can only be accessed via 48th Street, which is a narrow residential street. 48th Street can only be accessed by Varsity Drive, which has large volumes of traffic -several times a day. There are actually several rush hours – as we have 3 schools on Varsity Drive, that have different start and finish times, as well as normal business rush hour. There are times when it's almost impossible to turn from 48th Street onto Varsity Drive – because of these "rush hours".

As a result of these severe limitations in our roadways near and around Vienna Drive, combined with the prospect of lower parking requirements for developers, Vienna Drive, despite being so close to an LRT Station, it is not appropriate for much higher density. A maximum of 3 storeys would allow for some significant densification, but without overwhelming the street and neighbourhood.

I would like the proposed maximum height changed from 4 storeys to 3 please.

Thank you, Laura MacGregor

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First name [required]	Soren
Last name [required]	Xu
How do you wish to attend?	
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While the intentions for the plan are good and I broadly agree, I do not think it goes far enough. Increased density and affordable housing options, especially with regard to student housing opportunities should be scaled up. How strange is it that a place called University District doesn't have many student housing options or students themselves? Student housing issues and affordability are hot topics on campus with funding cuts and an affordability and employment crisis in the city. A lack of great transportation options for many students living far from campus along with the lack of close-to-campus housing also contributes to the University's reputation as a commuter school and not a social centre. Although it's a step in the right direction, I cannot express support for this plan as it continues to normalize the glacial pace of change in response to quickly-worsening issues felt by a demographic that often lacks representation here in the city.

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First name [required] Patricia

Last name [required] Muir

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] Standing Policy Committee on Infrastructure and Planning

Date of meeting [required] Jan 30, 2025

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

[required] - max 75 characters Item 7.1 South Shaganappi Communities LAP - IP2024-1066

Are you in favour or opposition of the issue? [required] Neither

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version 4 FINAL comments for IPC SSCLAP hearing January 30_25.docx.pdf

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

Please find our letter attached. I will be speaking. Given the timing, we will ask Councilor Wong to have our letter submitted to the public record.



University Heights Community Association
c/o UHCA President, 3427 Utah Cres NW, Calgary, AB, T2N 4A9

January 29, 2025

To the Chair and Councillors,

My name is Patricia Muir and I am representing the University Heights Community Association Development Committee.

The University Heights Community Association (UHCA) would like to register our profound concern for the manner in which the statutory Stadium Shopping Centre-ARP (SSC-ARP) has been insufficiently represented in the policies of the proposed LAP. The former Stadium Shopping Centre (now rebranded as UXBorough), defined as a Neighbourhood Activity Centre in the SSC-ARP, has now been morphed into a larger *University Heights Neighbourhood Activity Centre* which has not been discussed with our community in any meaningful form.

We contend that the major UXBorough development, which only has two of the proposed 6 buildings completed, is one of the most significant projects in our LAP, aside from University District. The relatively small site is in a highly busy area adjacent to the Foothills Medical Centre including the newly opened cancer centre, the Trans-Canada Highway, with proximity to the University of Calgary, University District, ACH, and the Foothills Athletic Park/McMahon Stadium area.

Our community recognizes the need for increased density which we have supported in the SSC-ARP and in the build-out of University District. We also supported the MAX-Orange BRT. We are aware of the potential for further densification along University Drive in the Foothills Athletic Park/McMahon Stadium area. Our community was master-planned in the 1960s to include a higher density area which houses 2/3 of our community population in missing middle style housing plus small apartments and high rises. UXBorough has 203 new units in the completed residential building with another 75 units planned in a future building. Overall, to understand the intensity of this development, the built form already will represent about 84% of the size of Market Mall on a very small site.

The SSC-ARP has been revised twice in addition to the creation of the Direct Control (DC) District in 2016. In spite of reassurances from our LAP planning team, the policies in the proposed LAP do not adequately include, protect and respect the many community-involved policy decisions that were included in the ARP and the assurances given to our community over many years. There needs to be a mechanism that encompasses the policies of the ARP within the proposed LAP that adequately addresses our community concerns. Given the proposed repealing of the SSC-ARP, we request that the specific statutory items from Chapters 5 and 6 that are not adequately covered in either the LAP or in the existing DC District rules, be incorporated into the LAP. We further request that Map 4 be altered to respect the height restrictions of the ARP so they aren't in conflict with the ARP and DC.

We are including a list of our concerns after our letter (pp. 3-4) referencing the existing SSC-ARP and the items in question. We request that these changes we suggest be made and that a meeting between the LAP team and UHCA be convened as soon as possible to further clarify our concerns, and prior to this matter going to Council.

These are only some of the issues of concern for us and we are not certain if all have been adequately addressed here given the release of the new version of the LAP on January 21st, and the posting of the agenda on January 27th which has severely limited our abilities to analyze everything as completely as we would have preferred.

We thank you for your time and consideration of our requests.

Sincerely,

David Richardson, Architect, AAA, LEED-AP
Chair, UHCA Development Committee, UHCA Director at Large

Patricia Muir
Member of UHCA Development Committee, UHCA Director at Large

Deficiencies in the proposed LAP with respect to the existing requirements of the Stadium Shopping Centre ARP (SSC-ARP – Office Consolidation 2023 July) and the Direct Control bylaws (183D2016, 123D2023).

The sections of concern from the existing SSC-ARP are itemized below. We strongly object to the proposed repealing of the SSC-ARP and the exclusion of many highly specific areas of concern from the LAP. Very few items are included in the Direct Control District requirements for the UXBorough property. The SSC-ARP has already been amended three times since it was approved in 2013, the most recent being in 2023. Only two of the proposed 5 major buildings have been constructed to date. A 6th smaller building, for a possible restaurant was also in the plans.

We request clarity around Figure 12 in the proposed LAP. We note that the BRT station is named *Foothills Medical Centre* by Calgary Transit due to its location. Unfortunately, this is rather confusing for readers who might immediately think of the hospital and not a transit station. The legend for this figure should be edited to read Foothills Medical Centre **Station** Core Zone and Foothills Medical Centre **Station** Transition Zone.

CHAPTER 5 Policies

5.1 Land Use and Density p.9

5.1.1 Land Use

Some issues are covered in the LAP and/or the DC but others are not. Missing items from the ARP include:

5.1.1.3 regarding modifications to setback areas

5.1.1.5A included in Bylaw 45P2023 but this references the ARP – location of retail & consumer services

5.1.1.6 – specific information about the mix of uses and their size. Some reference to 6B in the DC bylaw.

5.1.1.7 Re: disallowed uses, only C & D are in the LAP. Some reference to parking lot in the DC.

What happens to Map 3 (p.10): Land Use Pattern which was revised in 2023? This is specific to the site and is not in the LAP or the DC.

5.1.2 Density p. 11

These items were highly specific in the ARP and are not addressed in the LAP. Amendments in 5.1.2.3 (Bylaw 45P2023) and 5.1.2.4 (Bylaw 38P2014) were made in reference to the ARP. These are not in the LAP and they are not included in the DC.

5.2 Interface and Edges pp. 12-13

This section of the ARP is highly specific to Uxbridge Drive, the northern laneway which has become a western extension of Unwin Road, a more general rules for the school and park sites, and specific requirements for the 16th Avenue interface at the southern edge of the plan area. These are not referenced in the LAP or the DC. In fact, Bylaw 123D2023 item 14(2) states: No other landscaping requirements or rules apply to this Direct Control District. Only hard soft surfaced landscape areas are mentioned in 14(1).

5.3 Public Realm p. 14

The Municipal Reserve (5.3.1) was already incorporated into the plan.

Open Space Network (5.3.2) is addressed in 2.3.2.1 Site Design in the proposed LAP but consideration for Crime Prevention Through Environmental Design (CPTED), item 5.3.2.4 in the ARP is not mentioned in the proposed LAP. Further 5.3.2.5 B and C are highly specific regarding the size of the central plaza on the site (5.3.2.5.B) as well as the requirement for 24 hour access (5.3.2.5.C).

5.3.3 Street and Pathways p. 15

This section is less specific and may be covered by a number of general design rules.

5.4 Form, Massing and Design of Buildings

5.4.1 Building Heights p. 16-17 The policies and Map 5 in this section are highly specific to the site.

5.4.2 Shadow minimization p. 17

The community and the schools had major concerns over the shadowing on the school playground. In addition, there were complaints raised by some of the owners of the semi-detached homes on the east side of Uxbridge Drive. A shadow study was completed for our ARP. 5.4.2.2 and 5.4.2.3 were included in the ARP to address these concerns. They are not mentioned in a specific way in the LAP for this site and are not in the DC. While shadowing is included in 2.4.2.1(j) in the LAP there is no mention of schools specifically where playgrounds may be impacted significantly in certain seasons.

5.4.3 Frontage design p. 18

5.4.3.1 and 5.4.3.4 have specific requirements.

5.4.4 Building Design and Architecture p. 19

5.4.4.1.A is specific to Uxbridge Drive and Unwin Road NW

5.5 Transportation

5.5.1 Streets p. 20

5.5.1.1, 5.5.1.2 and 5.5.1.3 are highly specific to the area and need to be included given the amount of traffic in the area, the impact of the school traffic patterns and the safety of all users of this busy area.

