

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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

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First name [required] TAMER

Last name [required] FATOUH

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] Feb 4, 2025

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

[required] - max 75 characters LOC2024-0225/ CPC2024-1300

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



ATTACHMENT_01_FILENAME Support letter LOC2024-0225 (1).pdf

ATTACHMENT_02_FILENAME

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

January 20, 2025

City Council
The City of Calgary
P.O. Box 2100, Station M, #8110
Calgary, AB T2P 2M5

Attention: City Clerk (publicsubmissions@calgary.ca)

Dear Mayor & Members of Council:

**RE: Amendment to the Montgomery Area Redevelopment Plan
LOC2024-0225/ CPC2024-1300; Bylaw 15P2025
4840 Montana Crescent NW
Public Hearing February 4, 2025**


We are writing in support of the proposed amendment to the Montgomery ARP for the property 4840 Montgomery Crescent NW. We are the registered owner of 4799 Montalban Avenue NW, located in the immediately vicinity of the subject land. The applicant kindly engaged with us to provide information about the application and the proposed concept development plan for the subject property.


We have no concerns with the proposed ARP amendment and proposed redevelopment of the parcel for rowhouses and townhouses. We believe the redevelopment of the subject property will be a great addition to the street and the community. The proposed ARP amendment aligns with the objectives and policies of the Municipal Development Plan and the City's housing strategy.

From a planning perspective the proposed ARP amendment is appropriate for the subject location. The ARP amendment will facilitate an appropriate intensification for the subject property and revitalize the street. It also will provide a diversity of housing options that will serve the market demand for new residential units in the community.

Thank you for considering our letter.

Kind regards,



Tamer Fatouh
4799 Montalban Avenue NW
Calgary, AB
Tel: 

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First name [required]	Gerry
Last name [required]	Cross
How do you wish to attend?	
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What meeting do you wish to comment on? [required]	Council
Date of meeting [required]	Feb 4, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here .)	
[required] - max 75 characters	Montgomery Area Redevelopment Plan, LOC2024-0225, Bylaw 15P2025
Are you in favour or opposition of the issue? [required]	In opposition



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME	Submission regarding 4840 Zoning Change.docx
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ATTACHMENT_02_FILENAME	Photos.docx
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Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Submission regarding:
Policy Amendment
Montgomery Area Redevelopment Plan
LOC2024-0225
Bylaw 15P2025

Submitted by:
Gerry Cross

I live three houses from 4840 Montana Crescent NW and am strongly opposed to changing the zoning for Lot 10 and a portion of Lot 11 from Low Density Residential to Low Density Residential/Townhouse. Indeed, rather than a zoning change to allow increased density, I believe that there should be greater restrictions on the density of redevelopments in Upper Montgomery.

The impacts that redevelopment projects have on the livability of a neighbourhood, parking, traffic, and water and sewer infrastructure are cumulative and these impacts are not properly considered when each development proposal is evaluated independently.

The need for restrictions on development

While some densification of inner-city neighborhoods is required, it should not be allowed to destroy a neighbourhood. In addition to the proposed development at 4840 Montana Crescent, only 40 metres away at the corner of Montana Crescent and Montalban Avenue, a development permit for a three-story structure, about 11 metres in height, consisting of five one-room wide rowhouses stacked on top of tiny basement suites in four of the rowhouses, is under appeal. The development proposed at 4840 Montana Crescent NW is a back-to-back duplex, one facing the back alley, and all units with a basement suite. A total of 17 living units are proposed in these two projects.

I must consider these two projects together because the current process in which every proposal is evaluated independently from other development proposals in the area is precisely the problem my neighbours and I are facing. I don't believe that either of these projects would have been permitted in newer neighbourhoods in the city that were designed for density greater than R-1. These neighbourhoods provide a pleasant environment for their residents because they were the product of a comprehensive planning process. Contrast this to what has been unleashed by city-wide R-CG zoning in Upper Montgomery, where we are trying to defend ourselves against a development free-for-all and, if we fail, the neighbourhood will become a far less desirable place in which to live. What a tragedy for a neighbourhood within walking distance of the University of Calgary, the Alberta Children's Hospital, and the Foothills Medical Centre, and with easier access to the mountains than from most parts of the city.

It would not be possible to solve the problems created by these projects if they are allowed to proceed. They would inevitably unleash an avalanche of similar proposals and become the standard against which they would be measured.

Since they would set a precedent, they should not be allowed to proceed, and decisions on all similar proposals in Upper Montgomery should be deferred until there has been an opportunity to amend R-CG zoning to create local area constraints which place limits on what can be built in an existing neighbourhood or in certain locations within a neighbourhood. These two projects are essentially small apartment buildings on lots originally intended for a single-family home, and restrictions on where, and how many of, such developments can be built are needed. I think that appropriate constraints on redevelopment in Upper Montgomery would be no more than a two-story duplex with basement suites and four off-street parking spots, or perhaps even no more than two units facing the street, which would restrict four-unit developments to corner lots.

