



FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk’s Legislative Coordinator at 403-268-5861, or City Clerk’s Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station ‘M’ 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

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

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required] Gianluca

Last name [required] Cross-Bussoli

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 South Shaganappi LAP

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

ATTACHMENT_01_FILENAME

SSLAP_modified.png

ATTACHMENT_02_FILENAME

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

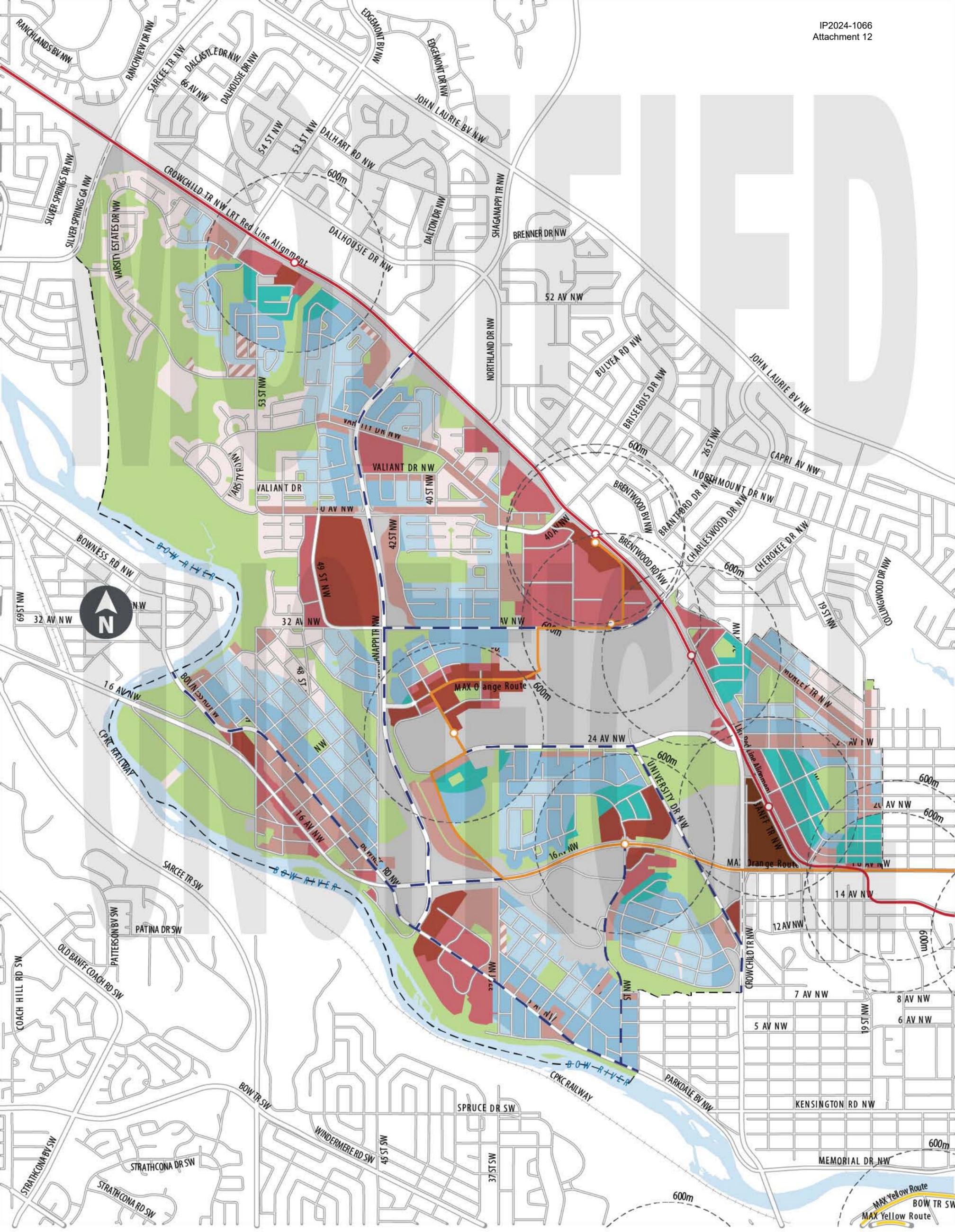
While the South Shaganappi LAP in its current form promotes a greater amount of density than what is currently allowed, I believe that for a 30-year plan, it could be a lot more ambitious.

Calgary is growing in population, housing prices continue to rise, and what has worked so far in slowing this rise has been an increase in housing supply.

The South Shaganappi area is a very smart place to promote even more density, given its proximity to the University, Foothills Medical, its existing and planned commercial & mixed-use centres like the Uni District, Bowness Road, Market Mall, and the UIQ, and most notably, its uniquely dense web of Primary Transit Corridors.

Attached is the Building Scale Map from back when engagement was open for Phase II -- Which I have modified to include the Primary Transit Corridors in the area, and have highlighted in blue regions where, given purely the proximity to the PTN, I believe a greater density than what was drafted at the time* can be supported. (*Note that the Building Scale map currently proposed has had slight amendments, though not enough to completely invalidate my modifications.)

While I am by no means expecting all of these changes to be made, I would hope that a more ambitious proposal which takes advantage of the PTN (especially now that a Shaganappi Trail Transit Study is ongoing!) comes forth.



Legend

- | | | |
|-----------------------------------|------------------------------|--|
| Limited
(up to 3 Storeys) | Mid
(up to 12 Storeys) | No Scale Modifier |
| Low-Modified
(up to 4 Storeys) | High
(up to 26 Storeys) | Parks, Civic
and Recreation |
| Low
(up to 6 Storeys) | Highest
(over 26 Storeys) | Plan Area Boundary |
| | | Within Range of PTN (but does not take full advantage) |
| | | Primary Transit Network (PTN) |



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Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

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

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First name [required] JoAnne

Last name [required] Atkins

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters South Shaganappi Local Area Plan

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME SSLAP - Varsity Submission to March 4 hearing.docx

ATTACHMENT_02_FILENAME SSLAP - Varsity Submission Jan 2025 - Attachment 1 - Background.docx

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

I will be submitting additional documents.

Date: February 24, 2025

To: City Council

From: Varsity Community Association

Re: SOUTH SHAGANAPPI LOCAL AREA PLAN

Note: See Pages 3-5 for Requested Amendments

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 the Attachments for more detailed background information on the community of Varsity.

SSLAP – Varsity Community Association Comments – February 25, 2025

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.

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.

SSLAP – Varsity Community Association Comments – February 25, 2025

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:

We have concerns about a number of streets but 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.

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.

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.

This amendment was passed at the IPC Meeting on January 30, 2025.

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.

This amendment was passed at the IPC Meeting on January 30, 2025.

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.

This amendment was passed at the IPC Meeting on January 30, 2025.

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.

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.

Due to a clerical error, this amendment was not voted on at the IPC Meeting on January 30, 2025. We would request this amendment be made at Council's public hearing on March 4, 2025.

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.

This amendment was passed at the IPC Meeting on January 30, 2025.

ADDITIONAL COMMENTS AND RECOMMENDATIONS 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 for residents and especially seniors and children in Varsity.

Recommendations:

- 1. 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.

2. That the church site at 5300 – 53 Avenue NW be changed from High to Mid in Building Scale Map 4.

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

(refer to page 3)

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 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)

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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 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
(refer to page 4)

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)
(refer to Page 4)

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

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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).

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.

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

(refer to page 5)

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.

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 is appropriately designated as Neighbourhood Local but should be reduced to Limited building scale for a maximum of 3 storeys.**

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

SSLAP – Varsity Community Association Comments – February 25, 2025

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 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 to the north which are mostly bungalows. The height on this road should be Limited similar to the maximum height on 32 Avenue.

Recommendation: Change from Low to Limited on Building Scale Map 4.

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. The height on this road should be Limited similar to the maximum height on 32 Avenue.

Recommendation: Change from Low to Limited on Building Scale Map 4.

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 and believe it is sensitive to the existing context and neighbouring homes.

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.

ADDITIONAL COMMENTS AND RECOMMENDATIONS 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.

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.

Recommendation: Change from Low to Limited on Building Scale Map 4.

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.

Recommendation: Change from Low to Limited on Building Scale Map 4.

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 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. The massing of 6 storeys will also have a negative impact on the homes to the south of 40 Avenue. This should be a maximum height of 3 storeys (Limited) to ensure compatibility with neighbouring homes in this area.

Recommendation: Change from Low to Limited on Building Scale Map 4.

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

(refer to page 5)

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 on the site to three storeys south of 32 Avenue to ensure 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 as the increase in intensity of use will be substantial.

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 – FEBRUARY 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. 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.

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.”*

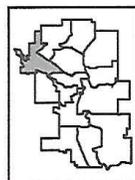
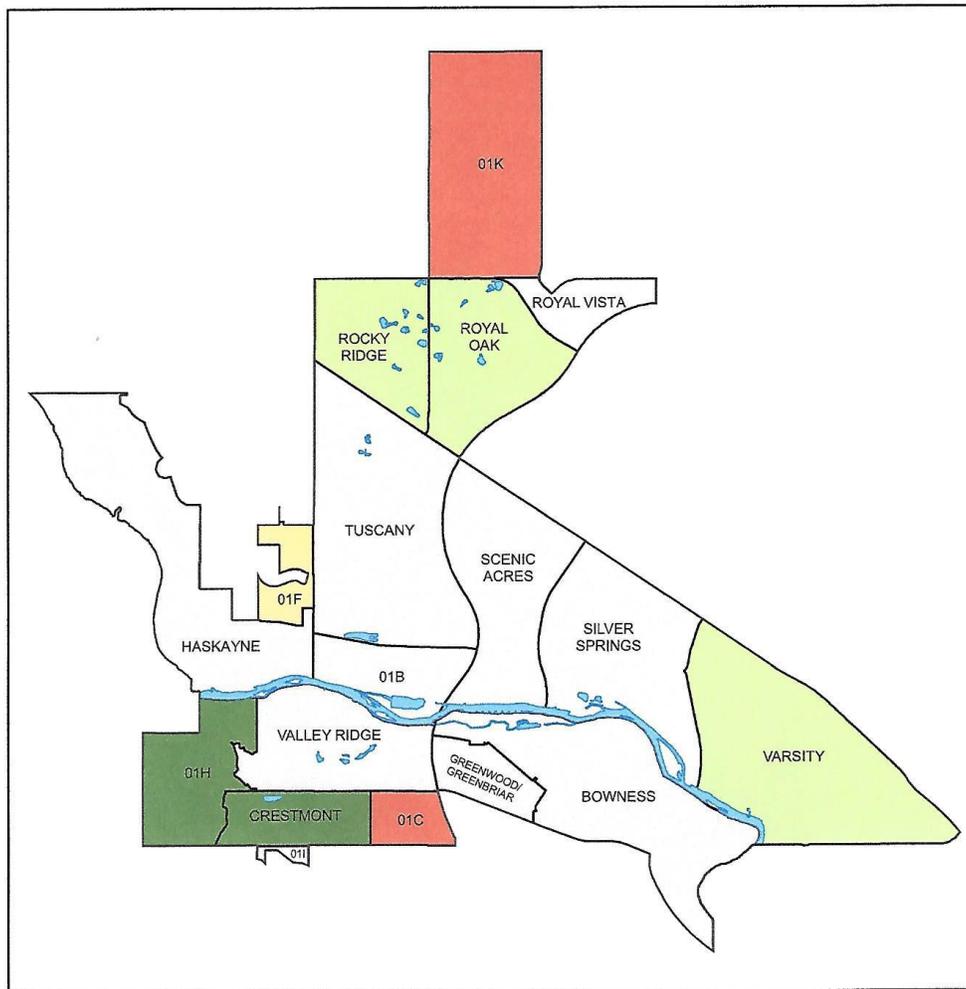
Higher density development can strain the ability of City infrastructure to handle the increased load. Therefore, careful evaluation will be required with each proposed redevelopment project. Traffic studies and shadow studies are essential to ensure roads can accommodate the traffic generated by increased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