5.5.2 Transit p. 20

There are specific requirements cited in this section.

5.5.3 Walking and Cycling p. 21-22

This section and the accompanying Map 5 are highly specific to the area and critical to the safety of all users. This area is the highest density area in University Heights with 2/3 of our population living in the area shown on Map 5.

5.5.4 Vehicles p. 22-23

The intersection at 16th Avenue and Uxbridge Drive NW/29th Street NW has undergone a number of improvements, most of which were requirements in the ARP. The dual left turns heading northbound on Uxbridge Drive from eastbound 16th Avenue still have not been completed. This is a very high traffic area and it is

the 2nd busiest pedestrian traffic area outside of downtown. Very little has been done regarding the recommendations of 5.5.4.4 regarding intersections of Unwin Road at Usher Road NW and University Drive NW.

5.5.5 Parking p. 23-24

Parking management for the UXBorough development was a major issue for the community during the creation of the ARP. We have yet to see how this will work out once more units in the first two buildings are occupied. The school traffic gridlock at arrival and dismissal times is a significant issue for our residents. Unfortunately, many drivers are not compliant with the speed limits, the area parking restrictions, and compliance with traffic laws in general, even in front of the police. The Westmount Charter Mid-high School website indicates that over ½ of the students are not taking the school buses, and parents were being subsidized for driving those children to school. The charter school population was approved to be 1200 students, and there is a lengthy waiting list.

5.6 Water Resources

5.6.1 Policies p. 25

Item 1 was completed before the remainder of the site construction started.

Items 2-4 may be covered under various city policies. Item 4 describes an effective imperviousness ratio between 10% and 20% for the Plan area.

Chapter 6 Implementation

6.1 Master Plan

6.1.1 Master Plan Requirements p. 26

Much of this has been completed but the project will be underway for several more years with 4 more planned buildings remaining. Specific sections of the SSC-ARP are cited throughout this section and notable 6.1.1.1H includes formal requirements for community engagement including a reference to the non-statutory South Shaganappi Communities Area Plan (2011) which the planners are proposing to rescind.

6.2 and 6.2.1 Infrastructure Investments p. 27

This section and the accompanying Table (p. 27) are *critical* to the development. Although the majority of the requirements have been completed, the 1st and 3rd and the EB dual left turns on 16th Avenue NW are not. We are uncertain about whether the last item on the list (16 Avenue NW: Additional EB and WB through lanes) is fully completed. This information must be carried forward in a statutory form.

6.3 and 6.3.1 Further Analysis and Actions p. 28

The information in this section was a **critical** promise to UHCA along with nearby landowners and institutions regarding traffic issues, walking & cycling connections, school related issues including the operation of the public laneway between the formally named Sir William Van Horne High School site (occupied by Westmount Charter Mid-High School) and the Our Lady Queen of Peace Church, as well as the now completed extension of Unwin Road along the northern boundary of the Plan area. Item D covers several issues regarding configurations for the intersection of University Drive NW & 16th Avenue NW and their area impacts on Uxbridge Drive and Unwin Road.

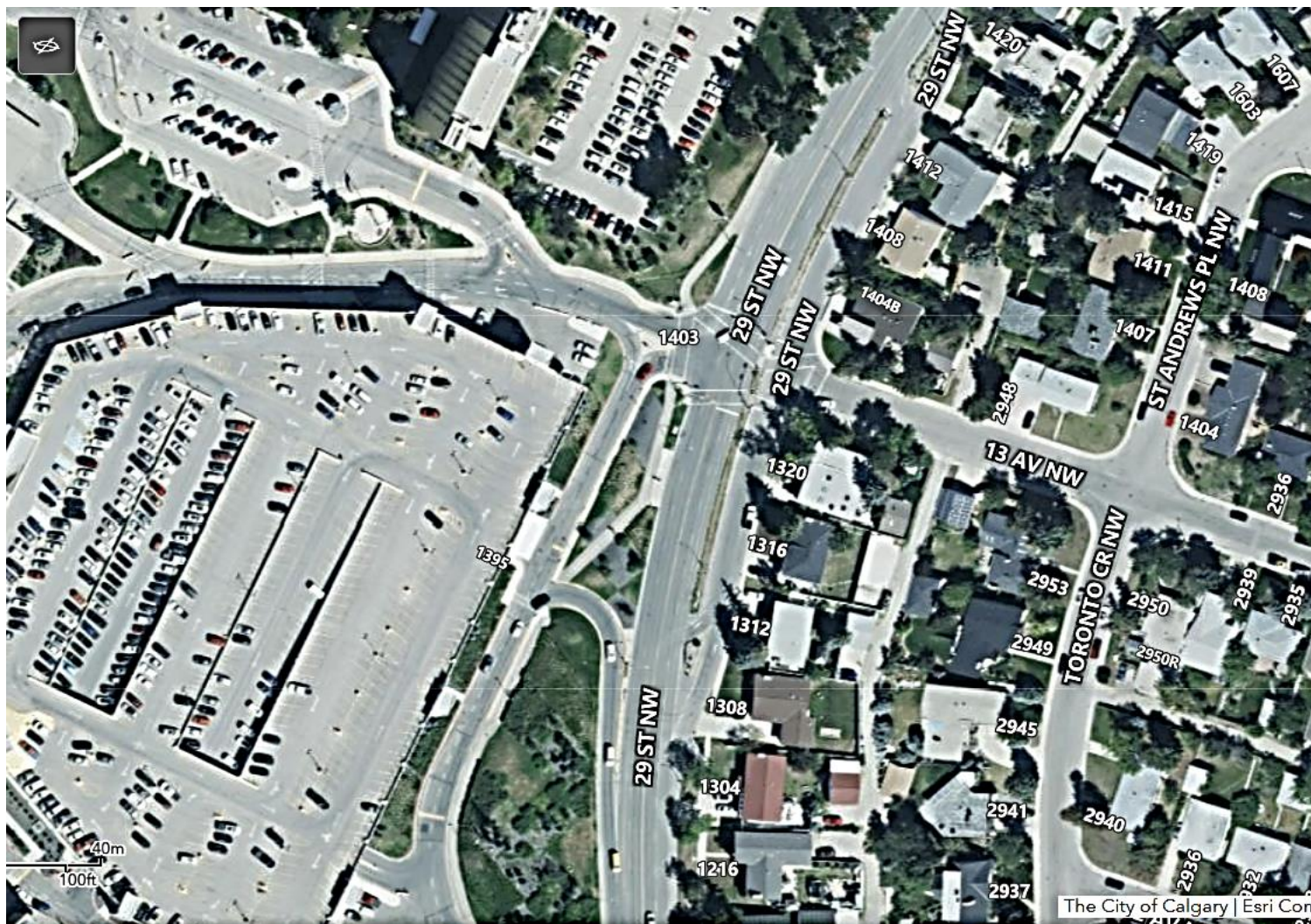
All of the above **MUST** be in statutory form to give any assurance to the University Heights community.

Comments on Proposed South Shaganappi Local Area Plan at I&PC January 30, 2025

Al Rasmuson

St. Andrews Heights Community
Association Executive







Summary of Requested Changes

- Add the University Drive properties to the Suncourt Place Comprehensive Planning Site
- Remove additional density proposed for the 29th Street residences
- Designate the Foothills Village and Foothills Professional Building Sites as a Comprehensive Planning Site.

General Process Concerns

- Process does not address feasibility of proposed density
 - Large projects should have a “high-level” feasibility review
- Virtual sessions are not effective for discussion & collaboration
 - The ratio of virtual and in-person sessions should be reversed
- There were not enough public open houses
 - The few that were held were so busy that people left without the opportunity to discuss their concerns with the project staff
- Only community-specific processes were in 2 walk-about with each community
- Project used a cookie-cutter approach, did not leverage the extensive strategic planning capability of the area stakeholders

Date: January 30, 2025

To: Infrastructure & Planning Committee

From: Varsity Community Association

Re: SOUTH SHAGANAPPI LOCAL AREA PLAN

Introduction

The Varsity Community Association appreciates the opportunity to comment on the final draft of the South Shaganappi Communities Local Area Plan. We would like to thank Calvin Chan and his entire team for their professionalism and hard work on the Plan.

We are supportive of increasing density around LRT stations and Activity Nodes and Corridors such as Market Mall but we believe changes to urban form and building scale need to be done with great care and attention to detail to enhance the community while respecting existing homes as well as the limitations of road infrastructure to support increased traffic generation.

It is important to have a sensitive transition from low density residential development to higher density development, particularly with respect to height. Sensitive transitions will reduce overshadowing and allow community members to protect the special character of Varsity including the mature tree canopy. Therefore, the existing context needs to be respected and there needs to be a balance between increasing density, massing, and height and preserving the highly valued existing low density residential areas within Varsity.

We would like to suggest some amendments to the Plan that takes into account the unique circumstances in the Varsity community in order to ensure the best possible future development.