Local area constraints should be appealable, so that developers could propose greater density. This would place the onus on developers to justify greater density, reversing the current situation in which residents are forced to oppose inappropriate proposals.

At a meeting hosted by the developer of the project proposed at 4840 Montana Crescent, we were essentially told that we shouldn't be complaining because they are just doing what the city wants. However, although R-CG zoning now allows five-unit rowhouses, and perhaps back-to-back duplexes, to be built anywhere, this does mean that the city "wants" them everywhere. A range of housing alternatives is required, and there is already a great deal of higher density housing nearby. The apartment buildings and townhouse complex west of Market Mall, built decades ago, and the University District, which is still under development, are examples of well-planned densification. Thus far, Lower Montgomery has been mostly redeveloped with attractive duplexes. On the other hand, unless constraints are imposed, what seems to be unfolding in Upper Montgomery is rampant, unplanned over-densification that will destroy the neighbourhood.

Other problems that would be created by the proposed zoning change

The proposed development, which requires the zoning change, clearly demonstrates that eight units is too many for the size of the lot by having four of them face the back alley. Units facing the back alley would create delivery problems and the residents of these units would only be able to access the street via a narrow sidewalk. Similarly, residents of the front units would have access to their garage, if they had one, and to their garbage, compost, and recycling bins restricted.

Parking

If residents of the upper units had more than one car, they would be parked on the street. If residents of the basement suites had any cars, they would be parked on the street. This overflow would quite likely more than fill up the public street in front of the lot and spill over to in front of neighbouring houses. Where would all these vehicles be parked during spring street cleaning? How could electrical vehicles be plugged in?

When a development proposal is considered independently of others, there seems to be an implicit assumption that on-street parking is unlimited and will solve the problems created by insufficient on-site parking. But parking is cumulative and cannot be considered on an individual

proposal basis. There are already 17 living units proposed near the intersection of Montalban Avenue and Montana Crescent, where there used to be two, and more redevelopment proposals can be expected if these two proceed.

The 0.5 on-site parking requirement per unit is too little in a neighbourhood like ours with narrow streets. Presently, nobody regularly parks on the section of Montalban Avenue close to Montana Crescent. To illustrate the problems that would be created by these developments, people from the neighbourhood filled the street with parked vehicles on November 22, 2024. The attached Photo 1 is looking along Montalban Avenue from Montana Crescent towards 48th Street. The two vehicles approached this section of the street at almost the same time and the driver of the one with its headlights on chose to wait at the entrance to the back alley. Photo 2, taken from my bedroom window on May 9, 2022, shows what this section of Montalban Avenue has looked like almost every day for the 47 years that I have lived here.

I don't think it is hyperbole to wonder whether redevelopment proposals may eventually start being rejected because we have run out of parking spots on the street.

Traffic

The corner of Montalban Avenue and Montana Crescent is busy for a residential district. I live at the top of this T intersection and often see cars not pausing to look for traffic on Montana Crescent before turning left from Montalban Avenue towards 32nd Avenue. I suspect that these vehicles are usually shortcutting through the neighbourhood to avoid the four-way stop at 48th Street and 32nd Avenue. School buses also travel through this intersection.

If these two developments proceed, the street will be flooded with parked vehicles, increasing the danger at this intersection. As Photo 1 shows, if vehicles are parked on both sides of Montalban Avenue, then the driving lane is only wide enough for a single vehicle.

Water and Sewer Infrastructure

The capacity of the water and sewer infrastructure is another issue which is cumulative. With these two projects, two single-family homes would be replaced with 17 living units, placing significant additional demand on the water and sewer infrastructure. Montgomery was not part of the City of Calgary when it was developed, and I do not know how much greater a load the water pipes and sewer lines in the neighbourhood can withstand.

There were two water main breaks on Montana Crescent many years ago. When my house was built in 1955, five-foot long cast iron sections were used for the sewer line on my property. I replaced it six and one-half years ago because the pipe had collapsed under the weight of a large spruce tree. I know from a video inspection done at the time that there are roots in the city sewer line in front of my house.

Photo 1



Photo 2



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First name [required] Beverly

Last name [required] Frizzell

How do you wish to attend?

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

Date of meeting [required] Feb 4, 2025

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

[required] - max 75 characters LOC2024-0225 Land Use Change for 4840 Montana Cr Nw

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 again writing in strong opposition to the proposed land use change to the ARP that would allow this development to go ahead. I live within a block of this proposed development.