ATTACHMENT 2 –SSLAP - VARSITY SUBMISSION – FEBRUARY 2025

ATTACHMENT C – 2019 CENSUS – POPULATION CHANGE - PAGE 1



2019 Census - Population Change
Ward 1 & Community Boundaries



Percentage Population Change

2018 - 2019

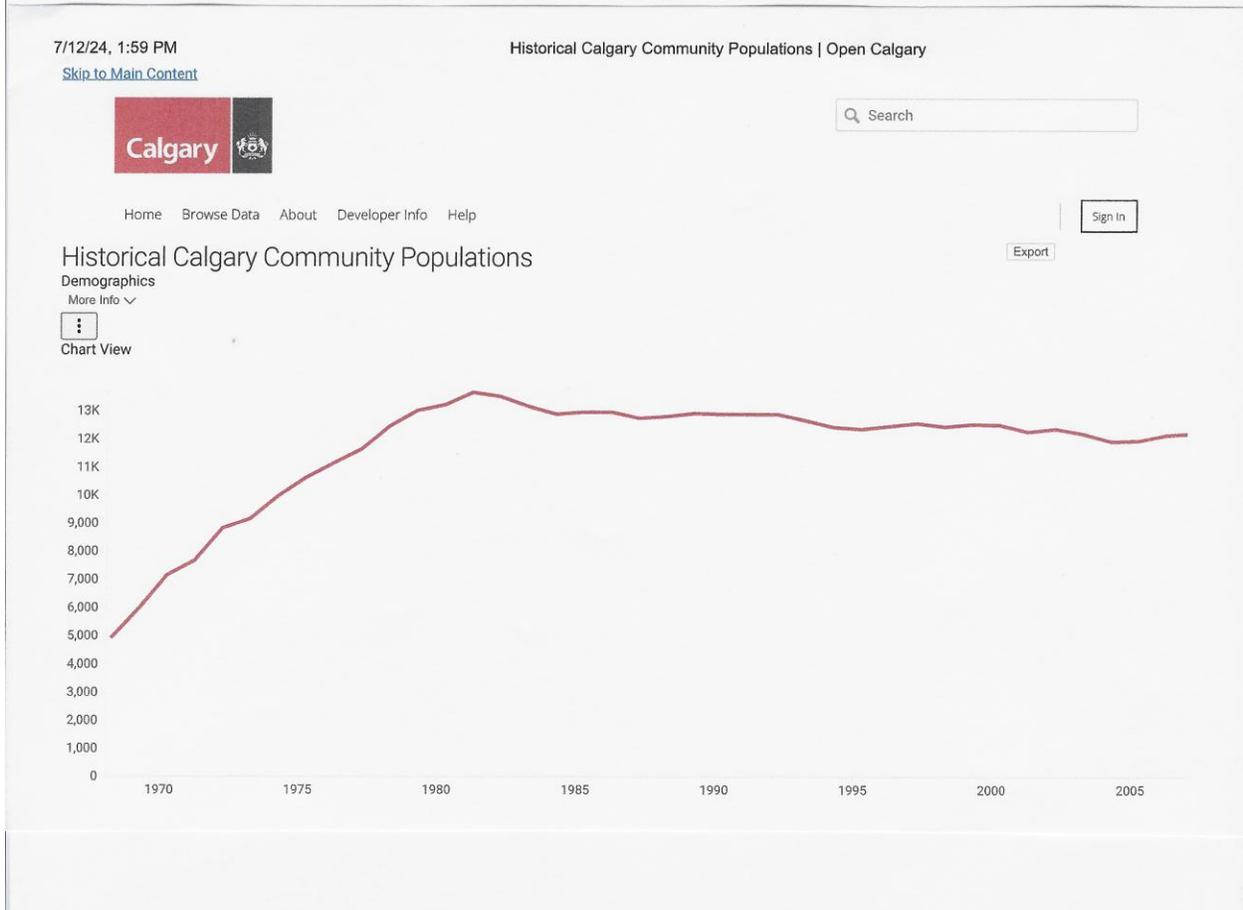
1 - -1%	-1 - -5%
1 - 5%	-6 - -10%
6 - 10%	>-10%
>10%	



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ATTACHMENT 3 – SSLAP – VARSITY SUBMISSION – FEBRUARY 2025

ATTACHMENT B – CHART VIEW OF HISTORICAL POPULATION OF VARSITY



ATTACHMENT 4 – PHOTOS OF VARSITY

Townhouses East of 53 St/South of 53 Ave



Valparaiso Place



Valencia Road



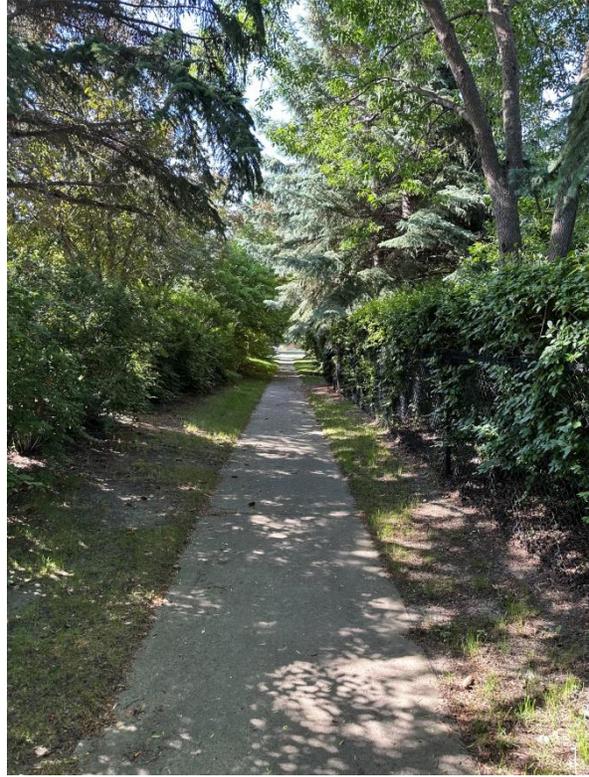
Walking Path Behind Valencia Rd & Pl



Varsity Estates Link



Pathway Between VE Link & VE Grove



Varsity Estates Link

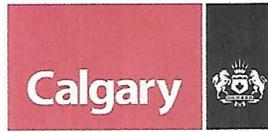


Varsity Estates Link Streetscape

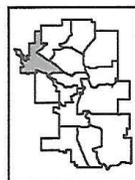
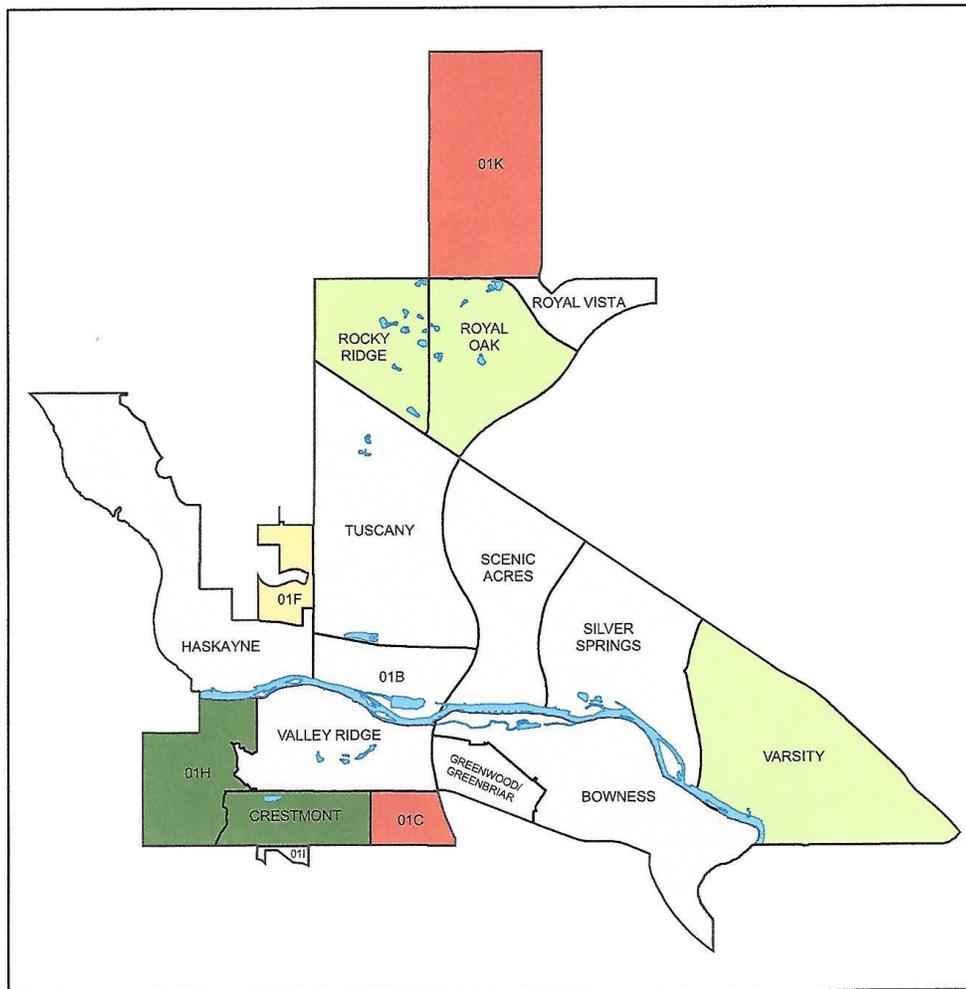