Background

Varsity is a stable, diverse, dynamic, thriving community which already demonstrates many of the goals in the Municipal Development Plan and other planning policies. Varsity has a population of 12,000 in over 5,400 dwellings, 55% of which are multi-family units in comparison to the city average of 45%. Unlike many other communities, Varsity has experienced population growth as shown in Attachment 2. Varsity has a wide variety of housing types at all price points including attainable, affordable housing, and market and subsidized seniors housing. Varsity has 38% renter households compared to the City average of 31%. We have a wide variety of commercial businesses, amenities, schools, and 2 LRT stations. Our parks and mature tree canopy are extremely important to Varsity residents.

The life cycle experienced by most communities is not Varsity's reality. Our community was developed over several decades from the early 1960s up to the early 2000s with several additional new developments since that time including the Groves of Varsity and the 4 storey affordable apartment building at the fire hall on 32 Avenue. There has been a gradual, continuous turnover and updating of homes from long-time homeowners to new families. We have not experienced a population decline and our schools and businesses have been thriving over the years. The majority of the housing stock is in excellent condition.

I would refer you to Attachments 1, 2, 3 for more detailed background information on the community of Varsity.

It is important to identify where redevelopment makes sense within the 30 year time frame of a local area plan. Forward planning needs to be thoughtful and pragmatic. There's no point

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identifying a quiet residential street with homes in excellent condition for future apartment buildings. This type of redevelopment is unlikely to happen in comparison to other sites within the community that are more suitable. However, being designated for higher density can precipitate a slow decline of the street.

Instead of increasing predictability, this type of designation actually increases uncertainty and destabilizes the affected streets. Realtors have advised that prospective purchasers will be more willing to spend money on a home on a street that is not designated as a future apartment building as it would be safer than investing in a home where the context may change significantly. Not only does this uncertainty reduce the desirability of a street and affect sale prices, it discourages investment in those homes. For existing home owners on an affected street, decisions to make renovations, improve landscaping, install solar panels, or even spend money on regular maintenance become fraught with anxiety and indecision. If there is risk of a negative impact on their home from nearby redevelopment or a deterioration of other homes on their street as neighbours hesitate to invest in their homes, property values and quality of life could be adversely affected.

The Local Area Plan should demonstrate a vision that respects the existing context with great attention to detail in each and every community.

Infrastructure

The City states that existing infrastructure and amenities can handle increased density. Specifically, the City states that: "Most mature communities, especially those built prior to 1980, are below their historical peak population, so most communities are already designed to handle more people than live here today. Due to the decline in population and higher efficiency houses being built, there is now infrastructure capacity. This includes roads, transit stops, water and wastewater management, etc. to handle more types of housing."

As noted previously, Varsity is not below its historical peak population but has instead maintained peak population levels. Increases in population will inevitably require significant investments to upgrade and modernize local infrastructure.

The DA Watt Traffic Study conducted in 2007 for the Varsity Land Use Study provides a detailed analysis of the impact of future redevelopment of the lands south of the Dalhousie LRT station. Since it would be extremely difficult to increase the capacity of the roads in the area, the maximum densities that can be accommodated in this area have been established and this should be respected. See excerpts from the VLUS in Attachment C.

The Traffic Study states: *"In conclusion, traffic generated by redevelopment of the Varsity Land Use study area to its maximum potential (as governed by the maximum F.A.R. within the guiding policies) can be supported by the surrounding road network with improvements along Varsity Estates Drive and 53 Street. As select intersection movements are at capacity, no additional land use over and above the maximum F.A.R., can be supported by the surrounding road network within the context of Transit Oriented Development."*

Higher density development can strain the ability of City infrastructure to handle the increased load. Therefore, careful evaluation will be required with each proposed redevelopment project. Traffic studies and shadow studies are essential to ensure roads can accommodate the traffic generated by increased density and to preserve the quality of life for homeowners and park users.

PRIORITY RECOMMENDATIONS FOR AMENDMENTS TO THE SSLAP:

Note that we have selected our five most urgent priorities for amendments to the SSLAP below. In the pages that follow, we have outlined additional streets where we believe the classification should be tweaked to give the best result for the community.

1. Varsity Estates Village (Silvera for Seniors), 5200 – 53 Avenue NW

The existing two storey townhouses owned by Silvera are subsidized housing units for low income families and are located on the west side of the Varsity Ravine Park. They are identified as Neighbourhood Flex with a height up to 12 storeys. This height would overshadow the park and regional bicycle and pedestrian pathway immediately to the east. As the asphalt pathway is on a steep slope in this location where it connects to the pedestrian overpass over Crowchild Trail, icing is a significant safety concern.

Any redevelopment on this site should be a maximum of 6 storeys at the western and northern edges and needs to step down to a maximum of 3 storeys at the eastern and southern edges. It is important to create a sensitive transition to the single family homes on Valencia Road and Valencia Place and the two storey townhouses south of 53 Avenue.

A shadow study must be required for future development applications to ensure there is no overshadowing of the pathway and park.

Requested Amendment to the Plan:

Change the Building Scale Map (Map 4) from Mid (up to 12 storeys) to Limited (maximum of 3 storeys) on the east and south property lines, Low-Modified (up to 4 storeys), in the middle of the site, and to Low (maximum of 6 storeys) on the west and north portions of the site.

As this site is at the end of a dead-end road with no direct access to Crowchild Trail, the Urban Form Category (Map 3) should be changed from Neighbourhood Flex which is more commercially-oriented to Neighbourhood Connector which is more oriented to residential development while still allowing some commercial uses.

In Section 2.5.4.4. Dalhousie Station Area, this site should be down in mauve as opposed to dark purple. It should be shown in the Dalhousie Transition Zone not in the Dalhousie Core Zone.

The Varsity Land Use Study, a non-statutory plan, which was approved in 2007 has clear policies for the lands south of the Dalhousie LRT Station, excerpted as follows:

Policy 6 - Development immediately fronting onto Valencia Road NW or the Park Space east of the study area should be no more than 3 storeys high. Buildings should be set back a minimum of 6 metres from the property line at these frontages.

Policy 7 - A shadowing study shall be provided when required by the Approving Authority. Planning applications should not be approved for proposals which, in the opinion of the Approving Authority, have an unreasonable shadowing impact on surrounding areas.

These policies contained in the Varsity Land Use Study should be incorporated into the SSLAP.

2. Valparaiso Place

This is a quiet cul-de-sac with 8 homes, 4 of which were built in 1998/99. There is no back lane. It is identified as Neighbourhood Connector with a height of 4 storeys. This cul-de-sac should be classified as Neighbourhood Local with a maximum height of 3 storeys. If a comprehensive development were to be built on this cul-de-sac, a modifier would be essential to ensure all eight homes are redeveloped as one unit without isolating individual homes.

Requested Amendment to the Plan:

Change the Building Scale Map (Map 4) from Low-Modified (4 storeys) to Limited (maximum of 3 storeys). Change the Urban Form Category (Map 3) from Neighbourhood Connector to Neighbourhood Local. Change Figure 10, Section 2.5.4.4, to remove Valparaiso Place from the Dalhousie Transition Zone.

3. Varsity Estates Link and Varsity Estates Grove

Varsity Estates Link is a quiet, heavily treed residential street with large well-maintained single family homes with only local traffic. The street pattern includes large side yards, no back lanes, and a pedestrian pathway between the homes on the Link and the Grove.

The houses on the west side of VE Link back onto 53rd Street with a 17 foot grassed boulevard between the road and the back fences which homeowners maintain. There are also 3 houses on Varsity Estates Grove that abut 53rd Street with the boulevard next to their side yards. This boulevard is a major underground utility right of way. There is also a large easement on the Varsity Estates Link (west) side of the properties. It is important to note that across 53rd Street is a major above-ground Enmax transmission line.

The west side of Varsity Estates Link is shown as Neighbourhood Local with Limited Height of 3 storeys. The east side of Varsity Estates Link and several homes on Varsity Estates Grove to the north and south of the Link are shown as Neighbourhood Connector and Low-Modified (4 storeys).

Splitting this street into two sections will destroy the character of this street and have a negative impact on quality of life and property values for the remaining homes on the west side of the street. This proposal does not respect the local context.

Requested Amendment to the Plan:

Change the Urban Form Category (Map 3) from Neighbourhood Connector to Neighbourhood Local. Change the Building Scale Map (Map 4) from Low-Modified (4 storeys) to Limited (maximum of 3 storeys). Change Figure 10, Section 2.5.4.4, to remove Varsity Estates Link and part of Varsity Estates Grove from the Dalhousie Transition Zone.

4. Valencia Place & Valencia Road

This is a quiet dead-end residential street and cul-de-sac with large, well-maintained homes. There are no back lanes and there is a major pathway to access the Varsity Ravine Park to the east. The homes backing onto the park and on Valencia Road are identified as Neighbourhood Connector with a height up to 4 storeys and the homes on Valencia Place are identified as Neighbourhood Flex with a height of up to 6 storeys. This is part of a continuous single family area and both roads should be identified as Neighbourhood Local.