However, before noting my concerns, I want to comment on the extremely frustrating, demoralizing, disrespectful, and apparently futile process of trying to comment and have any influence as a community member on new development. This is not the only development within our block that we have major concerns about, and the time and effort necessary to try and have some voice has left me very cynical about the entire planning process (or apparent lack thereof). I have to assume that the process is now designed to dissuade people and allow developments to be bulldozed through. For example, we have been told that this whole process to allow changes to the ARP is "housekeeping". It may be "housekeeping" to the planning department and the City bureaucracy, but it is not housekeeping to our neighbourhood. This has huge implications for not only our quality of life, but there are well documented safety concerns. I will say that the one positive out of all this mess is the galvanizing of our neighbourhood. We will continue to respond to, and resist, the literal destruction of our neighbourhood as we know it. The complete lack of planning process currently in place means that we will have to advocate on our own behalf with what few avenues we have available to us. In terms of this development, I do not support amending the ARP to allow this development to go ahead. Our ARP is a good one and clearly outlines graded density within Montgomery. The proposed development is a fourplex with secondary suites in the middle of a street, with half the front doors at the back. This is against every plan we have – the ARP and the proposed LAP. I know neither seems to be followed at the moment, but I think it is reasonable to use them both as working documents. Both designate our part of the neighbourhood as "light yellow" ie low density. We have planned increased density on Home Road and Bowness Road, and we are across the road from University District (very well-planned densification by all accounts). I'm pretty sure Market Mall will have another plan for densification soon as well. Please follow plans that are in place; give the community some credit for work already done, and give the plans an opportunity to work.

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First name [required] Jo Ann

Last name [required] Wickens

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Date of meeting [required] Feb 4, 2025

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[required] - max 75 characters LOC2024-0225

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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

Attachment is too large so I am sending a follow up email with my comments. Also I will attempt to send a video file as well
Thank you

RE: NOTICE OF Land Use Change for 4840 Montana Cres NW

Re Land Use Redesignation - LOC2024-0225

Jan 27, 2025

As a resident living down the street from the proposed development at 4840 Montana Cres NW, I am against the Land Use Change for the Discretionary Development and I am against the development permit as well. I would like to indicate that I am not in favour of the two story 8-unit Townhouse. **This is against the current Montgomery ARP.** This area is to be a **Low-Density location** as shown on the Montgomery ARP map which the city and the local residents as stakeholders have all agreed to and is still relevant today as it was when it was signed and agreed to by all parties.

I am in favour of densification but would like **mindful global planning**. This purposed land use change means that there will be an increase on the street parking. We tested if the road system could carry this type of increased street parking by doing a real-life experiment of the area by having neighbors parking their cars and our car along this exit route and **found that traffic is funneled down to one lane. This was a small-town road system** before being annexed into the city of Calgary in the 1963. These roads if cars are parked on both sides of the road will affect the emergency responders and paramedics access to our area.

The **Montgomery Community Association** did not approve this location for a Townhouse or Rowhouse dwelling and it was against the current **Montgomery ARP** for some reason the development process has encouraged this Townhouse 8-unit structure.

DENSIFICATION - Upper Montgomery is currently surrounded by multifamily dwelling on all sides of this area - University City, Varsity Terrace (Townhouses across 32 avenue) and NE of us on the corner Varsity Acres (Townhouses) and also down the hill many new multi family dwelling are in place and more coming. Problems exist from the lack of adequate parking allotted for these developments at their locations since requirements are **.5 parking stall for all upper units only** and of course less in other types of developments. Residents from these other outside areas are seeking parking on our streets already.

This will be creating unnecessary friction with neighbors down the road which really could have been avoided if proper guidelines were in place. I have heard several times that when developers drive by there is still room on roadside in front of rowhouses for parking. If they went back in the evening, they would see there is no parking on any streets surrounding these developments as the residents are home from work.

We currently have two developments across the street from each other one being 9/10 units rowhouse at 4799 Montalban Ave NW and this 8 units Townhouse at 4840 Montana Cres NW. This will increase the density and parking issue from two families to possibly

18 families or more. It appears the city planners, bylaw staff are only considering if these developments fit the lot size and are not concerned if this is the right thing for the area and its current residents meaning the other stakeholders in this decision.

SAFETY - Concerns of Safety are great around these developments because the one property is creating a **Blind Corner** on a very busy street compounded by lack of adequate parking, angling narrow streets, slope grade of this property to the ground at corner is leading us to a dangerous situation.