ATTACHMENT 2 –SSLAP - VARSITY SUBMISSION – JANUARY 2025

ATTACHMENT C – 2019 CENSUS – POPULATION CHANGE - PAGE 1



2019 Census - Population Change
Ward 1 & Community Boundaries



Percentage Population Change

2018 - 2019

1 - -1%	-1 - -5%
1 - 5%	-6 - -10%
6 - 10%	>-10%
>10%	



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ATTACHMENT 3 – SSLAP – VARSITY SUBMISSION – JANUARY 2025

ATTACHMENT B – CHART VIEW OF HISTORICAL POPULATION OF VARSITY

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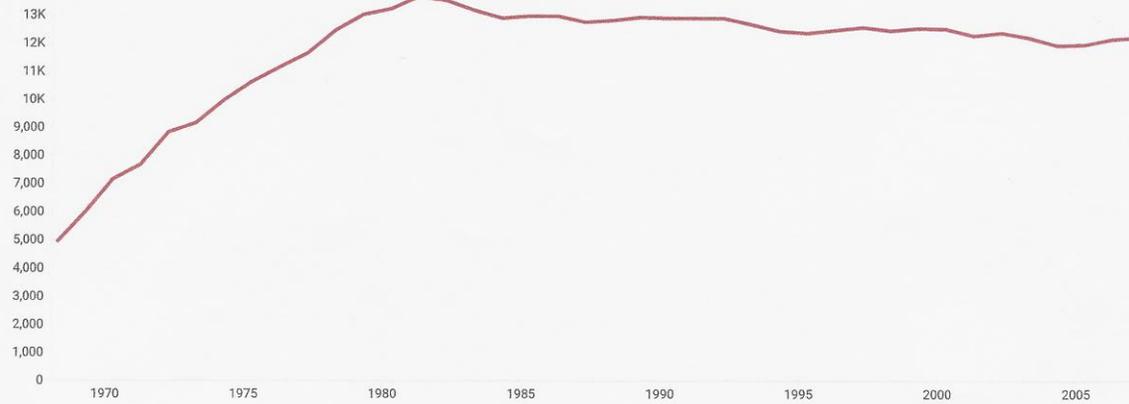
Demographics

[More Info](#) ▾



Chart View

[Export](#)



ATTACHMENT D – PHOTOS OF VARSITY

Townhouses East of 53 St & South of 53 Ave



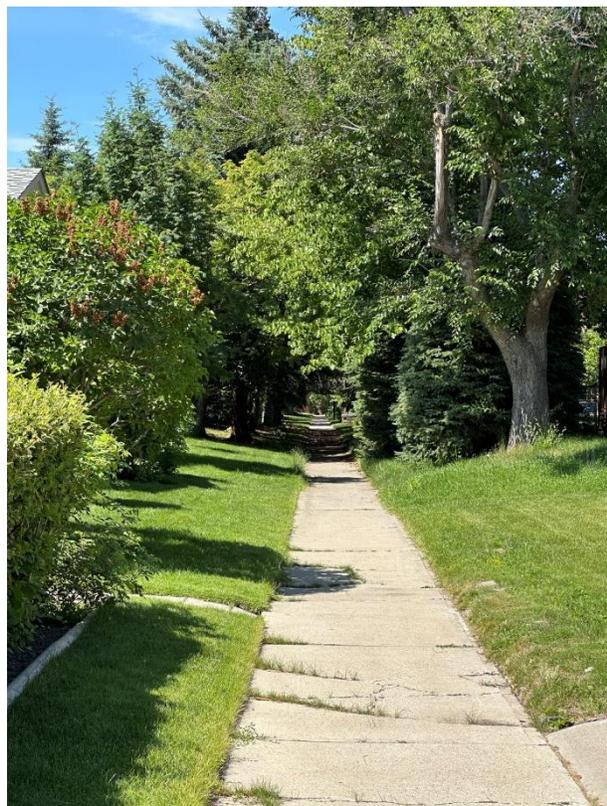
Valparaiso Place



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



February 19, 2025

City Council
City of Calgary
P.O. Box 2100, Stn. M
Calgary, Alberta

Re: South Shaganappi Local Area Plan – March 4, 2025 Hearing

Dear Mayor Gondek and City Councillors,

This letter concerns an error that was made at the January 30, 2025 Infrastructure and Planning Committee meeting that we would like to rectify at the Council public hearing on March 4, 2025 regarding the South Shaganappi Local Area Plan.

There were five amendments proposed to the local area plan to better reflect the existing development in the Varsity community. There is significant additional density proposed at the Dalhousie and Brentwood LRT stations in addition to projects that have already been completed. There is also significant redevelopment potential north of Crowchild Trail in Dalhousie at the LRT station where the road infrastructure is significantly better than what exists in Varsity.

Unfortunately there was an error in voting on these five amendments at IPC. Amendment #1 regarding Varmoor Road NW was passed but it was then put up on the screen again as as Amendment #5 so it was voted on twice and the amendment regarding Valencia Place and Valencia Road was missed.

When I was preparing my submission for March 4 I noticed the map had not been changed for Valencia so I called up the recording of the meeting and discovered the error. I have attached screen shots showing that Amendment #1 was voted on at 4:12 and then again as Amendment #5 at 4:20. There was a lot happening in those eight minutes and nobody noticed it was the amendment regarding Varmoor Road instead of the amendment regarding Valencia Road and Valencia Place that was put up on the screen. We would therefore propose this amendment be made prior to second reading at the March 4 public hearing of Council.

Here is our submission regarding Valencia Place and Valencia Road:

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:

1. 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.
2. 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.

We respectfully request that these amendments be put forward at the March 4, 2025 public hearing regarding the South Shaganappi Local Area Plan.

Sincerely,

Jo Anne Atkins
Director of Civic Affairs
Varsity Community Association

Attachments – 2 pages



South Shaganappi Communities Local Area Plan, IP2024-1066

That with respect to Report IP2024-1066, Attachment 2 be amended, as follows:

1. Amend Map 3 entitled 'Urban Form' by changing 'Neighbourhood Connector' to 'Neighbourhood Local' along Varmoor Road NW.
2. In Section 2.5.6.2.b insert the following subsection:
 - i. Development between 32 Avenue NW and Varmoor Road NW, with the exception of the area zoned low density residential, should:
 1. Contribute to enhanced public spaces along both roadways;
 2. Provide direct sidewalk connections to both roadways;
 3. Have vehicular access off Varmoor Road NW;
 4. Locate waste and recycling inside of buildings or enclosures; and
 5. Integrate through pedestrian connections between the two roadways.

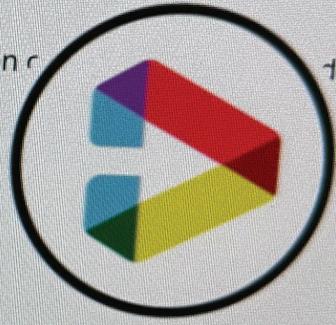


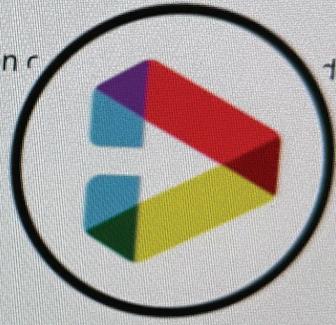


South Shaganappi Communities Local Area Plan, IP2024-1066

Moved By Councillor Chabot

That with respect to Report IP2024-1066, Attachment 2 be amended, as follows:

1. Amend Map 3 entitled 'Urban Form' by changing 'Neighbourhood Connector' to 'Neighbourhood Local' along Varmoor Road NW.
2. In Section 2.5.6.2.b insert the following subsection:
 - "i. Development between 32 Avenue NW and Varmoor Road NW, with the exception of  density residential, should:
 1. Contribute to enhanced public spaces along both roadways;
 2. Provide direct sidewalk connections to both roadways;
 3. Have vehicular access off Varmoor Road NW;
 4. Locate waste and recycling inside of buildings or enclosures; and
 5. Integrate through pedestrian connections between the two roadways."





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

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First name [required] Persica

Last name [required] Jear

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] Apr 4, 2025

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

[required] - max 75 characters 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)

The City's selection of the 40 person working group immediately diluted the public engagement from the communities involved. The City representatives were attentive during the process but the impression was that they were there to gather input and the overriding philosophy of the City's desire for densification outweighed any public input. There were sessions at the Varsity community centre which were overwhelmingly against blanket upzoning but the final map doesn't reflect the input from residents. I am not against densification. What is happening doesn't reflect a sensible reasonable approach that would satisfy residents and also have their support.



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First name [required] Bonyoung

Last name [required] Gu

How do you wish to attend? In-person

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Standing Policy Committee on Community Development

Date of meeting [required] Mar 4, 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 for review and decision

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

ATTACHMENT_01_FILENAME

40 Ave NW Development plan20250220 Public Hearing - S.docx

ATTACHMENT_02_FILENAME

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

Could you please keep our beautiful Santa village made by our beautiful grand fathers and mothers of Calgarian for our future children? And specially the 6 story condominiums which are from 49 Street to 53 street in 40 Avenue NW destroy terribly our Santa village. Therefor, could you please hold or cancel this plan to evaluate exactly on the art value of this Santa village made by grand proud parents of Calgarian?

As you know, the people of great country live in the beautifully designed village, community, and city to get more beautiful compassion, passion, inspire, motivation, creative ideas, pleasure, happiness, proud, the strongest spirit power and to make the strongest and great country for all people.

We can not enjoy beautiful sunlight many hours everyday and we can not see permanently beautiful sky of south side if the huge 6 story condominium will be built at the south side of our back yard in our house and across of our back lane.

I think our village is one of the most beautiful villages in Calgary.

I think it's a Santa village of art that Calgary's grandparents had put their heart and soul into to show the splendid beauty of their grandparents to the future children of Calgary.

If possible, I suggest that you, dear councilors, experience living in our little Santa village.

A heartfelt thank you to the Calgary Grandmas and Grandpas for creating such a beautiful Santa Village.