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Requested Amendment to the Plan:

Change the Urban Form Category (Map 3) from Neighbourhood Connector to Neighbourhood Local on Valencia Road. Change the Urban Form Category (Map 3) from Neighbourhood Flex to Neighbourhood Local on Valencia Place.

Change the Building Scale Map (Map 4) from Low-Modified (4 storeys) to Limited (maximum of 3 storeys) on Valencia Road. Change the Building Scale Map (Map 4) from Low (6 storeys) to Limited (maximum of 3 storeys) on Valencia Place.

5. Varmoor Road between 42 Street and 39 Street

Varmoor Road is identified as Neighbourhood Connector with a height of 3 storeys. We agree with limiting the height to 3 storeys, however, this road is a quiet residential street and should be classified as Neighbourhood Local.

Requested Amendment to the Plan:

Change the Urban Form Category (Map 3) from Neighbourhood Connector to Neighbourhood Local on Varmoor Road between 42 Street and 39 Street.

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COMMENTS ABOUT SPECIFIC AREAS OR STREETS WEST OF SHAGANAPPI TRAIL

Area South of Crowchild Trail & Dalhousie LRT Station:

The policies contained in the Varsity Land Use Study should be incorporated into the South Shaganappi Local Area Plan. The proposed density needs to be reduced in order to accommodate manageable traffic volumes.

The Groves of Varsity has been developed with two 12 storey buildings, one 8 storey building, one 6 storey building (The Manor seniors' residence), and one 4 storey building (commercial). Crowchild Square has been rezoned for 12 storeys.

The Bow Valley Church is identified as Neighbourhood Flex with a height of up to 26 storeys. The DA Watt Traffic study indicated this density would overwhelm adjacent roadways and the height should be reduced to 12 storeys. Excerpts from the Varsity Land Use Study can be found in Attachment 1.

Varsity Land Use Study

The Varsity Land Use Study, a non-statutory plan, which was approved in 2007 has clear policies for the lands south of the Dalhousie LRT Station, excerpted as follows:

"Policy 4 - The highest buildings should be located immediately adjacent to Crowchild Trail NW and shall be no higher than 12 storeys. The height of buildings should progressively step down in a southward direction from Crowchild Trail NW to a height limit of 8 and then 4 storeys (Refer to Plan 3).

Policy 5 - Developments immediately fronting Varsity Estates Drive NW and 53 Avenue NW should be no more than 4 storeys high. Buildings should be set back a minimum of 5 metres from the property line at these frontages.

Policy 6 - Development immediately fronting onto Valencia Road NW or the Park Space east of the study area should be no more than 3 storeys high. Buildings should be set back a minimum of 6 metres from the property line at these frontages.

Policy 7 - A shadowing study shall be provided when required by the Approving Authority. Planning applications should not be approved for proposals which, in the opinion of the Approving Authority, have an unreasonable shadowing impact on surrounding areas.

Policy 26 - Planning applications should not be approved where, in the opinion of the Approving Authority, proposals are likely to generate vehicle movements which cannot be satisfactorily accommodated by the road network."

The DA Watt Traffic Impact Study is attached to the VLUS as "Appendix 2 – Transportation Study" and clearly indicates that the density and heights proposed in the SSLAP are excessive and will overwhelm the existing transportation network. There has been extensive research in Canada and the USA regarding the negative impact of air and noise pollution from high traffic volumes. In addition, traffic congestion can create safety issues especially for the thousands of children in Varsity attending the six schools in the community.

As the Local Area Plan replaces all existing planning policy documents in the plan area, we would like the policies of the Varsity Land Use Study to be incorporated into the Local Area Plan. We

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note in particular that a maximum height of 3 storeys and generous setbacks are indicated where there is an impact on low density residential housing and parks.

Area North of Crowchild Trail:

It is important to note that there is a large amount of land available for future redevelopment north of Crowchild Trail at the Dalhousie LRT Station. If increasing density at this LRT station is to receive comprehensive, thoughtful planning, this area should be included in the discussions. This area has much better access and egress than south of Crowchild Trail including a right-in/right-out directly off Crowchild Trail and 4 lane divided roads to the north (Dalhousie Drive) and west (53 Street) of the site. The access onto Dalhousie Drive is a signalized intersection.

It is important to recognize that the amount of density south of Crowchild Trail is limited by an unusual road network that was a retrofit from changing transportation plans in the 1960s (the abandonment of a through road to Silver Springs on 40 Avenue). The maximum density that can be accommodated in Varsity close to the LRT station was determined by a DA Watt Traffic Study done in 2007 and attached to the Varsity Land Use Study. A much greater amount of density on a larger parcel of land can be accommodated north of Crowchild Trail and a similar study should be conducted in Dalhousie.

We believe Dalhousie and Brentwood should have been included in this local area plan. For future LAPs, we would recommend that all communities surrounding an LRT station or activity centre should be included to allow for comprehensive planning.

Redevelopment Projects Close to Varsity

In addition to two new 15 storey apartment buildings in Dalhousie, it is important to note there are many mixed-use projects that have been approved in close proximity to Varsity, some of which are nearing completion. This includes University District (200 acres), Northland Mall (two 6 storey apartments plus commercial), Stadium Shopping Centre (14 storey residential tower and 8 storey medical office building), and the University Innovation Quarter (76 acres).

Varsity Estates Village (Silvera for Seniors), 5200 – 53 Avenue NW

The existing two storey townhouses owned by Silvera are subsidized housing units for low income families and are located on the west side of the Varsity Ravine Park. They are identified as Neighbourhood Flex with a height up to 12 storeys. This height would overshadow the park and regional bicycle and pedestrian pathway immediately to the east. As the asphalt pathway is on a steep slope in this location where it connects to the pedestrian overpass over Crowchild Trail, icing is a significant safety concern.

Any redevelopment on this site should be a maximum of 6 storeys at the western and northern edges and needs to step down to a maximum of 3 storeys at the eastern and southern edges. It is important to create a sensitive transition to the single family homes on Valencia Road and Valencia Place and the two storey townhouses south of 53 Avenue.

A shadow study must be required for future development applications to ensure there is no overshadowing of the pathway and park.

Requested Amendment to the Plan:

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Change the Building Scale Map (Map 4) from Mid (up to 12 storeys) to Limited (maximum of 3 storeys) on the east and south property lines, Low-Modified (up to 4 storeys), in the middle of the site, and to Low (maximum of 6 storeys) on the west and north portions of the site.

As this site is at the end of a dead-end road with no direct access to Crowchild Trail, the Urban Form Category (Map 3) should be changed from Neighbourhood Flex which is more commercially-oriented to Neighbourhood Connector which is more oriented to residential development while still allowing some commercial uses.

In Section 2.5.4.4. Dalhousie Station Area, this site should be down in mauve as opposed to dark purple. It should be shown in the Dalhousie Transition Zone not in the Dalhousie Core Zone.

The following policies contained in the Varsity Land Use Study should be incorporated into the SSLAP.

Varsity Land Use Study

The Varsity Land Use Study, a non-statutory plan, which was approved in 2007 has clear policies for the lands south of the Dalhousie LRT Station, excerpted as follows:

Policy 6 - Development immediately fronting onto Valencia Road NW or the Park Space east of the study area should be no more than 3 storeys high. Buildings should be set back a minimum of 6 metres from the property line at these frontages.

Policy 7 - A shadowing study shall be provided when required by the Approving Authority. Planning applications should not be approved for proposals which, in the opinion of the Approving Authority, have an unreasonable shadowing impact on surrounding areas.

Varsity Estates Court

Single family cul-de-sac and part of a continuous low density residential area with 12 large, well-maintained homes. It has been identified as Neighbourhood Flex with a height of 6 storeys. A modifier is essential to ensure the entire cul-de-sac is redeveloped as one unit property without isolating individual homes. The access point for a new building would need to be moved further west onto Varsity Estates Drive to avoid conflict with the T-intersection. A multi-storey building would create undesirable massing for the homes across Varsity Estates Drive to the south. It would be more appropriate for this cul-de-sac to be designated Neighbourhood Local with a maximum height of 3 storeys.

100 Varsity Estates Place

This is a single family cul-de-sac and part of a continuous low density residential area with 8 large, well-maintained homes. It has been identified as Neighbourhood Flex with a height of 6 storeys. At a minimum, a modifier would be essential to ensure the entire cul-de-sac is redeveloped as one unit without isolating individual homes. It would be more appropriate for this cul-de-sac to be designated Neighbourhood Local with a maximum of 3 storeys.

Varsity Estates Drive (north)

These are 3 single family homes that are a part of a continuous low density residential area with large, well-maintained homes. They have been identified as Neighbourhood Flex with a height of 6 storeys. It would be more appropriate to be identified as Neighbourhood Local with a maximum

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height of 4 storeys. A modifier is essential to ensure all three homes are redeveloped as one unit without isolating individual homes.