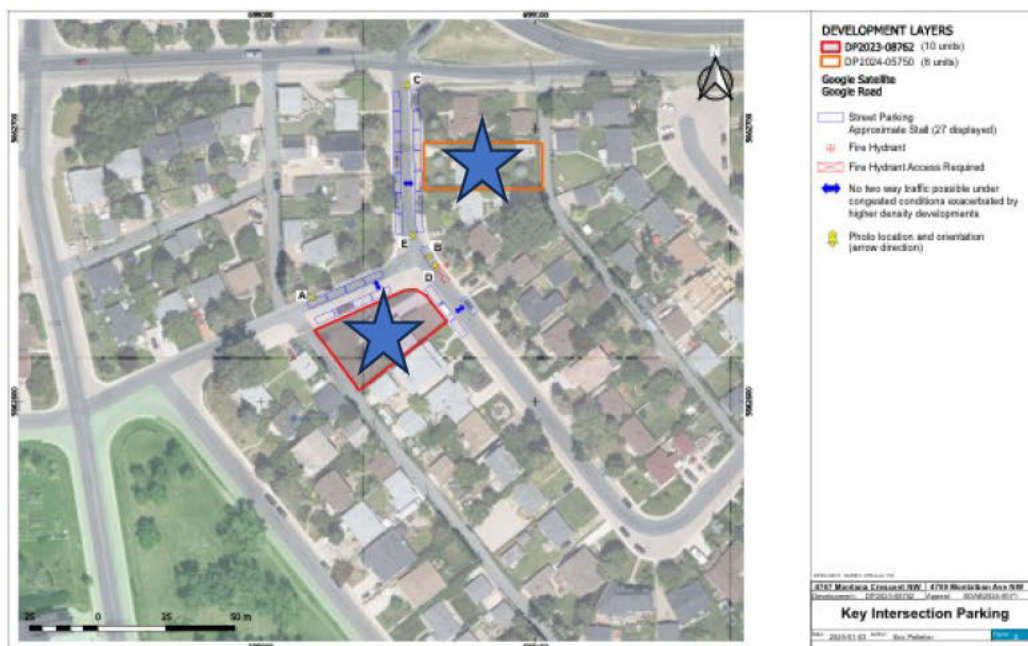
Also compounding this situation is the lack of adequate parking since the building regulations requires only a .5 stall for the 5 upper units only for the total 9 units of this Rowhouse which equals 2.5 stalls for this development. The Rowhouse only accommodates 5 parking stalls and the Townhouse only accommodates 4 parking stalls. The other 9 units parking will be on the street. So, obviously we know there will be an increase to street parking for remaining occupants on Montalban Avenue and Montana Cres. Again, contributing to the Blind corner and possible dangerous situation of one lane traffic.

There already has been accidents in this location from increased traffic with cars and people on bikes being hit. Also, when roads are icy, the neighbors have had their parked cars hit as well from increased rushing traffic.

We have requested the City Planner/ Developers and the Developer/Owner do a **Traffic Study** and that has not been accomplished. People shortcut through the area in all directions on these two roads Montana Crescent and Montalban Avenue to avoid the 4-Way stop on 32 Ave and 48 Street which increases the traffic in all directions through our neighborhood

Map showing increased parking and how narrow the road will become with two developments (represented by blue stars below)

Fig 1



This Drone picture [below] of our area with cars parked along Montana Cres and Montalban Avenue is showing how narrow the roads are in this real-life example.

Also notice how roads angles in spots - they are not straight.

We need to have Emergency Response look at this intersection and surrounding streets to evaluate if having a 9-unit Rowhouse and the 8-unit townhouse is a good plan going forward so all our residents are safe.

We decided to actually park cars here to show a visual as there are two developments within a small area that will affect this intersection. Do we really need this kind of density in this location.

Traffic funnels to one lane in both directions which causes people to back up or wait until they can proceed

Fig 2

Blue stars are showing both of these development on this real life image of the this area



Let's not make the same mistake they did down the hill at the intersection of 48 Street and Bowness Road due to the creation of a blind corner from the Rowhouse on that corner. There is not enough set back from the street and building also with increased parked cars changing the sight lines for drivers on that busy intersection. Action was only taken after an accident happened (T-boned crash), then the city changed the flow of traffic to one direction, meaning No Left turns from 48 Street onto Bowness Road anymore. As someone who travels these roads daily, I can say there is still not enough good sight lines due to parked cars when turning Right onto the Bowness Road from 48 street when cars are travelling at 40-50 km speed levels. All of this could have been avoided if proper study and planning was conducted and realized at the time.

Our live experiment demonstrates how narrow the roads are as we are dealing with an older neighborhood. The streets are narrow – when cars are parked on both sides of the road- Cars, School Buses, Trucks all have to wait until there is an opening to proceed down the road as two cars cannot pass at the same time. See images in pictures below.