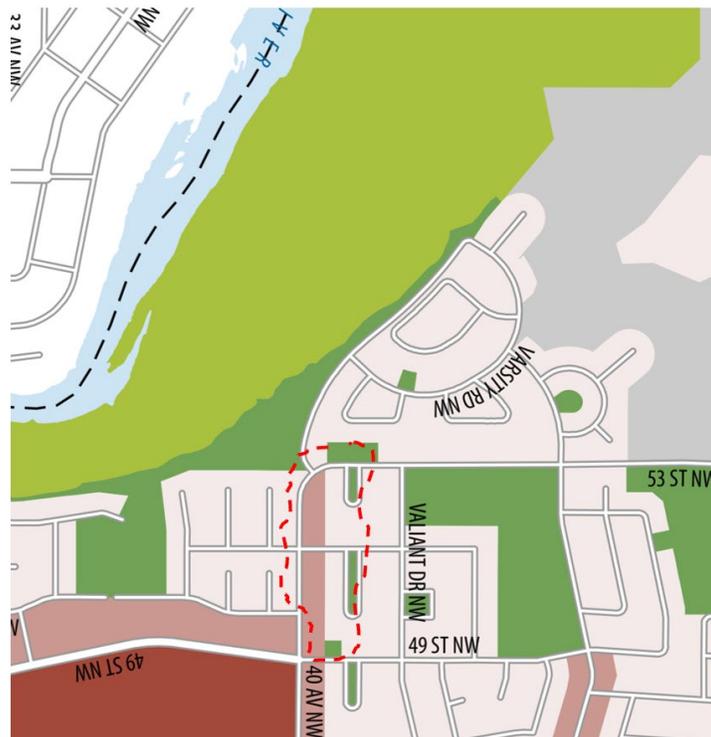
And I would also like to express my sincere gratitude to the city hall people who have maintained this Santa Village so beautifully over the years.

I hope that dear councilors are making the beautiful and great decisions for our future children of Calgary so the future Calgarians will have thankful mind for your great job today.

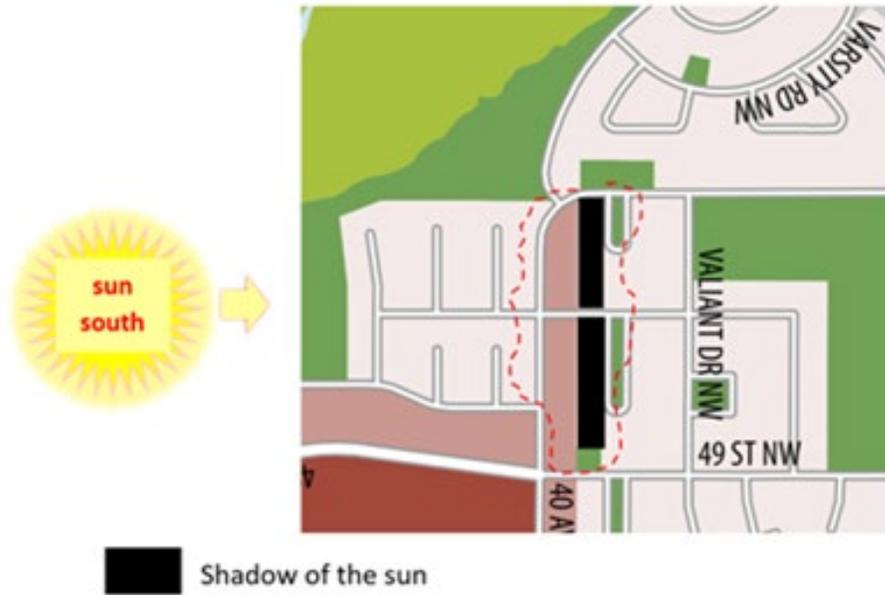
**Could you please hold or cancel the 6 story condominium plan in 40 Ave NW
from 49 St to 53 St ?**

Could you please keep our beautiful Santa village made by our beautiful grand fathers and mothers of Calgarian for our future children? And specially the 6 story condominiums which are from 49 Street to 53 street in 40 Avenue NW destroy terribly our Santa village. Therefor, **could you please hold or cancel this plan to evaluate exactly on the art value of this Santa village made by grand proud parents of Calgarian?**

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I hope that dear councilors are making the beautiful and great decisions for our future children of Calgary so the future Calgarians will have thankful mind for your great job today.

I would like to thank you very much for your time and warm considerations.

Note) I email my detail document to publicsubmissions@calgary.ca.

please find my detail document.

The email subject is "Could you please hold or cancel this plan of 6 story condominiums from 49 St to 53 St on the 40 Ave NW to evaluate exactly on the art value of this Santa village?"

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First name [required]	Marg
Last name [required]	Kromm
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Council
Date of meeting [required]	Mar 4, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here .)	
[required] - max 75 characters	South shaganppi community 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)

TOTALLY TOTALLY against this new plan. I have lived in this are community for 51 one years and would be appalled if any building of this type was in my block, next to me or even close to me. Plz remember this is a family community with all ages and the traffic , parking and density would be too much. And also an eye sore next to a single family home. Cannot believe this would be considered.



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First name [required] Theresa

Last name [required] Wong

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters SSLAP

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)

We are the residents on the east side of St Andrews Place. Our property is very negatively affected by the SSLAP because our home will be directly facing the future 4 storey high density structures if the rezoning is passed. The property value of all the homes on the east side of St Andrews Place and Toronto Crescent will be greatly reduced.

In addition to the reduction of property value, both streets on St Andrews Place and Toronto Crescent will not be able to handle the tremendous traffic increase from the high density 6 storey buildings on 19th Street and the 4 storey buildings on the west side of St Andrews Place and Toronto Crescent.

Parking is already an issue for the St Andrews Height community. If 6 storey and 4 storey multi-family dwellings are allowed on the 19th Street and west of St Andrews Place & Toronto Crescent, parking will be a huge problem.

Moreover, these 6 storey and 4 storey buildings will also create shadings on the east side properties. Therefore, we object SSLAP.

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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

We highly contest this and the increase in traffic. This creates a lot more congestion on 29th, toronto crescent and 13 ave. Further this creates a lot more traffic right by the foothills hospital, when there are a lot of ambulance and other first responder vehicles right by 29th street and 16th avenue. It is more acceptable to allow for duplexes, but there is little room for 4 or 6 story buildings.



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First name [required] Jessica

Last name [required] Rogers

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters proposed South Shaganappi Communities 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 against the following allowable increases in density in the st Andrews heights community in the proposed South Shaganappi Communities Local Area Plan (SSLAP):

- 4 Storeys on the west side of Toronto Crescent and St. Andrews Place between 11th and 14th Avenues
- 6 storeys for the block comprising University drive and Hamilton street.
- 6 storeys for the 29th Street single detached homes.

St Andrews heights is located on a hill - sandwiched between Crowchild trail and the Foothills Hospital. There are only two entry points into st Andrews heights, either off university drive or 29 street, which is a non standard intersection. Creating easier access to this small community means disrupting an already congested crowchild trail or creating further traffic into the hospital. 29 street is the only access to the many facilities on the hospital grounds and development should be limited to allow for quick entry for emergency vehicles. It is impossible to create access to the north due to existing high density residential buildings and senior residences backing onto 16 ave. There is a large hill and green space to the south side of the community. These reasons have made this small community ideal for the single family homes it was originally zoned for and what appealed to residents. It is not an ideal set up for commercial amenities or high density residential buildings. Parking for years has been permit due to foothills hospital staff parking there. Recently the city cancelled most of the permit parking in the neighbourhood and already some areas have been reversed due to high volume. I expect this to continue now that the cancer centre is open. How can the neighbourhood sustain increased parking if it needs permits now? Proposing 4 storey buildings on st Andrews place, which ends in a cul de sac, is bad planning and unreasonable.

The City has an opportunity to demonstrate that they are truly listening and working for communities. Communities are the live blood of a vibrant city. People work, commute, raise their kids and grow old in these communities. Our connection to our communities is key to a fulfilling life. Residents who are engaged have not been heard. Community members who have volunteered years of time, who know the community nuances and specific concerns have provided thoughtful planning ideas and have largely been ignored. Further development should respect the wishes of these diverse communities.



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First name [required] Simon

Last name [required] Becker

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters density in the st Andrews heights community

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



ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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First name [required] **Genevieve**

Last name [required] **Goodhart**

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] **Mar 4, 2025**

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

[required] - max 75 characters **South Shaganappi Communities Local Area Plan**

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Mayor and council members,

We are writing against the South Shaganappi Communities Local Area Plan. We object to the rezoning along 40th Ave for construction up to 6 story buildings, and up to 26 story buildings where Market Mall is currently located.

This change will negatively impact existing varsity residents in the following ways:

Negative impacts of up to 6 story buildings on 40th Ave.:

- Shading nearby properties.
- Reduced value of neighbouring homes.
- Parking issues on our streets and back alleys.
- Increased traffic and traffic noise on 53rd St.
- Years of construction noise and disruption.
- No longer feeling like we are driving in to a quiet residential area.
- Existing mature trees on either side of 40th should be preserved. Considering Calgary's goal to increase canopy coverage from 8.25 to 16% by 2060.
- Increased traffic on an already congested Shaganappi Trail during rush hours.

Negative impacts of up to 26 story buildings where Market Mall currently sits:

- Increased traffic and traffic noise on 53rd St.
- Years of construction disruption.
- Increased traffic on an already congested Shaganappi Trail during rush hours.

It is our goal to reduce 6 story buildings on 40th Ave down to 3 story homes from 49th St to 53rd St., and to a maximum of 4 stories along the rest of 40th Ave. Also, to reduce 26 story buildings down to 12 story buildings where Market Mall is currently located.

Thank you for your time and consideration.

Concerned residents of Varsity,
Genevieve Goodhart and Glen Beaudoin.

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



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

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First name [required]	AI
Last name [required]	Rasmuson

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required]	Council
Date of meeting [required]	Mar 4, 2025

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

[required] - max 75 characters	Proposed South Shaganappi Local Area Plan
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Are you in favour or opposition of the issue? [required]	In opposition
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ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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

Personally, I am very disappointed with the proposed South Shaganappi Local Area Plan. With the South Shaganappi Area's 24 years of collaborative planning by all of the stakeholders, I expected that a showcase Local Area Plan would be created.