Cathedral Manor Estates, Varsity Estates View

This is a 3 storey subsidized residence built in 1982 with 115 units for independent low-income seniors. It provides parking for those seniors who are driving and is heavily treed with a large garden. The walking distance to the Dalhousie LRT Station is 16 minutes which is outside the 5-10 minute desired walking time. It is bordered by Crowchild Trail and sound attenuation barrier to the north with single family homes on the other three sides and its access is off a quiet residential street. It has been identified as Neighbourhood Flex with a height of 6 storeys. This building is unlikely to deteriorate sufficiently within 30 years to warrant replacement and it provides a valuable and unique type of housing in the community which is well integrated with the low density residential neighbourhood. This property should be designated Neighbourhood Local with a maximum height of 3 storeys.

Varsity Royal

There are 17 well-maintained townhouses identified as Neighbourhood Flex with a height of 6 storeys which is appropriate due to its location. A modifier is essential to ensure the entire property is redeveloped as one unit without isolating individual homes.

Varsity Estates Park

(Townhouses west of 53 Street between Varsity Royal & Valparaiso Place)

There are approximately 40 newer well-maintained townhouses (2000's) identified as Neighbourhood Connector with a height of 6 storeys. Only 4 units face 53rd Street. A multi-storey building would create undesirable massing for the homes immediately adjacent to the south on Valparaiso Place so there should be a maximum height of 3 to 4 storeys.

Valparaiso Place

This is a quiet cul-de-sac with 8 homes, 4 of which were built in 1998/99. There is no back lane. It is identified as Neighbourhood Connector with a height of 4 storeys. This cul-de-sac should be classified as Neighbourhood Local with a maximum height of 3 storeys. It should also be removed from the Dalhousie Transition Zone in Figure 10, section 2.5.4.4. If a comprehensive development were to be built on this cul-de-sac, a modifier would be essential to ensure all eight homes are redeveloped as one unit without isolating individual homes.

Varsity Estates Link (plus 4-5 houses on Varsity Estates Grove)

Varsity Estates Link is a quiet residential street with large, well-maintained homes with only local traffic. The street pattern includes 8 foot side yards, no back lanes, and a pedestrian pathway between the homes on the Link and the Grove. The homes on the west side back onto 53rd Street. There is a major underground utility right of way between these homes and 53rd Street. On the east side of 53rd Street is a major Enmax transmission line. The walking distance to the Dalhousie LRT Station is 13-17 minutes which is outside the 5-10 minute desired walking time. This street should be identified as Neighbourhood Local with a maximum height of 3 storeys.

The west side of Varsity Estates Link is shown as Neighbourhood Local with Limited Height of 3 storeys. The east side of Varsity Estates Link and several homes on Varsity Estates Grove to the north and south of the Link are shown as Neighbourhood Connector and Low-Modified (4 storeys).

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The houses on the west side of VE Link back onto 53rd Street with a 17 foot grassed boulevard between the road and the back fences which homeowners maintain. There are also 3 houses on Varsity Estates Grove that abut 53rd Street with the boulevard next to their side yards. This boulevard is a major underground utility right of way. There is also a large easement on the Varsity Estates Link (west) side of the properties. It is important to note that across 53rd Street is a major above-ground Enmax transmission line.

Splitting this street into two sections will destroy the character of this street and have a negative impact on quality of life and property values for the remaining homes on the west side of the street. This proposal does not respect the local context.

It is important to note that 53rd Street in Varsity is a 2 lane residential street with bike lanes on each side. The nature of the road completely changes north of Crowchild Trail into a 4 lane divided major roadway but the Varsity portion is built to the same standard as any local collector residential road such as Varsity Estates Drive. It is similar to 37 Street in Varsity except that it has houses on both sides of the street.

Consideration must be given to the location of the transmission line and underground utilities along 53rd Street. If apartment buildings are built facing 53rd Street they will need to be set back quite far from the roadway which will result in a pretty shallow building (front to back) and the residents will be looking out their windows straight at a major transmission line just a few feet away.

If the apartments were to be built facing away from 53rd Street and towards the Link there would still be harm to the neighbours across the street due to the massing of the building, parking issues, and lack of landscaping.

There is also a significant risk that houses will be acquired, torn down, and apartment buildings constructed on several lots while leaving individual homes isolated and surrounded by higher density development. Again, this would have a devastating impact on quality of life and property values.

Section 2.5.4.4. Dalhousie Station Area

The east side of Varsity Estates Link is shown in mauve, Dalhousie Transition Zone. This section states: "New development located between 53 Street NW and Varsity Estates Link NW is strongly encouraged to front both streets.

Development should consider:

- i. consolidation of parcels into larger lots;
- ii. the construction of internal lanes;
- iii. shared parking entrances to minimize pedestrian and vehicular conflict; and,
- iv. streetscape improvements along 53 Street NW such as sidewalks."

This section does not resolve the issues I have mentioned above. It's not an appropriate street to have identified as a transition zone.

Requested Amendment to the Plan:

Change the Urban Form Category (Map 3) from Neighbourhood Connector to Neighbourhood Local.

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Change the Building Scale Map (Map 4) from Low-Modified (4 storeys) to Limited (maximum of 3 storeys).

Change Figure 10, Section 2.5.4.4, to remove Varsity Estates Link and part of Varsity Estates Grove from the Dalhousie Transition Zone.

Varsity Estates Grove

This is a quiet residential street including a cul-de-sac with large, well-maintained homes with only local traffic. The street pattern includes 8 foot side yards, no back lanes, and a pedestrian pathway between the homes on the Link and the Grove. There are 2 pathways to the adjacent playground and playing fields from this residential area. The walking distance to the Dalhousie LRT Station is 12-20 minutes which is outside the 5-10 minute desired walking time. We greatly appreciate the change to designate this road as Neighbourhood Local on both sides with a maximum height of 3 storeys. Comments with respect to the few houses that were included with Varsity Estates Link (approximately 4-5) are noted under Varsity Estates Link.

Townhouses south of 53 Avenue & west of 53 Street

There is a mix of older and newer housing developments identified as Neighbourhood Flex with a height of 6 storeys. This is a quiet residential street that also serves the church. When the church site is developed the new access will be from the roundabout at Varsity Estates Drive and 53 Street. There are no back lanes. If some of these properties were to be redeveloped, the height needs to be sensitive to the homes on Valencia Place to the south. Rather than Low (up to 6 storeys), Low-Modified (up to 4 storeys) would be more appropriate.

Homes on East Side of 53 Street (between 53 Ave & Valencia Place)

53rd Street is a primary collector street with residential characteristics. While 53rd Street north of Crowchild Trail is a 4 lane divided roadway, 53rd Street south of the roundabout and north of Varsity Drive is a 2 lane roadway with bicycle paths and no parking. These 7 single family homes are newer housing developments. These homes are identified as Neighbourhood Flex with a height of 6 storeys, however, this height would significantly overshadow the two-storey townhouses (also newer homes) immediately to the east. There is also a major Enmax transmission line on the east side of 53 Street which would impede the construction of taller buildings. Therefore, these homes should be identified as Neighbourhood Connector with a maximum height of 3 or 4 storeys.

Valencia Place & Valencia Road

This is a quiet dead-end residential street and cul-de-sac with large, well-maintained homes. There are no back lanes and there is a major pathway to access the Varsity Ravine Park to the east. The homes backing onto the park and on Valencia Road are identified as Neighbourhood Connector with a height up to 4 storeys and the homes on Valencia Place are identified as Neighbourhood Flex with a height of up to 6 storeys. This is part of a continuous single family area and both roads should be identified as Neighbourhood Local.

Requested Amendment to the Plan:

Change the Urban Form Category (Map 3) from Neighbourhood Connector to Neighbourhood Local on Valencia Road. Change the Urban Form Category (Map 3) from Neighbourhood Flex to Neighbourhood Local on Valencia Place.

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Change the Building Scale Map (Map 4) from Low-Modified (4 storeys) to Limited (maximum of 3 storeys) on Valencia Road. Change the Building Scale Map (Map 4) from Low (6 storeys) to Limited (maximum of 3 storeys) on Valencia Place.

Townhouses west of 53 Street between VE Grove & VE Drive

This is a quiet townhouse complex with 16 units identified as Neighbourhood Connector with a height of 4 storeys. This height would cause overshadowing of the adjacent homes *to the north* on Varsity Estates Grove. The walking distance to the Dalhousie LRT Station is 20-25 minutes which is outside the 5-10 minute desired walking time. This complex should be identified as Neighbourhood Local with a maximum height of 3 storeys.

Vienna Drive

This is a very quiet dead-end road separated from Crowchild Trail by a sound attenuation barrier with well-maintained houses that are identified as Neighbourhood Connector with a height of 4 storeys. There are 17 houses west of 48 Street and 13 houses east of 48 Street on the south side of the road only. Vienna Drive is a narrow road with parking allowed on one side only. Across the back lane are single family homes. There is only one access road (48 Street) in and out of this area which currently experiences traffic congestion at peak hours. Any significant increase in density in this area would require a traffic study. This street should be designated as Neighbourhood Local.