Through out these pictures you can see how narrow the roadway is and that traffic needs to stop to allow the other cars to pass. Sometimes they needed to back up to allow traffic flow. This happens in all directions of this intersection where this development is planned

Corner of Montalban Avenue and Montana Cres

Fig 3 Cars stopping/waiting on Montalban Ave for other cars to pass before proceeding

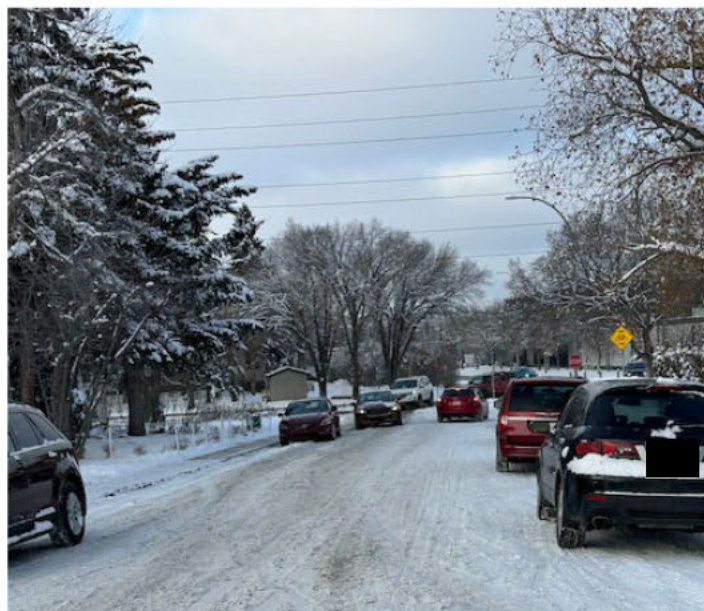


Fig 4 Below Truck turning from Montalban Ave onto Montana Cres



Fig 5 Cars waiting on Montana Cres and 32 Ave driving toward Market Mall (32 Ave)

This is in front of the proposed development 4840 Montana Cres

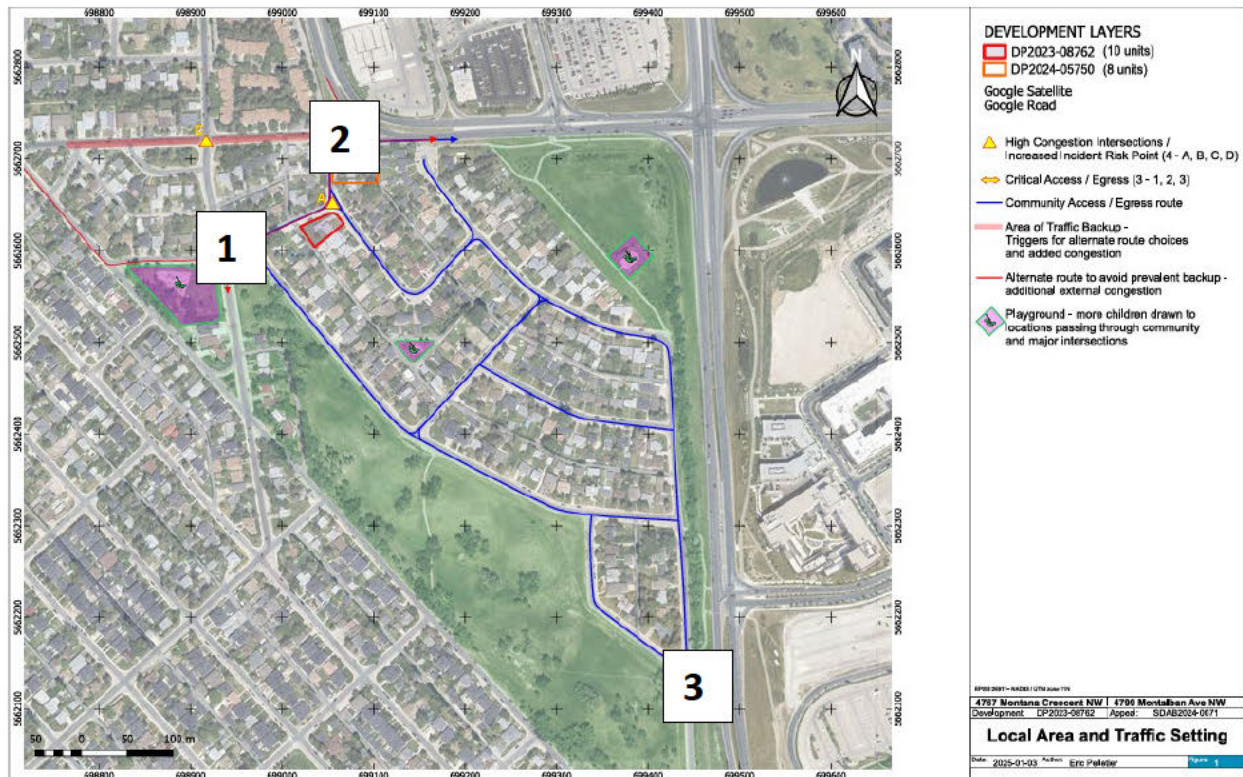


**Fig 6 Looking down Montana Cres toward proposed development & busy intersection
In front of development at 4840 Montana Cres**