Instead what is being proposed is an imperfect multi-residential community exercise. Rather than building on the area's collaborative planning capability, a "cookie-cutter" approach was used. This was readily apparent when on several process documents, some of the names of the other LAP projects were missed being changed in the cut-and-paste process. Also the over-reliance on virtual sessions and the segregation of types of stakeholders made collaboration almost non-existent. Unfortunately only one multi-stakeholder session was held, and this session was specifically requested by the stakeholders. This meeting was the most productive working group session of the whole project.

Additionally unlike other areas of the City, the South Shaganappi Area has a very large proportion of institutional and regional developments. These uses provide opportunities but also can burden with impacts. These developments including some City-controlled properties, like Foothills Athletic Park, were excluded from discussion and are barely mentioned in this supposed 30 year outlook.

The process should have used multi-stakeholders working collaboratively like the South Shaganappi Communities Area Plan which was a City-led process in 2011. I request City Council to reject this proposed South Shaganappi Local Area Plan and send it back to create a more collaborative and inclusive Local Area Plan.



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First name [required] M

Last name [required] Stang

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters The proposed South Shaganappi Communities Local Area Plan (SSLAP)

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

Letter to City of Calgary - February 25, 2025 - The Stang Family.pdf

ATTACHMENT_02_FILENAME

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

The Stang Family
Residents on Hamilton Street NW
Calgary, AB T2N 3W8

February 25, 2025

Mayor Gondek and Members of City Council
The City of Calgary
800 Macleod Trail SE
Calgary, AB T2P 2M5

Subject: Opposition to Proposed Densification in St. Andrews Heights, Calgary AB.

Dear Mayor Gondek and Members of City Council,

We are writing to express our strong opposition to the proposed densification plans for the community of St. Andrews Heights. As current residents in the process of building a single-family home in this neighbourhood, we are deeply concerned about the negative impacts this development will have on our property, our investment, and the overall character of our community.

The introduction of increased density in St. Andrews Heights threatens to disrupt the established nature of our neighbourhood, which consists primarily of single-family homes. This community was designed with a specific residential vision in mind, providing space, stability, and a high quality of life to its residents. Allowing increased density will strain existing infrastructure, exacerbate parking and traffic congestion, and place additional burdens on local services.

Beyond the broader community concerns, this densification proposal has direct and significant consequences for our property and those of my neighbours. We have invested in single-family homes with the expectation that the neighbourhood's zoning and character would be maintained. The addition of high-density housing will reduce privacy, reduce views, increase noise levels, and negatively affect property values. It is unfair and unreasonable to impose such drastic changes on homeowners who have carefully chosen this community for its existing attributes.

We urge the City of Calgary to reconsider this proposed densification and to prioritize thoughtful, community-oriented development that aligns with the existing character of St. Andrews Heights. Community engagement and proper planning should be at the forefront of any changes, ensuring that longtime residents and stakeholders are heard and respected.

We appreciate your time and consideration of this matter and look forward to a response through our hardworking community members from the St. Andrews Heights Community Association and Councillor Wong, also in opposition of this proposed densification.

Sincerely,

The Stang Family
Residents on Hamilton Street NW
Calgary, AB T2N 3W8



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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] **Council**

Date of meeting [required] **Mar 4, 2025**

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

[required] - max 75 characters **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 regards to a number of issues with the plan. They are as follows:

1. Despite repeatedly asking the question, I have still not received any response in regards to why Churches and Schools are designated in the LAP as Neighborhood Flex. It is inappropriate to rezone these as commercial/residential when many are right in the middle of a community where commercialization would have a huge, negative impact. I am told verbally by the City Planners that commercialization isn't the intent, and that "something else" is envisioned, however no one has been able to articulate what that "something else" is. I would appreciate something more definitive than "don't worry, that's not what we mean". The intent should be included in the LAP. If a new designation other than Neighborhood Flex is required, please create it and include it in the plan.
2. In regards to St. Andrews Heights it is inappropriate to designate the University Drive-Hamilton Street area with 6 story designation. The impacts of future Crowchild Trail upgrades are not yet known, and will need to be considered at that time. Additionally, I will add this neighborhood has a very small footprint with limited entry and exit points. To densify to that extent on the perimeter should be supported by traffic and infrastructure studies.
3. Finally, development in the area of University Drive and 29th street does not seem to consider the very limited access point there - a service road coming off of 29th street, and then the cul-de-sac beside it where much of the development is planned. Densification in this area should not proceed given the limited access in this area.

Thank you for your time and attention to this



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First name [required] **Laura**

Last name [required] **MacGregor**

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] **Mar 4, 2025**

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

[required] - max 75 characters **South Shaganappi Local Area Plan**

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

SSLAP Comments for March 4, 2025 Council Meeting.docx

ATTACHMENT_02_FILENAME

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

I have attached my comments.

City of Calgary

Comments for March 4, 2025 Council Meeting

South Shaganappi Local Area Plan

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

Background and Participation in SSLAP process

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 attended the Stage 4 Conversation Series on January 16 and had the opportunity to discuss the Urban Form Category and the Building Scale maps with Calvin.

I was pleased to see, and hear, our comments and input, that we have provided to the various stages of the SSLAP process, have been taken into consideration in the final recommended SSLAP. Thank you.

In particular, Calvin talked to me about a planning representatives, including Calvin himself, walking Vienna Drive and surrounding streets, with a community representative to see the situation first hand, and also taking into consideration the comments and input that had been provided by residents, regarding Vienna Drive and the access street to Vienna Drive.

Vienna Drive

Vienna Drive is a very quiet dead-end road separated from Crowchild Trail by a sound attenuation barrier with well-maintained houses. It has been identified as Neighbourhood Local with a maximum height of 4 storeys. There are 17 houses west of 48 Street and 13 houses east of 48 Street with parking on the south side of the road only. Across the back lane are single family homes.

Unique Characteristics of Vienna Drive that Make it Inappropriate for a Significant Increase in Density

Vienna Drive and access to Vienna Drive has severe limitations for significantly increasing density.

- Vienna Drive is a narrow, dead-end street that allows residents, who have local parking permits, to park on only one side of the street; the south side of the street, where the homes are. Years ago, parking was restricted to one side of the street, because Vienna Drive is narrow enough that emergency vehicles had difficulty accessing it, when there were cars parked on both sides.
- Vienna Drive cannot be connected to Crowchild Trail in the future.
- Vienna Drive can only be accessed via 48th Street, which is a narrow residential street, AND 48th Street has only one (1) access point – Varsity Drive. 48th Street and Varsity drive is the only access point to get in and out of all the streets, cul de sacs, crescents and roads that are in the part of Varsity that is near and around Vienna Drive.

- Varsity Drive has large volumes of traffic -several times a day. There are 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 traffic. As a result, there are at least 8 different daily “rush hours” that make it almost impossible to turn from 48th Street onto Varsity Drive. The left turn onto Varsity Drive can be particularly problematic. Many times, I’ve had to turn right onto Varsity Drive from 48th Street and then turn left on 49th street and take a longer, round about route, because turning left onto Varsity Drive is impossible with traffic backed up at the Varsity Drive/Shaganappi Trail traffic lights.
- What makes this situation even more dire, and potentially very dangerous, to have higher volumes of traffic turning onto Varsity Drive from 48th Street and visa versa, is that there are children walking home and crossing a crosswalks many times a day: 3 schools, 6 different start and finish times and 3 different lunch schedules + after school sports and activities. It’s just not appropriate to significantly increase density that will ultimately lead to more of a traffic mess coming in and out of 48th street!

Urban Form Category and Building Scale for Vienna Drive

Urban Form Category:

I agree with the final recommendation of Neighbourhood Local for Vienna Drive

Building Scale:

Given the unique characteristics, limitations and danger I’ve described above, 4 storey building scale for Vienna Drive would increase density too much; a maximum of 3 Stories would be more appropriate. A maximum of 3 storeys would allow for some significant densification, but without overwhelming the street and neighbourhood.

Other:

Again, given the unique characteristics, limitations and danger I’ve described above, despite being close to an LRT Station, significantly increasing density on Vienna Drive is not appropriate in the same way that it may be for other streets and areas that are close to an LRT Station. As a result, it’s not appropriate for Vienna Drive to be designated as part of the Dalhousie Transition Zone.

Recommended Amendments to the Plan

Please change the maximum height from 4 storeys to 3.

Please remove Vienna Drive from being designated as part of a Transition Zone.

Thank you, Laura MacGregor



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First name [required] Linette

Last name [required] Savage

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters Council meeting - Public hearing

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

Council Meeting - Public hearing March 4, 2025.pdf

ATTACHMENT_02_FILENAME

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

February 24, 2025

Dear City Council,

I am writing to formally oppose the proposed increases in density within the St. Andrews Heights community, as outlined in the South Shaganappi Communities Local Area Plan (SSLAP).

Specifically, I am concerned with the following allowances:

- Six-story buildings along University Drive and Hamilton Street
- Four-story buildings on the west side of Toronto Crescent and St. Andrews Place between 11th and 14th Avenues
- Six-story buildings on the block of single-detached homes along 29th Street

I want to emphasize that my opposition to development is not based on a simple desire to keep change out of my backyard, but rather on genuine concerns about the long-term effects on quality of life in this community.

First, St. Andrews Heights is uniquely situated on a hill, with only two points of access—University Drive and 29th Street. Increased traffic would exacerbate congestion on Crowchild Trail and create additional pressure on the hospital's access routes, which must remain open for emergency vehicles. Given the surrounding high-density housing and senior residences along 16th Avenue, and the physical barriers posed by the hill and green spaces to the south, expanding access to the community is not a viable option.

Second, is a significant issue in St. Andrews Heights. Foothills Hospital staff and patients have long utilized street parking in residential areas, and with the city's recent elimination of most permit parking, the strain on available parking spaces has only grown. Several areas have already had to reinstate permit parking due to the overwhelming demand, and with the opening of the new cancer center, this situation will only worsen. The proposal for four-storey buildings on St. Andrews Place, a cul-de-sac, seems particularly concerning, as it overlooks the challenges the neighborhood already faces with parking, further complicating an already difficult situation.

Third, the infrastructure in St. Andrews Heights simply isn't designed for higher-density development. Given proximity to shopping, services, and transit, residents mainly rely on vehicles (particularly those with mobility concerns). This makes the proposed higher-density developments in this area incompatible with the city's goal of creating a more sustainable urban environment. Higher density in this neighborhood means more residents needing to use cars, contributing to increased traffic and pollution.