Horizon Village

This is a quiet, well-maintained seniors' townhouse complex with 61 units that is identified as Neighbourhood Local with a height of 6 storeys. There is only one access road (48 Street) in and out of this area which currently experiences traffic congestion during peak hours. While additional height in this area will not cause overshadowing of low density residential development, any significant increase in density in this area would require a traffic study to ensure the road network can accommodate the traffic generated. A modifier would be essential to ensure all townhouses are redeveloped as one unit without isolating individual homes.

53 Street between Varsity Drive & 40 Avenue

These homes are identified as Neighbourhood Connector with a maximum height of 3 storeys. We support this designation.

Varsity Drive between 53 Street & 49 Street

The houses on the north side of Varsity Drive are identified as Neighbourhood Connector with a maximum height of 3 storeys. We support this designation in this area.

Varsity Drive between 49 Street & Shaganappi Trail

The houses on the north and south sides of Varsity Drive are identified as Neighbourhood Connector with a height of 6 storeys. This includes the newer 3 storey Attainable Homes apartment building. We would note that when the Attainable Homes project was approved it was agreed that a maximum height of 3 storeys was appropriate to avoid excessive overshadowing of the single family homes across the lane to the north. We believe the Neighbourhood Connector designation is appropriate in this location due to the higher activity level of this section of Varsity

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Drive, however, we believe the height should be a maximum of 3 storeys for a sensitive transition to the adjacent single family homes which are mostly bungalows.

40 Avenue between 53 Street & 49 Street

The houses on the north side of 40 Avenue are identified as Neighbourhood Connector with a height of 6 storeys. This height would cause significant overshadowing to the homes across the laneway immediately to the north. While Neighbourhood Connector is appropriate, we believe the height should be a maximum of 3 storeys for a sensitive transition to the adjacent single family homes which are mostly bungalows.

40 Avenue between 49 Street & Shaganappi Trail

The houses on the north side of 40 Avenue are identified as Neighbourhood Connector with a height of 6 storeys. This height would cause significant overshadowing to the homes across the laneway immediately to the north. While Neighbourhood Connector is appropriate we believe the height should be a maximum of 3 storeys for a sensitive transition to the adjacent single family homes which are mostly bungalows.

32 Avenue between 50 Street & Home Road

These homes on the north side of 32 Avenue are identified as Neighbourhood Connector with a maximum height of 3 storeys. We support this designation.

Market Mall

Market Mall is identified as Commercial Centre with heights of up to 26 storeys. The traffic generation and overshadowing would be significant on this large site with this height. Traffic studies would be required with any future redevelopment. Development should step down to no more than 6 storeys on the north and west sides of the site.

Townhouses West of Market Mall (49 Street)

These are well-maintained townhouses ranging from 2 to 4 storeys in height. They are identified as Neighbourhood Connector with a height of 6 storeys. In order to have a sensitive transition to the single family homes across 50 Street to the west and to reduce massing and overshadowing, a maximum height of 4 storeys would be more appropriate.

COMMENTS ABOUT SPECIFIC AREAS OR STREETS EAST OF SHAGANAPPI TRAIL

Varsity Drive from Viscount Drive to 37 Street

On the north side of Varsity Drive between Shaganappi Trail and Viscount Drive there is a small retail building called Varsity Plaza and the Varsity Acres Presbyterian Church. Between Viscount Drive and 37 Street are single family homes, primarily bungalows.

On the south side of Varsity Drive between Shaganappi Trail and 40 Street on the south side of Varsity Drive there is a regional mall, the Shaganappi Village Shopping Centre, several apartment buildings, the Varsity Community Centre, and Varsity Acres School. Between 40 Street and 37 Street are single family homes, mostly bungalows. The housing stock is well maintained with extensive mature landscaping as is the pattern in Varsity.

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Neighbourhood Connector applies here due to slightly higher traffic volumes but 6 storeys is not an appropriate height. It is important that heights not exceed 3 storeys to prevent overshadowing of neighbouring homes and to preserve the integrity of the single family residential neighbourhood.

Valiant Drive between Shaganappi Trail and 40 Street

On the north side of Valiant Drive are apartment buildings, playing fields, the Varsity Community Association, and Varsity Acres School. On the south side are single family homes, mostly bungalows, on quiet residential crescents. Neighbourhood Connector applies here due to slightly higher traffic volumes but 6 storeys is not an appropriate height. It is important that heights not exceed 3 storeys to prevent overshadowing of neighbouring homes and to preserve the integrity of the single family residential neighbourhood.

Oxford Mews, Townhouses to the southeast of 46 Avenue & 39 Street

Oxford Mews contains 38 two storey or split level units with a large landscaped courtyard in the centre of the heavily treed site. This complex has been designated Neighbourhood Connector with a height of 12 storeys. The only access point is 39 Street off Varsity Drive which is a quiet dead-end street with parking on both sides. Across 39 Street are single family homes. This is a quiet residential street and there is no through traffic so local-focused commercial would not be appropriate. The street is not a higher activity road and this area is not close to either LRT station or a transit hub. It should be designated Neighbourhood Local with a maximum height of 3 to 4 storeys. If the site were redeveloped to 6 storeys, the building should step down to no more than 4 storeys at the west and south property lines.

Varsity Landing, 39 Street

Varsity Landing is immediately north of Oxford Mews at the end of 39 Street. It is shown as Neighbourhood Connector with 6 storeys in height. This building also has access only on 39 Street. This site should also be Neighbourhood Local with a height of 3 storeys which is what currently exists. This building is in new condition and would not be replaced within a 30 year time frame.

Holly Acres, 37 Street

Holly Acres is an apartment building east of Oxford Mews and was built in 1975 and is in good condition. It has two access points; 39 St/46 Ave and 37 St. It is 12 storeys and contains 139 rental units. We support the designation of this site as Neighbourhood Connector with 12 storeys in height.

McLaurin Village, 3500 Varsity Drive

McLaurin Village is a large parcel with numerous townhouses located east of 37 Street and north of Varsity Drive. We support the designation of this site as Neighbourhood Flex with 12 storeys in height due to its proximity to the Brentwood LRT station, however, road improvements would be required to accommodate the traffic generated from this increased intensity.

37 Street, Valdes Place, 36 Street, Vernon Place

These homes are between Varsity Drive and 40 Avenue and east of 37 Street. Valdes Place and Vernon Place are cul-de-sacs with 7 homes each. There are 5 homes on 37 Street and 8 homes on 36 Street. None of these homes have back lanes. They are designated Neighbourhood Flex

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with 6 storeys in height. Due to its close proximity to the Brentwood LRT Station these designations are appropriate, however, it is important that a modifier be added to these parcels to ensure the entire area is redeveloped as one redevelopment project to avoid isolating individual homes. In addition, the road network would require upgrading, particularly in conjunction with the development of McLaurin Village to the north.

40 Avenue between Shaganappi Trail and 37 Street

On the south side of 40 Avenue there are single family homes backing onto the roadway. On the north side of 40 Avenue there are single family homes, mostly bungalows, fronting onto the roadway. The homes on the north side of 40 Avenue are identified as Neighbourhood Connector which is appropriate as it is a higher activity street. However, the proposed height of 6 storeys will have a negative impact on neighbouring homes to the north due to massing and significant overshadowing. There should be a maximum height of 3 storeys to ensure compatibility with neighbouring streets.

42 Street – Townhouses on East Side

The existing 2 to 4 storey multi-family developments between Shaganappi Trail and 42 Street are identified as Neighbourhood Connector with 6 storeys in height. This is a residential street which serves the houses between 32 & 40 Avenues. Neighbourhood Local would be more appropriate and the height should not exceed 4 to 6 storeys.

Varmoor Road between 42 Street and 39 Street

Varmoor Road is identified as Neighbourhood Connector with a height of 3 storeys. We agree with limiting the height to 3 storeys, however, this road is a quiet residential street and should be classified as Neighbourhood Local.

Requested Amendment to the Plan:

Change the Urban Form Category (Map 3) from Neighbourhood Connector to Neighbourhood Local on Varmoor Road between 42 Street and 39 Street.

University Innovation Quarter

This 76 acre site is shown as Neighbourhood Flex with heights ranging from 6 storeys (Low) to over 27 storeys (Highest). It is between the Brentwood LRT station and 32 Avenue and east of 37 Street. The maximum height bordering 37 Street should be a maximum of 3 to 4 storeys to create a sensitive transition to the single family homes on the west side of 37 Street. There is precedent for this as this was the appropriate height determined by Council recently for the affordable housing unit under construction on 37 Street & 32 Avenue.

Also, University District stepped down the height to three storeys south of 32 Avenue as a sensitive transition to the single family homes on the north side of the street. Redevelopment with greater height and intensity is appropriate in close proximity to the LRT station, however, the heights need to taper off towards 37 Street and 32 Avenue. Adequate on-site parking is crucial even with the close proximity to the LRT station. A traffic study will be required to determine what roadway upgrades are required.

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Fire Hall & Mixed Use Site on the NE corner of 37 Street and 32 Avenue

The Urban Form Map shows this site as Civic and Recreation, indoor and outdoor recreational facilities on public land. We don't believe this designation properly describes the city-owned site which contains a fire hall, commercial space, 4 storey affordable apartment building, and new park. Perhaps for this unusual mixed-use site, a new designation could be created. The height of 4 storeys was approved by Council in 2023 in recognition of the impact on the single family homes directly across 37 Street.