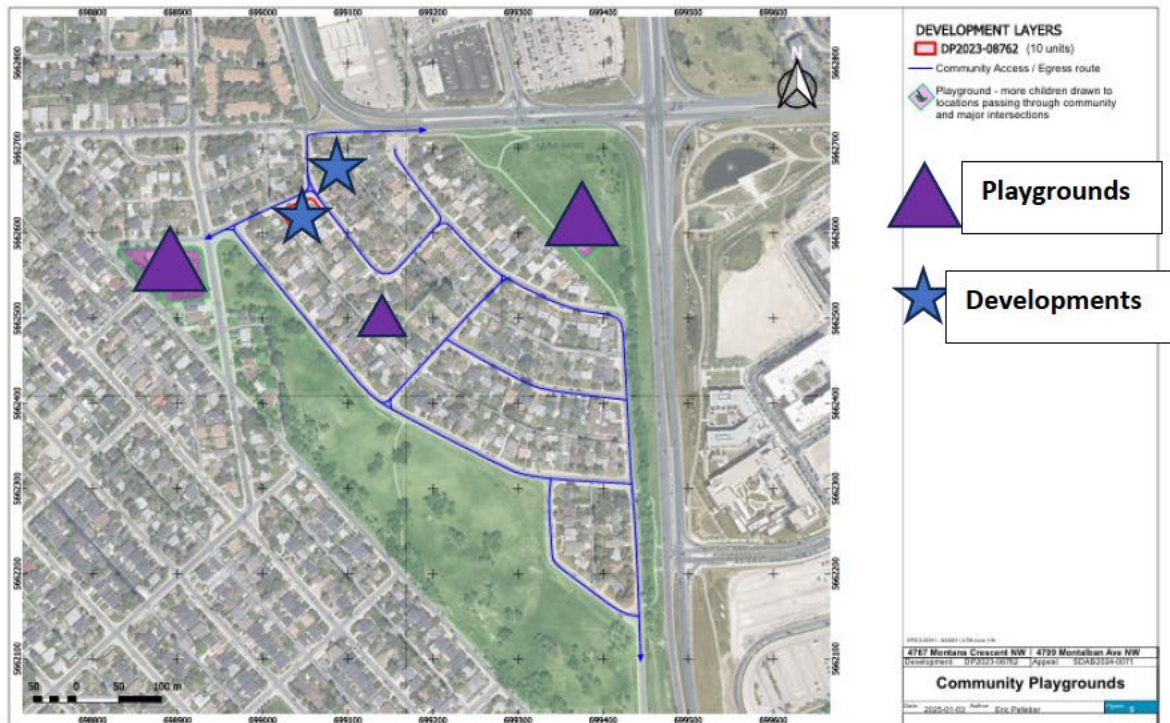
Since we have only three **(3) ways / entrances** into our neighborhood **1-Montalban Avenue, 2-Montana Crescent, and 3-MacKay Road** we are concerned about the availability of **Emergency Vehicles** being able to service our neighborhood. We have several individuals on Montana Cres who have required emergency assistance in the last year alone with many needing ambulances, fire trucks and paramedics to assist them in their time of need. Again, there is only three entrances to the Upper Montgomery Area on the Hill –**with the increased street parking, the street being narrow and angled in places and the ability to react quickly to an emergency situation may be compromised.**

Map showing the only three (3) entrances/exits into Upper Montgomery Area Fig 7



Also to compound this safety situation there are two playgrounds within approximately a block radius of this property. So, creating a safe environment for our young children to play and cross streets safely is paramount at this time. Our neighborhood is changing and yes, we have many seniors in our area, but younger families are moving in and they have spent their saving to buy a single-family home to raise their children in such a walkable neighborhood. We want to protect our children and encourage families to live in this lovely area

Fig 8 Map showing the two Playground within approximately one block of development



I recently heard a report from another city where they were making plans of changing the structure of neighborhoods and the wording and learning that caught my eye I have summarized here –

We cannot go back after we make these changes– We need to now look with an eye on the future not just the immediate needs of today as that is shortsighted and as We have a responsibility to our residents of today as well as to our residents in the future to not make mistakes that We cannot fix as We introduce changes it affects the complexation of the area forever. Some of these decisions are not in the best interest of all concerned and I am asking you to look at the future of our area when considering your Decision.

Global planning is needed -I know this may not concern you for this decision but we are also faced with another development across the street of another 10 units only a few doors down– Again parking will be of concern so as a member of this neighborhood we cannot make isolated decision when the whole neighborhood is affected. This will affect this same location and intersection.

Sanitation Infrastructure Our Councillor Terry Wong proposed a study of the Sanitation infrastructure as we are pushing our aged system. It was declined at this time. We could have problems as updates have not taken place and with such an increase in the amount of density in one lot or location and then another across the street we may see the effects.