Finally, and more personally, the primary reasons I recently chose to move my family to St. Andrews Heights was for the quieter, low-density inner-city environment that the community offers. I passed up more affordable homes in favor of investing in this neighborhood because I valued the peaceful, residential atmosphere. Introducing higher-density buildings would not only alter the character of the neighborhood but also jeopardize the very qualities that made it so desirable to me and many other residents. I would be most specifically impacted by the proposed six-story buildings along University Drive and Hamilton Street. High-density development often leads to reduced privacy, noise, and congestion, all of which diminish quality of life and can directly impact the long-term

value of our homes. In short, this proposed change threatens the unique, serene environment that I deliberately sought out and in which I continue to invest my hard-earned dollars. My personal goal to age in place within this quiet community is now under threat.

St. Andrews Heights has always been a unique, quiet, and safe neighborhood with a strong sense of community and stability. The proposed increase in density threatens to erode these qualities and has the potential to devalue the very homes and neighborhoods that make this area so special. For those of us who moved here for the peace and security of a low-density environment, this is a fundamental issue.

The city has a responsibility to preserve the integrity of its communities and listen to the concerns of the residents who have chosen to make these neighborhoods their homes. I strongly urge you to reconsider these proposals and find a better way to balance the existing character of the community and the needs of future generations.

Thank you for your consideration.

Linette Savage



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First name [required] lee

Last name [required] wong

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] Mar 4, 2025

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

[required] - max 75 characters Objection of SSLAP

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)

An owner of SAH, I strongly oppose the SSLAP for the following reasons:

1. St Andrews Place & Toronto Crescent are the inside streets in the SAH community. High density structures with 4 storeys should not be allowed because all current residents are single family homes on these streets. No home owners wish to see tall & massive multi-unit 4 storey high buildings in front of or next door to their homes.
2. If SSLAP is passed, the property value on the homes east of St Andrews Place & Toronto Crescent will be totally "destroyed" because no buyers will want to buy a home facing 4 storey high buildings. It is not a good development plan to have single family homes on one side and tall massive condo buildings on the opposite side of the same street.
3. The current parking situation is already a huge problem on these 2 streets because outside vehicles always park on these streets day and night. If 4 storey multi-units home are being built on these blocks, parking and traffic will be a nightmare for the current residents. It will cause high risk for younger kids who like to play on the streets on the streets of this peaceful community. There are lots of senior residents living in SAH and love taking walks on these blocks. High traffic from these high density housing will endanger seniors' safety.
4. The proposed 26 storey building along 16th Ave and 6 storey high multi-units on 29th Street will already provide many additional housing units in the neighborhood of SAH. The 4 storey buffer buildings are absolutely unnecessary.
5. Therefore, we would like to ask the city planning to exclude densification on St Andrews Place & Toronto Crescent.



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First name [required] **Toni-Lee**

Last name [required] **Sterley**

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] **Mar 4, 2025**

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

[required] - max 75 characters **The updated version of the South Shaganappi Communities Local Area Plan**

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

We are in opposition of the following 2 plans:

1. Rezoning of 40th avenue for construction of buildings up to 6 storeys
2. Rezoning of Market Mall for buildings up to 26 storeys

The rezoning of 40th Avenue for building up to 6 storey buildings will have a significant negative impact on the residents living nearby. These buildings will

- Disrupt privacy of nearby houses as higher storeys will look directly into yards and through windows of nearby houses
- Cast shade onto nearby houses
- Increase traffic along 40 ave and 53 street which is an already busy road; this will increase traffic noise and reduce safety for crossing this road to reach Dale Hodges Park
- Reduce safety for children who walk these roads to nearby schools and/or to nearby playgrounds as there will be more traffic
- Increase number of cars using street parking which will likely mean not enough space for all residents to park on street
- Increase traffic congestion along Shaganappi Trail which will increase commute time, increase time cars spend on the road, increase air pollution
- Result in long periods of construction noise for those living in the area

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

The rezoning of Market Mall for buildings up to 26 storeys will have a significant negative impact on the residents living nearby. These changes will

- Increase traffic congestion along 40 ave and 53 street and Shaganappi trail which will increase travel time for nearby residents and air pollution as cars are on the road for longer time durations
- Increase traffic noise for residents in the area
- Reduce safety for children who walk these roads to nearby schools and/or to nearby playgrounds as there will be more traffic
- Limit on street parking as many more people will be trying to park on street
- Cause long period of construction noise and disruption

Please consider the families with small children who have settled in homes in this neighborhood, who enjoy the nearby parks and playgrounds, whose lives will be disrupted by the increase in cars, people, air and noise pollution if these rezoning changes take place.

Thank you,



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

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First name [required]	Alida
Last name [required]	Berisha

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required]	Council
Date of meeting [required]	Mar 4, 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
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Are you in favour or opposition of the issue? [required]	In opposition
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ATTACHMENT_01_FILENAME

South.Shapanappi development Varsity.pdf

ATTACHMENT_02_FILENAME

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

I am writing today to beg you to consider the well being of the folks living in Varsity today. We have been living here for years, paying high taxes for our wide lots and open spaces. Lets us keep our community as is.
PLEASE STOP the proposed red zone up to 6-stories identified for 40th Ave. or at minimum
Reduce it to the dotted line up to 3 stories maximum like 4818 Varsity Drive NW Our neighbourhood are low rises condos (3 stories) Bungalows, Splits levels and the odd 2 stories. A monstrous 6 story building will overpower out neighbourhood in many negative ways.
First and foremost, the stress you've created for us thus far and the future stress you're putting on the quiet residents that have called Varsity home. Robbing us of sunshine!!!! Utilities, water, traffic, and more.
University district had an open space to build so having a bunch of buildings there makes sense, but not to have a 6-story building next to a one-story house. We here in this vicinity did not buy a house behind an apartment building, that is then on the person that wants the house and not the living conditions, to buy a development of houses in shade in a density behind apartment building. Developers don't care about our feelings, our community, or mental wellbeing, only profit! And I beg to ask if they'll be audited if they are Canadian developers or hidden foreign investors. Please! Please! Please! Not on 40 Ave NW
I bought this as my FOREVER HOME based on the quiet neighbourhood, the open space the abundance of SUNSHINE my yard gets NOW. I even looked to the left and right to see if they were to build infills t would it affect me. Would be ok with an infill but not a 6-story sun blocker. For the love of GOD, community, a preserving our neighbour, find a more suited place for development.

- After Market mall SW at 40 Ave & 49 St., the road becomes two lanes, one per direction.
- At the bend its 30km zone at Bowmont Park into 53rd a school zone.
- This is not ideal for density of up to 6 stories, where majority of the houses are single family bungalows.
- Current traffic jams all around market mall to access Montgomery, the mall, the schools, we're finding many vehicles cut into back alleys to bypass that traffic and race down our back alleys, this is very unsafe. I was even involved in a collision because of this never mind with 200+ more units in a high rise.
- Most of Calgary opposed blanket rezoning yet council passed it. New zoning states up to 3 levels, yet yo

Dear City Planning

I am writing today to beg you to consider the well being of the folks living in Varsity today. We have been living here for years, paying high taxes for our wide lots and open spaces. Let us keep our community as is with just houses, no buildings over 3 stories.

PLEASE STOP the proposed red zone up to 6-stories identified for 40th Ave.

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- Most of Calgary opposed blanket rezoning yet council passed it. New zoning states up to 3 levels, yet you are allowing developers to build up to 6-stories. These investors will not have Calgarians in mind when they build, rather money and profits.
- Dalhousie Station and Mall along with Brentwood Station have the capacity to support growth and traffic, 40 Ave single story bungalows do not.
- 6-story buildings on 40 Ave will completely cut off sunlight all fall and winter when the sun sits low, and the back allies will be filled with extra cars and traffic from the tenants.

Thanking you in advance for your sincere and sincere consideration



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First name [required] Patty

Last name [required] Auger

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

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

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters South Shaganappi Communities Local Area Plan

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

SSCLAP Submission - Patty Auger FINAL.pdf

ATTACHMENT_02_FILENAME

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

February 24, 2025

Dear members of Calgary City Council

My name is Patty Auger. I am a born and raised Calgarian, growing up in Altadore, attending U of C, condo owner in the beltline for 5 years and then a resident of University Heights community since 2004. My husband and I, both accountants, chose University Heights for a single family home, close to downtown, schools and amenities as we were ready to move onwards from the condo we'd had in the Beltline for 5 years prior. Our community is an amazing gem, nestled amongst 4 institutions / facilities: Foothills Hospital, Children's Hospital, U of C and McMahon Stadium & future Fieldhouse – and home to Our Lady Queen of Peace church, Foothills Mennonite church, commercial area and most recently the UXBorough development (mix of commercial and residential).

I am the current President of University Heights Community Association and have been a member of the Community Association board since 2011. I was involved when University Heights went through our Area Redevelopment Plan process. It was a long and challenging battle that brought our community together with a goal to ensure a strong and vibrant community in the future. Through the ARP, we were able to obtain assurances and commitments of what the UXBorough development would include (or exclude as the case may be). Now the LAP looks to take away that work done with simplified language and more room for interpretation.

Although I was not a member of the working group, I was actively involved in the LAP process, attending various sessions through out each of the phases of the engagement. This included the best working session of the whole process with the South Shaganappi Area Strategic Planning Group (SSASPG). The SSASPG is a collection of communities, institutions and facilities that meet once a month with the purpose of sharing information about upcoming projects and collaborating for mutual success and support. The SSASPG has been in existence for 25 years and has historically been referred to as the model for consultation. That meeting allowed for members from all sides speak to the LAP maps at that point in time and hear from those who live in the communities but also those who work or play in the communities.

In reviewing the final product of the LAP that is coming to Council, I was surprised at all the data and additional maps (B1-B3, C1-C5) that were never even looked at during the engagement process. The focus was solely on where can we densify and with no quantifiable objective. It could never be answered as to what level of density was desired or required as an outcome?

From the beginning, the whole process felt orchestrated with a pre-determined end result. The very first phase maps had 4+ story developments around every greenspace in every community and density everywhere. The next iteration had this removed, giving residents the feeling that they were being listened to. Other small modifications each time gave the false sense of “wins”. To be honest, if this plan was to actually come to fruition in 30 years from now, I don't know what the anticipated density would actually amount to and what that means on infrastructure, facilities, etc as nothing to that level of detail is included.

Initially, the timing of the phases was at a reasonable pace and didn't feel rushed. They were well spaced out with time for reflection, input and consultation. Although it felt hectic at times given the magnitude of the other planning changes that were also happening, it was manageable to our volunteers trying to digest, interpret and understand the process and ultimately the impact to our community.