Attachments

- 1 – Background Information
- 2 – Population Growth Map
- 3 – Historical Varsity Population Chart
- 4 – Photos of Varsity Homes and Streets

ATTACHMENT 1 – SSLAP SUBMISSION – JANUARY 2025

BACKGROUND INFORMATION ON THE COMMUNITY OF VARSITY

Varsity is a stable, diverse, dynamic, thriving community which already demonstrates many of the ideals expressed in the Municipal Development Plan and other planning policies. Varsity has a wide variety of housing types at all price points including attainable and affordable housing.

For example, Varsity has a wide variety of housing types at all price points including numerous apartment buildings ranging from 3 to 12 storeys, townhouses, duplexes, single family homes, secondary suites, attainable housing, and affordable housing. Forty-five percent of dwelling units in Varsity are single family homes compared to the city average of 55%. Furthermore, additional multi-family housing has already been approved or proposed on several sites in Varsity.

According to the 2021 census, Varsity has 38% renter households compared to the city average of 31%; 10% subsidized rental housing compared to the city average of 9%; and 28% of dwelling units are in 3-4 storey apartment buildings in comparison to an average of 16% in the rest of Calgary. For units in apartment buildings 5 storeys and taller, Varsity has 11% as compared to the city average of 8%. These statistics illustrate that our community has already achieved most of the densification and diversification goals of the City and we think this is important to acknowledge.

Our residents are easily able to age within the community and many who downsize choose bungalows, townhouses, or apartments to minimize stairs and we have several seniors' residences in the community serving all ages and abilities including memory care – Cathedral Manor (subsidized), The Manor Village Varsity Retirement Home, Horizon Village, Foothills Lutheran Manor (subsidized), and Chateaux on the Green. We also have Cambridge Manor Care Home immediately south of 32 Avenue in University District.

Our local businesses in 6 different shopping and professional centres are very well supported and successful with low turnover. Our 6 schools as well as before and after school care programs, preschools, summer camps, and daycares are all full, most with waiting lists. The Varsity Community Centre is extremely busy with activities and the facility is fully booked throughout the year.

Varsity residents have excellent access to amenities and transit including 2 LRT stations. We have Vecova and Christine Mickle School offering unique recreation and educational services. We are close to the University of Calgary, the Children's Hospital, Foothills Hospital, and University District.

Our parks, off leash areas, playgrounds, playing fields, outdoor skating rinks, toboggan hills, walking pathways, and bike paths are heavily used. Wide boulevards with large elm trees create a beautiful buffer between our collector roadways and sidewalks. The

Silver Springs Golf Course provides additional open green space and is an important community amenity. In the winter it is used for cross country skiing and walking and the ponds are used for skating.

Bowmont Natural Environment Park, Dale Hodges Park, and the Bow River are on Varsity's southwest boundary. Varsity residents place a high value on these regional parks as well as the open, green spaces and extensive mature urban tree canopy throughout the community. Residents have worked hard over the past decades to create and preserve these exceptional parks. These green spaces enhance quality of life for residents of Varsity and users from outside the community. They provide natural cooling, improve air quality, and support water management. They are social places for people of all ages (& their dogs in some parks) to gather, meeting, play, and talk. They encourage organized or spontaneous physical activity in all seasons. They are spaces where children can play or learn to ride a bike or skate. The mental health benefits cannot be underestimated. Open spaces create a sense of well-being by providing calm places to stop and think without the city noise and activity. This helps reduce stress by providing a respite from the busyness of the city. Best of all, they provide all these benefits for free.

Why have we devoted so much space to this description of our parks and open spaces? We care because with an increase in population, these parks and open spaces become even more important and must be protected and maintained. Many residents have moved to this community specifically because of these incredible spaces and our mature tree canopy. It's an integral part of our identity.

With respect to walkability, the planning of Varsity Village and Varsity Estates was based on the Radburn Plan which adapted the ideas of the English Garden City, developing a street hierarchy that segregated through traffic from local traffic and automotive traffic from pedestrian traffic. The developers used as many cul-de-sacs as possible and forwent rear lanes in favour of pedestrian pathways that connected to parks behind the houses. The intent was to create a park-like setting for users of the rear walkways and this intent has been maintained throughout the years. These pathways provide a beautiful and enjoyable way to walk in the community and are enjoyed by many residents daily.

The purpose of a local area plan is to provide direction on future redevelopment over the next 30 years. The City states: "There is a stage in each community's life cycle when the choice to rebuild or redevelop homes and buildings becomes more and more frequent (generally as homes and buildings reach 50+ years)." The Engagement Booklet describes the Life Cycle of a Community, however, this Life Cycle is not the reality experienced in Varsity. One reason is that Varsity has developed over several decades and there has been a gradual, continuous turnover and updating of homes from long-time homeowners to new families. This is illustrated in the spreadsheet in Attachment A and in the chart in Attachment B (data obtained from the City's website). Attachment C, Population Change from the 2019 Census, shows that Varsity experience 1-5% growth from 2018 to 2019.

Attachment 1 – SSLAP Submission – Varsity – January 2025

Once the population of Varsity peaked after construction of new homes between 1968 and 1980, it has stayed stable from 1980 to the present. We have not experienced a population decline and our schools and businesses are not “struggling to stay open”. It is the complete opposite of this scenario. The assumptions made by the City are not accurate for the Varsity community.

Residents appreciate how special Varsity is and develop deep roots within the community which includes a long-term commitment to maintain and renovate their homes. The “50 year” rule is definitely not the case in Varsity since the vast majority of homes are in excellent condition and highly sought-after. They won’t be ready for the landfill for many years to come.

Therefore, it is important to identify where redevelopment makes sense within the 30 year time frame of a local area plan. Forward planning needs to be thoughtful and pragmatic. There’s no point identifying a quiet residential street with homes in excellent condition for future apartment buildings. This type of redevelopment is unlikely to happen in comparison to other sites within the community that are more suitable. However, being designated for higher density can precipitate a slow decline of the street.

Instead of increasing predictability, this type of designation actually increases uncertainty and destabilizes the affected streets. Realtors have advised that prospective purchasers will be more willing to spend money on a home on a street that is not designated as a future apartment building as it would be safer than investing in a home where the context may change significantly. Not only does this uncertainty reduce the desirability of a street and affect sale prices, it discourages investment in those homes. For existing home owners on an affected street, decisions to make renovations, improve landscaping, install solar panels, or even spend money on regular maintenance become fraught with anxiety and indecision. If there is risk of a negative impact on their home from nearby redevelopment or a deterioration of other homes on their street as neighbours hesitate to invest in their homes, property values and quality of life could be adversely affected.

The Local Area Plan should demonstrate a vision that respects the existing context with great attention to detail in each and every community.

Varsity Land Use Study

The Varsity Land Use Study, a non-statutory plan, which was approved in 2007 has clear policies for the lands south of the Dalhousie LRT Station, excerpted as follows:

“Policy 4 - The highest buildings should be located immediately adjacent to Crowchild Trail NW and shall be no higher than 12 storeys. The height of buildings should progressively step down in a southward direction from Crowchild Trail NW to a height limit of 8 and then 4 storeys (Refer to Plan 3).”

Policy 5 - Developments immediately fronting Varsity Estates Drive NW and 53 Avenue NW should be no more than 4 storeys high. Buildings should be set back a minimum of 5 metres from the property line at these frontages.

Policy 6 - Development immediately fronting onto Valencia Road NW or the Park Space east of the study area should be no more than 3 storeys high. Buildings should be set back a minimum of 6 metres from the property line at these frontages.

Policy 7 - A shadowing study shall be provided when required by the Approving Authority. Planning applications should not be approved for proposals which, in the opinion of the Approving Authority, have an unreasonable shadowing impact on surrounding areas.

Policy 26 - Planning applications should not be approved where, in the opinion of the Approving Authority, proposals are likely to generate vehicle movements which cannot be satisfactorily accommodated by the road network.”

The DA Watt Traffic Impact Study is attached to the VLUS as “Appendix 2 – Transportation Study” and clearly indicates that the density and heights proposed in the SSLAP are excessive and will overwhelm the existing transportation network. There has been extensive research in Canada and the USA regarding the negative impact of air and noise pollution from high traffic volumes. In addition, traffic congestion can create safety issues especially for the thousands of children in Varsity attending the six schools in the community.

As the Local Area Plan replaces all existing planning policy documents in the plan area, we would like the policies of the Varsity Land Use Study to be incorporated into the Local Area Plan. We note in particular that a maximum height of 3 storeys and generous setbacks are indicated where there is an impact on low density residential housing and parks.

Infrastructure

The City states that existing infrastructure and amenities can handle increased density. Specifically, the City states that: “Most mature communities, especially those built prior to 1980, are below their historical peak population, so most communities are already designed to handle more people than live here today. Due to the decline in population and higher efficiency houses being built, there is now infrastructure capacity. This includes roads, transit stops, water and wastewater management, etc. to handle more types of housing.”