We feel we need to defend our position that we want to keep our community “feel” the same. This is a neighborhood with large tree canopies, front yards full of flower beds, gardens and sun shining in our windows. It is wonderful to see the young families walking down the street and come for a visit and pick some flowers and apples off the trees in our yards and watch the seniors walk their route everyday at 8:30 in the morning. We know each other and are aware of each other and respect each other’s privacy as well.

A community street scape is more than building structures, it is the people and the fabric of the areas – the parks and playgrounds all of it serves our area and we want to preserve it.

Please do not Change the Land Use of this property to a Low density/ Townhouse. To be clear I am not against the city policy of increasing housing, I am not arguing that there is a housing problem. I am arguing that we need to use **site specific strategies** when making decision on what type of development should go on this lot. After all the area is not just houses – it is much more and safety should matter to all of us.

I ask that you consider a single duplex or two single family dwellings. This would be more appropriate for the surrounding houses and neighborhood. Please reject the proposed development plan of the 4-unit townhouse with 4 basement suite development and do not change the land use from Low density to low density/ Townhouse.

Kind regards,

Jo Ann Wickens

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First name [required] Gerald

Last name [required] Karst

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] Feb 4, 2025

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

[required] - max 75 characters Policy Amendment Montgomery ARP LOC2024-0225 Bylaw 15P2025

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME	2025-01-27 L to City Council re 4840 Montana Cr unsigned.pdf
ATTACHMENT_02_FILENAME	2025-01-27 Submission for #4840 sig pg.pdf
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	To manage file size within allowables, one attached document is the unsigned letter and the other is a scan of the signature page of the same letter

4811 Montana Crescent NW
Calgary, Alberta T3B 1E7
email: [REDACTED]

January 27, 2025

Office of the City Clerk - City of Calgary
700 Macleod Trail SE
Calgary, Alberta T2P 2M5

Subject: City Council Public Hearing on February 4, 2025
Re: Application to Amend Montgomery ARP Policy Bylaw 15P2025
for LOC2024-0225

About 10 days ago we, the undersigned, received a notice from the City of Calgary - Development inviting us to comment on the subject matter. The application requests that the 'Future Land Use Plan' for 4840 Montana Crescent NW be amended to allow a Townhouse to be built there.

We own and live in a single family raised bungalow home at 4811 Montana Crescent directly across the street from the proposed development. Our 2-year old home was a redevelopment project that we designed in compliance with the City's contextual dwelling requirements as our best efforts to harmonize with the neighbourhood.

As we have advised the Planning & Development Department on October 17, 2024, we object to permitting the developer to build a townhouse because of the negative impact it would have on the use, enjoyment and intrinsic value for our property as follows:.

1. Domination of On-street parking

This property is a mid-block lot with frontage long enough for no more than two vehicles. The amount of street parking that would be required for the proposed eight households would use up all the on-street spaces on both sides of our street. There would no parking spaces for our guests. We are already seeing this problem due to residents of the townhouses to the north of 32nd Avenue routinely parking all day in front of our home. An increase of such parking problems is the last thing we need. If the developer wishes such a large increase in density, it should select a corner lot rather than a mid-block lot.

2. Reduction in our Safety as Pedestrians or as Vehicle Traffic:

The proposed development would reduce the pedestrian safety of the nearest street intersection and vehicle safety on the street in front of our home. For details, see attachment 1.

3. Overload of Aging Water & Sewer Systems that we Rely on:

The proposed development would pose excessive burden on the capacity of our aging water and sewer systems leading to avoidable operational and cost problems for us. For details, see attachment 2.

4. Detrimental / Unwanted Deviation from Approved City Plans

The proposed development is in violation of Montgomery Area Redevelopment and Municipal Development Plans as well as an endowment agreement between the City and previous land owners. See attachment 3.

In addition to the above, another densification development (DP2023-08762) is being proposed at 4799 Montalban Avenue NW which is within 60 meters of the subject development. The combination of these two developments should be considered since the combined impact would escalate many of the concerns expressed above.

In summary, the extreme increase in numbers of households proposed for this development (a eight-fold increase) puts unjustified detriment effects (as described herein) on our use, enjoyment and intrinsic value for our property.

In recognition of the City's desire for increased population density we would consider a development proposal for no more than two dwelling units (a duplex) at the location of the proposed development.

Would you please acknowledge receipt and acceptability of this letter by return email to:
[REDACTED]?

Thank you in advance for your consideration our input to your decision making.