The last phase has been pushed through very quickly. The final version of the plan was released to the public at about 5pm January 21st. Public submissions had to be submitted less than 48 hours later by noon on Thursday, Jan 22nd. Changes came through in the last version - such as the expansion of the University Heights Neighbourhood Activity Centre - which could be a significant impact yet there was no little time for proper review. How is that even a reasonable timeframe for anyone let alone volunteers who have already given hours upon hours through this process? As a professional, I am not comfortable receiving an amended 150 page document and just blindly relying on what I'm told the changes were. As volunteers, time was needed to go through that final version carefully as small word changes can make a huge difference - a "will" instead of "may" can change the meaning of a sentence significantly. The same can be said for the version following the amendments from IPC.

Throughout the process, many of us repeatedly said that we could not speak about the other communities in the plan area as to where density or changes made sense - because we do not know their community as well as those who reside there. Yet, others would comment - University Heights should be all density, students need housing - not single family homes. I'm sorry but the U of C is not the only institution surrounding University Heights and students are not the only individuals needing housing. Do the doctors, nurses, professors and all those who work at these institutions not also need housing? Are they also not welcome to have choices such as a single family home?

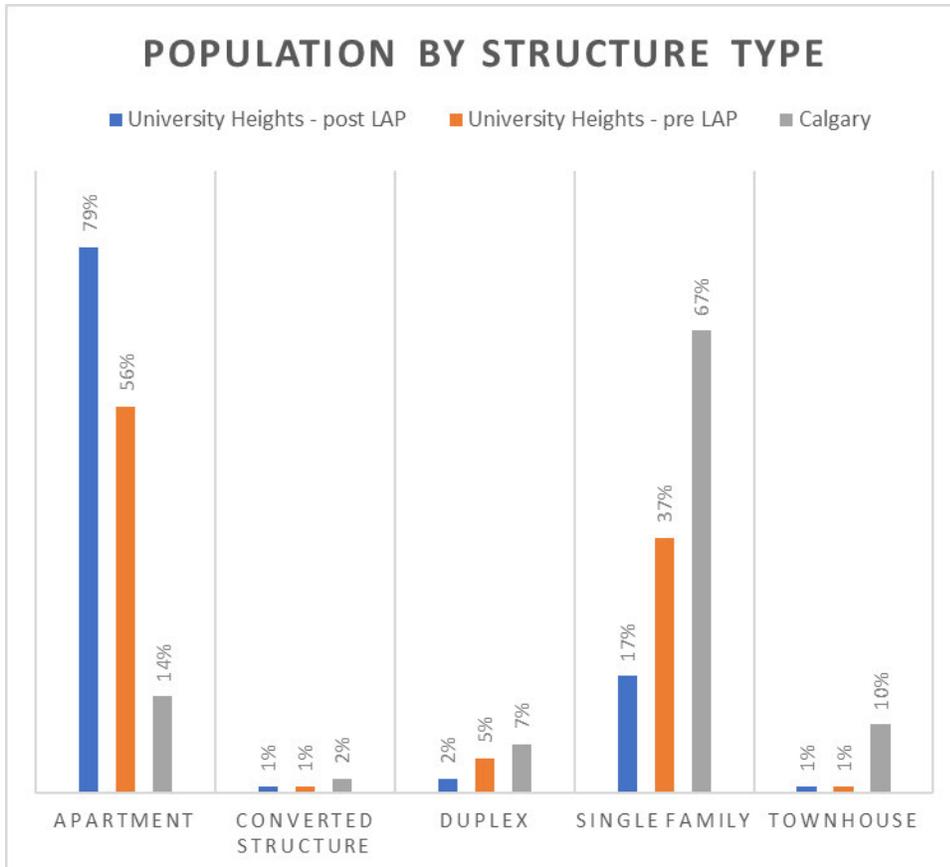
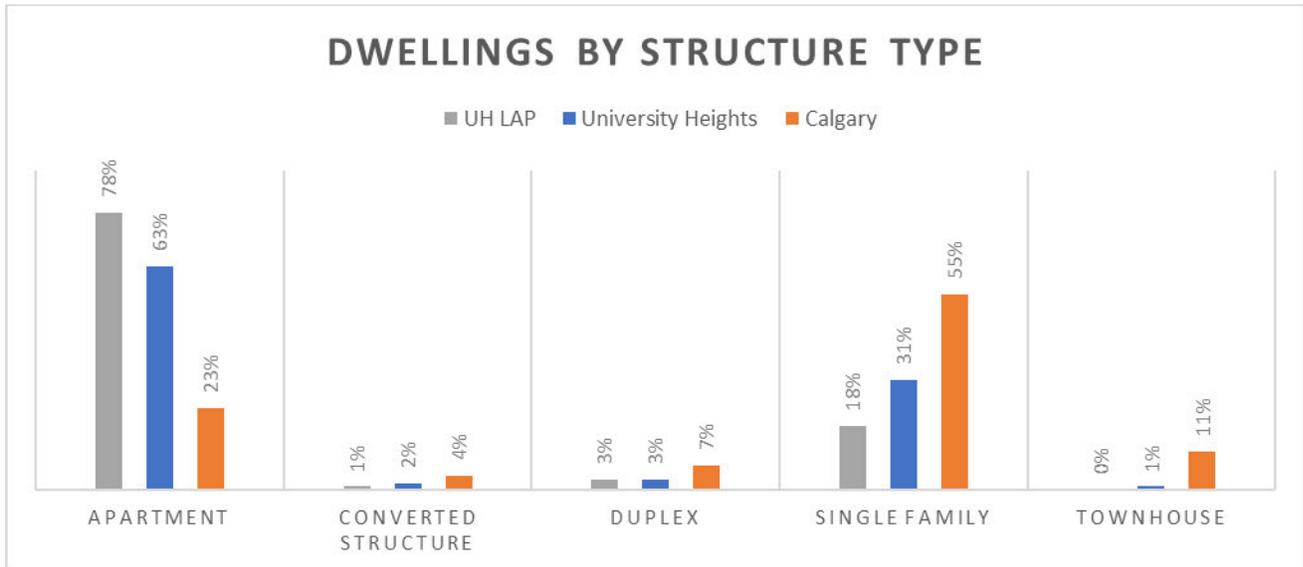
Let's look at University Heights and the stats!

Our community is already more densified than the average Calgary community - for dwellings, we have 31% single family vs 69% other housing types. With the current UXBorough development, we are gaining approximately 275 more non-single family units. The LAP proposed changes focus mostly on the North side of the community closest to the University and along two of three access points into our community. As we currently see each morning with the new UXBorough Development coming along, getting out of the community during school drop off is a 15-20 minute exercise. With the proposed LAP, the community would lose approximately 128 single family homes and about 12 townhouses/duplexes. We have 429 single family homes - so that is a proposed loss of 30% of our single family homes as well as creating a traffic nightmare to getting in and out of the community.

The number of dwellings compared to the City census from 2019 shows University Heights far out weighs the average community and with the proposed LAP addition, we move to almost 80% high density, with a variety of housing options. These numbers do not also take into account that the census is typically conducted in May, when our student occupants have typically moved out until the fall, deflating our actual resident count. It also does not look at individual numbers of residents. In the 2021 Stats Canada data, it

showed our community at 2,965 people for 2021 and the peak in 1980 was 3,147. Given the census timing, the count completed in 2021 would not fully represent all those living in the community from September to April (students, professors). This

Calgary has a 67% average of population living in single family homes compared to University Heights at 37% currently, which falls to an estimated 18% after UXborough units come on and the estimated impact of the LAP. Even without the LAP, the impact of the UXBorough development alone will bring the population of our community residing in single family homes to 30% - a far cry from the City average of 67%.



As previously stated, do those with families who also work, or study at any of the surrounding institutions deserve a choice of a single family home that is walking distance to work, walking distance to 2 schools and walking distance to amazing green space that surrounds our community? Not every individual wants to live in a condo or infill – we made the choice 20 years ago to move from our Beltline condo to a single family home. Since then, we went from 2 people to 3 to 4 to 5 to 6 and now down to 4 as kids grow up and move on. It was a short drive to work downtown and walking distance for our kids to attend elementary school.

We would also draw attention to the blanket statement in Attachment 3 – paragraph 3 – that every community in the plan area has seen decline in viability of housing stock and amenities. We feel that you cannot make that statement – our community has turned over at least twice and is going through another change again. Plus economy, fire and then pending demolition of Stadium Shopping Centre had an impact on the area – not just density or housing choices.

We have seen turnover of houses, with sales increasing when Westmount Charter came into our community. As a destination school, families are seeking out the single family home option that is also close to their children’s school. In addition, we see homes being renovated on a regular basis and are well maintained throughout the community.

It is also disappointing to us that the potential Fieldhouse and surrounding development was just a brief mention, without giving context to the considerable amount of work already completed around this project. The last rendition included a significant amount of density in the form of non single family home residential development as well as the much needed sports facilities.

University Heights and University District

The argument is always about diversity of housing options available. With the addition of University District – a new master planned community just like ours was back in the 60’s – we have additional housing options steps away. For those that don’t know the area, it could easily be argued that University Heights and University District blend together as a community base. The separation is a matter of a thin green corridor. Between our two communities, the area covered is less than many other communities through out the city. University District can offer us many amenities including seniors housing for a variety of needs levels, restaurants, shops and services and in return, University Heights offers an option of single family homes that University District does not have (and will not have).



Given the most recent blanket upzoning has technically allowed for up to 3 storeys throughout all of our single family area, we question the need for the transition zone from 24th avenue at 6 stories down to 4 stories. Given the upgrades and work done on homes in the development area identified, it is unrealistic to think that over the next 30 years, any development would take place (even if it wasn't in direct opposition to our court upheld restrictive covenants in place).

Finally, to that point, I would like it noted as I have said throughout the LAP process that our entire community has registered restrictive covenants which have been in place since the beginning of the community. This means that any of the development on the north side of the community directly violates the restrictive covenants. We feel that the LAP fails to identify that in a meaningful way, other than to acknowledge that the City will always choose to ignore a Restrictive Covenant, forcing neighbours into legal conflict with their neighbours. As the city is well aware, as a result of the blanket rezoning, more and more communities are considering restrictive covenants as a tool to protect what has become a treasured entity in this city – a single family home.

Thank you



Patty Auger, CPA-CA, CFP

Born & Raised Calgarian – resided in Beltline, Altadore and most recently University Heights



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First name [required] Patricia

Last name [required] Muir

How do you wish to attend?