As noted previously, Varsity is not below its historical peak population but has instead maintained peak population levels. Increases in population will inevitably require significant investments to upgrade and modernize local infrastructure.

Attachment 1 – SSLAP Submission – Varsity – January 2025

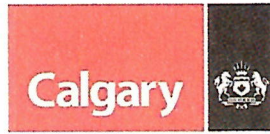
The DA Watt Traffic Study conducted in 2007 for the Varsity Land Use Study provides a detailed analysis of the impact of future redevelopment of the lands south of the Dalhousie LRT station. Since it would be extremely difficult to increase the capacity of the roads in the area, the maximum densities that can be accommodated in this area have been established and this should be respected. See excerpts from the VLUS in Attachment C.

The Traffic Study states: *“In conclusion, traffic generated by redevelopment of the Varsity Land Use study area to its maximum potential (as governed by the maximum F.A.R. within the guiding policies) can be supported by the surrounding road network with improvements along Varsity Estates Drive and 53 Street. As select intersection movements are at capacity, no additional land use over and above the maximum F.A.R, can be supported by the surrounding road network within the context of Transit Oriented Development.”*

Higher density development can strain the ability of City infrastructure to handle the increased load. Therefore, careful evaluation will be required with each proposed redevelopment project. Traffic studies and shadow studies are essential to ensure roads can accommodate the traffic generated by increased density and to preserve the quality of life for homeowners and park users.

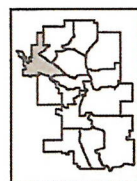
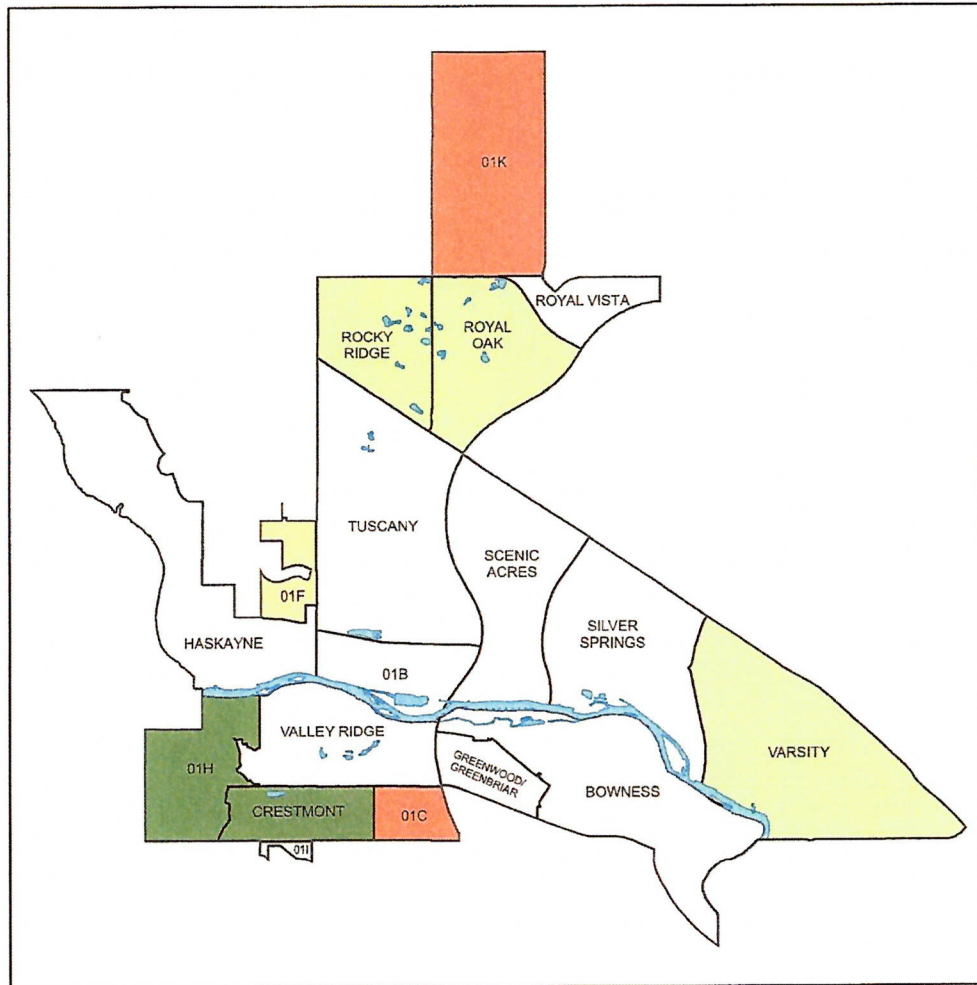
ATTACHMENT 2 –SSLAP - VARSITY SUBMISSION – JANUARY 2025

ATTACHMENT C – 2019 CENSUS – POPULATION CHANGE - PAGE 1



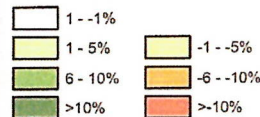
2019 Census - Population Change

Ward 1 & Community Boundaries



Percentage Population Change

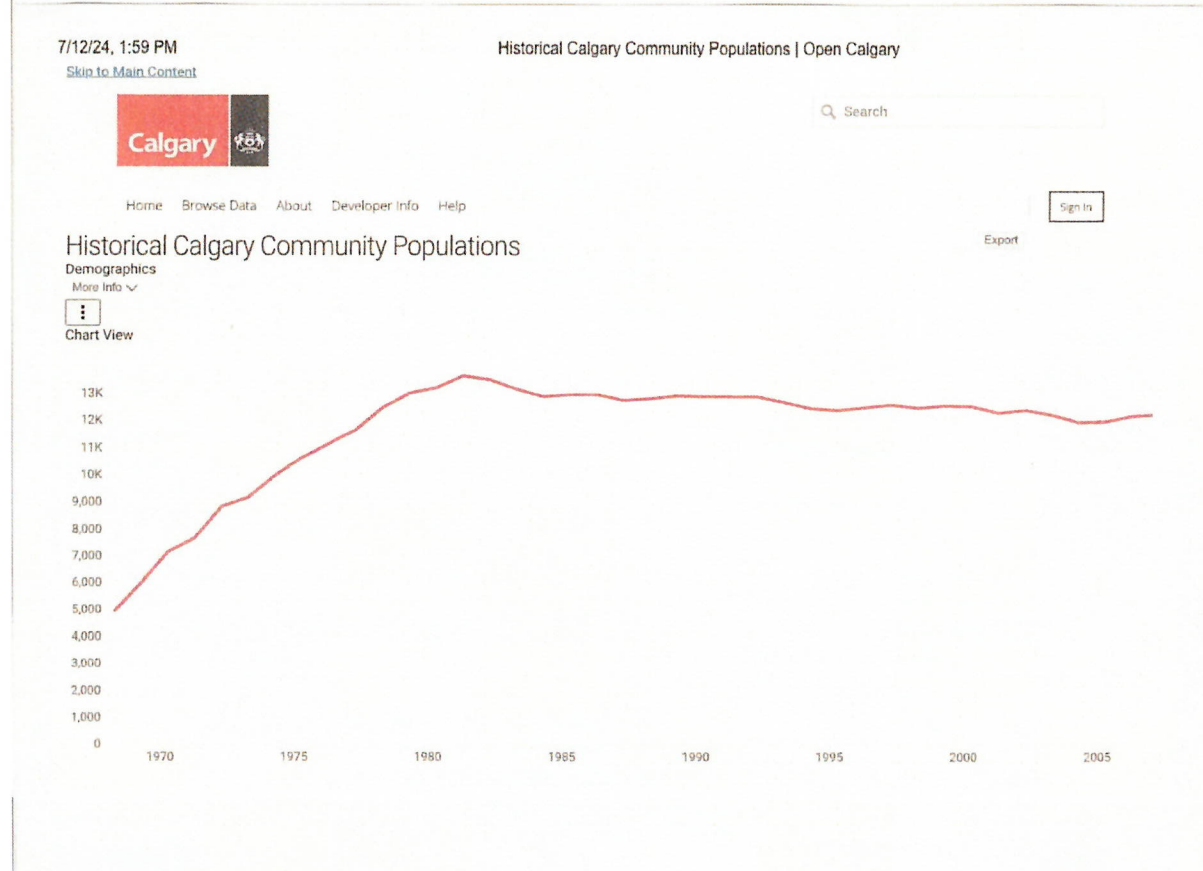
2018 - 2019



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Date Printed: July 25, 2019
ISC: Protected

ATTACHMENT 3 – SSLAP – VARSITY SUBMISSION – JANUARY 2025

ATTACHMENT B – CHART VIEW OF HISTORICAL POPULATION OF VARSITY



ATTACHMENT D – PHOTOS OF VARSITY

Townhouses East of 53 St & South of 53 Ave



Valparaiso Place



Valencia Road



Walking Path Behind Valencia Road & Place



ATTACHMENT D – PHOTOS OF VARSITY

Varsity Estates Link



Pathway Between VE Link & VE Grove



Varsity Estates Link



Varsity Estates Link Streetscape