Sincerely,

Gerald James Karst

Laurel Audrene Karst

Attachments:

1. Reduction in our Safety as Pedestrians or as Vehicle Traffic:
2. Overload of Aging Water & Sewer Systems that we Rely on
3. Detrimental / Unwanted Deviation from Approved City Plans

Attachment 1 - Reduction in our Safety as Pedestrians or as Vehicle Traffic:

The street corner at 32nd Avenue and Montana Crescent near the proposed development is a busy one as it is one of the few access points to the upper Montgomery neighbourhood. It has "blind corner safety issues" that have caused accidents in the past for bicycles and pedestrians walking or travelling West on the 32nd Avenue pathway. We walk past this corner to the University District almost every day. The additional number of on-street parked vehicles and the additional vehicle traffic that the proposed development would cause would collectively reduce the safety of this street corner as well as the laneway intersection to an unacceptable level.

There is an unforeseen large volume of vehicle traffic past our home due to vehicles using Montalban Ave and Montana Crescent to bypass the 4-way stop at 48th St. & 32nd Ave. NW.

The proposed development will increase vehicle traffic even more, which further reduces pedestrian and vehicle safety since the street infrastructure was not designed for this proposed traffic volume. As an example, per Ref. A, in residential areas, the minimum width of a street to accommodate parking on both sides plus two vehicle travel lanes is 10.7 m or 11 m if a Transit Priority street. Our street is used heavily for school bus traffic. Our street is only 10.35 m wide, which is not wide enough to safely accommodate the proposed combination of large increases in vehicle traffic plus on-street parking, not to mention the needs of Emergency Services traffic.

References:

- A. Section 3.1.1 of The City of Calgary - Complete Streets Guide, October 2015

Attachment 2 - Overload of Aging Water & Sewer Systems that we Rely on:

The water and sewer systems on our street were designed for single family homes in the village of Montgomery before being annexed by the City of Calgary in 1964. These designs were likely less robust than those of Calgary. Since then, the capacity of these very old systems have been reduced by the installation of remedial liners etc. "Sewer back-ups" have been happening as a result.

There could be at least 15 - 18 people living at this location which is many more than what these systems were designed for and which could cause avoidable operational problems / costs. In the order to ensure safety and reliability, the proposed development could also require a costly expansion to the capacity of these systems, involving digging up our street and causing disruptive mayhem for us.

Also refer to City of Calgary Report Number EC2024-1240 Notice of Motion sponsored by City Council Members Sonya Sharp and Terry Wong which warns of the negative consequences of densification in Montgomery.

Attachment 3 - Detrimental / Unwanted Deviation from Approved City Plans

Documented history says that lands of the upper Montgomery neighbourhood were endowed to the City of Calgary by their original landowners on the condition that they be used exclusively for single family homes. Using upper Montgomery for anything other than single family homes is not consistent with endowment conditions. The proposed extreme densification would certainly be a vast departure from this.

The proposed development is in violation of Montgomery Area Redevelopment Plan dated July, 2023 in respect to:

- land use and number of units,
- proposed lot coverage and building setbacks that would not permit the landscaping and trees that is the standard for this neighbourhood,
- the building form and height which would be alien to the neighbourhood therefore having a negative impact on the neighbourhood's character / heritage.
- "front" doors for the rear units face the laneway, which is not allowed by the ARP.

Extensive effort was taken to "master-plan" what became the Montgomery Area Redevelopment Plan. To over-ride this ARP with isolated spot-development decisions will not result in the quality of city planning that the ARP strived to achieve.

The proposed development is not consistent with Municipal Development Plan (MOP). In the MOP redevelopment land use in *Established Residential Areas* is to focus on Neighbourhood Activity Centres rather than the proposed densification (ref. B). It should be noted that our street is part of upper Montgomery where the criteria of an *Established Residential Area* (ref. C) applies, in contrast to lower Montgomery where the criteria for a *Inner City Residential Area* (ref. D) applies. Map 1 of this document incorrectly identifies upper Montgomery as the same kind of area as lower Montgomery in this regard.

In addition, even if all of Montgomery was to be considered Inner City Residential Area, the MOP states (ref. E) that "Sites within the Inner City Area may intensify particularly in transition zones adjacent to areas designated for higher density (ie Neighbourhood Main Street), or if intensification is consistent and compatible with the existing character of the neighbourhood." It should be noted that :

- the location of the proposed development is not adjacent to a Neighbourhood Main Street (see Map 1 of the MDP, where the nearest such street is Bones Road, in Lower Montgomery).
- the proposed extent of density intensification is not consistent nor compatible with the existing character of the neighbourhood.

References:

- B. Section 3.5.3 of part 3 of the Municipal Development Plan, approved in Feb, 2021 under "Land Use Policies", point "b"
- C. Section 3.5.3 of part 3 of the Municipal Development Plan, approved in February, 2021
- D. Section 3.5.2 of part 3 of the Municipal Development Plan, approved in February, 2021
- E. Section 3.5.2 of part 3 of the Municipal Development Plan, approved in February, 2021 under "Land Use Policies"

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