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

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters South Shaganappi Communities Local Area Plan

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

UHCA Development comments on the SSCLAP for March 4th Council hearing.pdf

ATTACHMENT_02_FILENAME

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

Please find our comments attached.



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

February 25, 2025

Dear Mayor Gondek and Councillors,

The University Heights Community Association (UHCA) would like to register our strong objection to the proposed South Shaganappi Communities Local Area Plan (SSCLAP) as it is now proposed. We feel the planning process is incomplete. The main approach of the planning process was from the 10,000 feet perspective and almost exclusively focussed its concerns on residential density. The SSCLAP Working Groups spent a year and half coming to an understanding on where residential density should be increased. The City Planning Department assured the Working Groups that the planning directions of the various Area Redevelopment Plans (ARP) would be included in the SSCLAP, but this is not the case, and this absence of these planning directions will have major implications not only for the communities within the plan area, but also to neighbouring communities such as Dalhousie and Brentwood.

From our perspective, UHCA would like to register our strong objection to the proposed repealing of the statutory Stadium Shopping Centre-ARP (SSC-ARP) and the absence of any meaningful description of the plan area or the existing ARP in the proposed LAP, including the revised map (page 86) which was requested at the January 30, 2025 Infrastructure and Planning Committee meeting. The former Stadium Shopping Centre (now rebranded as UXBorough), was defined as a Neighbourhood Activity Centre (NAC) in the SSC-ARP which was originally approved in 2013. The process leading to the creation of this ARP included major input from community residents, and over 200 hundred people attended the lengthy Council Hearing in July 2013.

Of note, the name *Stadium Shopping Centre* appears once in the proposed South Shaganappi Communities Local Area Plan (SSCLAP, page 145) in the history section for University Heights. *UXBorough* is mentioned in this same section and on page 4, as a mixed-use development. No other context is mentioned, including the fact that the development is currently ongoing with only two of the proposed five larger buildings in place (recent completion of Phase 1 of 3 proposed phases).

In May 2024, without consultation of any change in designation with us as members of the Working Group, the draft LAP renamed the UXBorough area as the *University Heights Neighbourhood Activity Centre*. The location description was consistent with the UXBorough site: "The University Heights Neighbourhood Activity Centre as identified on Map 2: Community Characteristics, is located at the northwest corner of 16 Avenue NW and Uxbridge Drive NW, directly across from the Foothills Medical Centre." (draft SSCLAP Chapter 2, page 51). In our June 24/25 comments to the planners, we noted: "... University Heights Neighbourhood Activity Centre (page 51-52) does not fully include all the required policies. We suggest that the SSC-ARP be allowed to stand alone, or that the more community critical portions of the document are included." We requested further discussion with the planners but did not receive a reply. In the October 2024 draft LAP (p. 78) the previous location description of the UXBorough area was removed. No delineation of the NAC area was given. The representation of the 3 NACs (p. 78) in the LAP was three filled pink circles. Map 2 (p. 17) showed even smaller circles with the University Heights NAC confusingly overlapped by the Foothills Medical Centre BRT station symbol. One policy from the ARP was altered into two policies in the description of the NAC; policy 2.5.5.5.d is unrealistic for the

Cancer Centre corner (which is part of the Foothills Medical Centre Major Activity Centre). Policies 2.5.5.5.b and h were added. The focus in 2.5.5.5.h was on creating a “supportive and efficient environment around the Foothill [sic] Medical Centre” with design considerations (2.5.5.5.h.ii) for “mitigation of shadow impacts on neighbouring medical facilities” but none of the original vision of the ARP which states: “The Stadium Shopping Centre is envisaged as an attractive, vibrant, mixed-use centre which provides employment opportunities, residential accommodation, and services that are complementary to the surrounding communities and institutions.” This is a major planning change and no consultation about this planning departure was ever tabled during the LAP planning process. Any consideration on the University Heights side is lost! There was no meaningful discussion with the planners on this.

At the end of our final Working Group meeting (January 21/25), in response to questioning, the NAC area was described to one of us as involving the UXBorough site, the Tim Horton’s and Shell gas station area, the SE corner location (relative to 16th Avenue intersection) of the Foothills Professional Building, and the SW corner next to the Cancer Centre. The newest revision of the NAC map, following the motion requesting delineation of the boundaries at the January 30th IPC meeting, shows a large area extending into the eastern multifamily area of University Heights to University Drive which is entirely residential including duplexes, townhouses, small and large apartments. This is not a “small” area and is not mixed-use. On the St. Andrew’s Heights SE corner (of the intersection at 16th Ave/29th St), the map encompasses areas as far south as 15th Avenue which is also residential. This is far beyond the role of the NAC, as it encroaches into our neighbouring community. We request that it be significantly revised back to the more commercial areas at the very least. The SW intersection corner at the Cancer Centre is part of the Foothills Medical Centre Major Activity Centre and should be removed. This includes the recently completed multiuse pathway that connects to the new pedestrian bridge.

We contend that the major UXBorough development, still years from completion, is currently one of the most significant projects in our SSCLAP area, aside from University District. The site is in a highly busy area adjacent to the Foothills Medical Centre including the newly opened Arthur J E Child Cancer Centre, the Trans-Canada Highway, with proximity to the University of Calgary, University District, Alberta Children’s Hospital, and the Foothills Athletic Park/McMahon Stadium area which is identified as a Comprehensive Planning Site in the proposed LAP. Overall, to understand the intensity of this development, the built form already will represent at least 84% (or more) of the size of Market Mall on a very small site. The intersection at 16th Avenue NW and 29th Street/Uxbridge Drive NW has the 2nd highest amount of pedestrian traffic outside of downtown. The new pedestrian bridge across 16th Avenue is open but we do not know how many pedestrians/wheelers have been using it. A few outstanding statutory infrastructure requirements from the SSC-ARP remain.

The SSC-ARP has been revised twice in addition to the creation of the Direct Control (DC) District in 2016. Despite 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. We view the existing SSC-ARP as representing the equivalent information to that required for a Comprehensive Planning Site. We see no clear reason why it should be repealed now, given that the UXBorough development has only one of three proposed phases completed. Repeal of the statutory ARP without adequate site-specific policy with respect to the UXBorough site in the proposed LAP gives no certainty to our community, and especially to the homeowners and residents in the immediate area, which is already high density, housing 2/3 of our population and counting. We understand that in the Westbrook Plan, the Richmond Area Redevelopment Plan was amended and not repealed. Although we were not given and don’t know all the reasons, we believe that our request to **not** repeal the SSC-ARP is the most reasonable planning policy given what we consider is an incomplete LAP process.

If the SSC-ARP is to be repealed, the SSCLAP needs to be tabled so that the LAP planning team has sufficient time to seriously review (with the LAP working groups) that the LAP include the detailed planning directives found in the SSC-ARP. We also believe this level of discussion and planning needs to occur for other ARPs and the “Comprehensive Planning Sites” such as the Foothills Athletic Park/Foothills Multisport Fieldhouse found in our planning area. Hence our primary recommendation is that the SSCLAP be extended so that proper consideration and planning can be made for these larger sites and that detailed planning directives already enacted in policy be incorporated in the LAP.

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

Cc: Councillor Terry Wong, Ward 7



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First name [required] Lucy

Last name [required] Diep

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 Community Development

Date of meeting [required] Mar 4, 2025

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

[required] - max 75 characters South Shaganappi Communities Local Area Plan (SSLAP)

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

ATTACHMENT_01_FILENAME St Andrews Pl and 14th Ave (1).jpg

ATTACHMENT_02_FILENAME St Andrews Pl and 14th Ave (2).jpg

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

I am a homeowner residing on St. Andrews Place, between 13th and 14th Avenue. I wish to express my opposition to all three of the proposed increases to allowable densities in this community, as outlined by the concerns raised by our local community association. Additionally, I would like to highlight specific issues related to St. Andrews Place. The current 2-hour parking zones, located near the Foothills Hospital— a known parking generator—have led to significant congestion. Hospital staff often occupy these parking spaces throughout the workday, creating parking difficulties for residents. Increasing the density in this area will exacerbate the issue, further limiting available parking for residents and their guests, particularly those with limited mobility, children, or those requiring delivery or maintenance services. Moreover, illegal parking has become a persistent problem (see attached photos), which compromises the safety of both drivers and pedestrians, as these vehicles obstruct visibility. Residents are unable to consistently address this issue, as frequent calls to parking authorities do not effectively resolve the situation. This ongoing problem contributes to safety concerns and adds undue stress to residents. I respectfully urge the council to reconsider these proposed density increases in light of the potential negative impact on our community's livability.







FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk’s Legislative Coordinator at 403-268-5861, or City Clerk’s Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station ‘M’ 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

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

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Aeri
Last name [required]	Uchikawa

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
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Date of meeting [required]	Mar 4, 2025
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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
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Are you in favour or opposition of the issue? [required]	In opposition
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ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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

PLEASE reduce the proposed red zone up to 6-stories identified for 40th Ave. to just 3 story. A building of this size on 40 will completely take away our sunshine in our highly sought after south facing yards from Vicary Place NW. We are single lane in and out and a 30 km bend at the park. As is its unsafe to cross even with the lights at the crosswalk, having more density here just doesnt make sense! This area are Bungalows, 2 story and split levels, why bring in a gigantic apartment here? There are better suited areas for 6 stories, sych as in the Market Mall Parking lot instead fo the blue bins. Or next to Dalhouse or Brentwood Stations. This proposed change will negatively impact long time existing Calgarians that have called Varsity home. Please - reconsider

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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

I am a home owner in St Andrews Height. I strongly disagree with the SSLAP which will allow 4 storey multi-units to be built on west of St Andrews Place & Toronto Crescent.

My kids are age 7 & 9 and they enjoy playing freely with friends on these 2 quiet streets with their friends. If these 2 streets become 4 storey high buildings, the amount of vehicles on them will multiple many times the current numbers.

Also, my wife and I love the SAH for the reason it is a quiet & safe place to raise our young family. We do not wish to be forced to leave this beautiful neighborhood due to our children's safety issues caused by huge increased traffic right in front of our house.

We also feel that our home value will be greatly reduced by being on the street with huge mult-units directly across from our house. Our immediate neighbors & friends also share the same worry that our home value will go down because of multi-units across the street from our houses.

The current zoning of RCG already allows multi-family homes to be built in the community, there is no need to rezone St Andrews Place & Toronto Crescent to be 4 storey high structures. We request to exclude St Andrews Place & Toronto Crescent from SSLAP.

Thank you for your consideration.