



Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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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

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] **Leontine**

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] **Apr 8, 2025**

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

[required] - max 75 characters **Chinook LAP**

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



Public Submission

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ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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

I fully support the proposed Chinook LAP Amendment, to be proposed by Councillor Chabot, with respect to 38A Ave, a NARROW street in Parkhill. It is frustrating to see City development staff propose commercial activities on a residential street near the Parkhill nature path/ridge/walkway, facing the Elbow River. While supporting development, we should refrain from encouraging commercial development in green spaces used by large portions of the West Elbow and Chinook Community. In addition, 38A Ave is too small to be a connector to MacLeod Trail (and has a history related to the O'Brien family that should be respected.) The entry to 38A is a STEEP hill from Stanley Road, with a sharp corner, near the DAYCARE!! and Community Association building and soccer field - more traffic on Stanley/38A will be "an accident waiting to happen"!



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| | |
|--|-------------------------------------|
| First name [required] | Peter |
| Last name [required] | Collins |
| 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 8, 2025 |
| What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here .) | |
| [required] - max 75 characters | Chinook 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

MBCA Letter to City Council re Chinook LAP - 25 March 2025.pdf

ATTACHMENT_02_FILENAME

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



25 March 2025

THE CITY OF CALGARY
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Attention: City Clerk's Office

CHINOOK COMMUNITIES LOCAL AREA PLAN
City Council agenda item - 8 April 2025

The Mayfair Bel-Aire Community Association (the **Association**) has participated in the development of the proposed Chinook Communities Local Area Plan (the **Plan**) since process inception in early 2023.

There are some good elements in the Plan, but those positives are outweighed by several negative elements in the Plan, with the result that the Association does not support the Plan and urges City Council to reject the Plan.

GOOD ELEMENTS

1. The Plan acknowledges the importance of preserving park spaces and natural areas.
2. The Plan identifies (p. 123) the need to improve traffic and pedestrian safety at the intersection of Elbow Drive and Malibou Road.
3. The Plan proposes substantial residential and mixed use development in Manchester, proximate to the Red LRT line.
4. The Plan proposes development along 50th Ave SW west of Macleod Trail.

NEGATIVE ELEMENTS

1. **Blanket redevelopment and densification** - The Plan contemplates redevelopment at a substantially higher density throughout all Chinook neighbourhoods, not just at their peripheries. The proposed redevelopment is contrary to the Municipal Development Plan (the **MDP**), which states:

Intensification should be accommodated within existing communities in a sensitive manner. ...The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods. (s. 2.2.5)

Objective: Respect and enhance neighbourhood character and vitality.

Policies:

a. Respect the existing character of low density residential areas, while still allowing for innovative and creative designs that foster distinctiveness.

b. Ensure an appropriate transition of development intensity, uses and built form between areas of higher and lower intensity, such as low-density residential areas and more intensive multi-residential or commercial areas.

c. Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern.

d. Ensure that the preparation of local area plans includes community engagement early in the decision making process that identifies and addresses local character, community needs and appropriate development transitions with existing neighbourhoods. (s. 2.3.2)

In contrast to the MDP, the Plan would permit blanket infill redevelopment in all areas of all Chinook communities, allowing built forms to the size and intensification limits permitted by R-CG zoning, which is not “sensitive, compatible and complementary to the existing physical patterns and character of [the Chinook] neighbourhoods.”

We acknowledge that R1 and R2 zoning in place prior to the blanket R-CG upzoning would permit structures up to 11 meters in height, a height maximum generally maintained by R-CG. But, permitting row housing and other forms of more intensive development, along with secondary suites, such that a standard 50 X 100 foot city lot can contain 8 dwelling units, is a massive increase in density which is not “sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods”, nor does it “respect and enhance neighbourhood character”.

As a further example, the Plan permits development to a height of six storeys along most of Elbow Drive within the Plan boundaries (stepping down to a maximum of four storeys as Elbow Drive descends downhill toward the Elbow River). The rears of those six storey buildings would be immediately next to one or two storey houses. This is not “an appropriate transition of development density”; instead, it “creates dramatic contrasts in the physical development pattern”, it creates privacy issues for the existing dwellings, and it does not “respect the existing character” of the Chinook neighbourhoods.

Many of these arguments were put forward to City Council during the Blanket Upzoning hearing, to no avail. Regardless, the scope of higher density redevelopment permitted by the Plan is contrary to the MDP.

The Heritage Communities Local Area Plan (covering communities to the south of the Chinook communities) contains the following policy statements in s. 2.2.1.6 (Neighbourhood Local):

- a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.*
- b. Building forms that contain one or two residential units are supported in the Neighbourhood Local, Limited Scale area.*
- c. Building forms that contain three or more residential units should be supported on parcels with rear lanes in any one or more of the following areas:
 - i. Within Transition Zones in transit station areas;*
 - ii. On corner parcels; and,*
 - iii. Adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectare in size with no dimension less than 25 metres.**
- d. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:
 - i. access to sunlight and shade on adjacent parcels; and,*
 - ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate.**

These references to one and two unit dwellings, and the various restrictions on multi-residential units of three or more units, are missing in the draft Chinook Plan, which merely states:

Multi-Residential development is only supported in the Neighbourhood Local, Limited Scale areas in a grade-oriented form.

This is yet another example of how the Plan does not align with the MDP, and has drastically deviated away from any recognition of preservation of the existing character of low density neighbourhoods.

Mayfair and Bel-Aire were each master-planned communities when originally developed, with a careful layout including housing areas, parks, playgrounds, a school, a church and some small commercial buildings on Mayfair's periphery. Blanket upzoning destroys this master planning, and introduces uncertainty which simply doesn't exist in the newer master-planned communities nearer the city's current periphery.

Finally on this point, it is no argument to state that residential neighbourhoods remain designated as low density under RC-G. The 2024 bylaw amendment which replaced R1, R2 and other low density designations with R-CG drastically increased permitted

density and built forms. It is at the least sophistry, and at the worst Orwellian double-speak, to suggest that R-CG is low density comparable to R1/R2 which preceded it.

- 2. Elbow Drive community corridor** - The Plan correctly identifies Elbow Drive as a community corridor, but then contemplates a degree of development and traffic measures which will result in traffic congestion and danger to pedestrians and other users of Elbow Drive.

Elbow Drive already operates at close to capacity during morning and evening rush hours, and on weekends. The Plan (p. 105) contemplates traffic calming measures to reduce vehicle speeds, which will exacerbate existing congestion.

Adding the proposed amount of densification (up to six storeys along most of Elbow Drive within the Plan area) will itself result in a substantial increase in the number of vehicles and pedestrians accessing and using Elbow Drive, which will further exacerbate congestion.

In addition, the other changes discussed below also exacerbate the congestion and safety issues.

There are already substantial problems with pedestrian safety along Elbow Drive, most recently highlighted by a crosswalk fatality (at 61st Ave) which occurred in November 2024. With the increase in density contemplated by the Plan, and the consequent likely increase in the number of vehicles using Elbow Drive, the risks to pedestrians will increase.

Finally, while s. 2.5.6 of the Plan proposes a policy for community corridors such as Elbow Drive of a “two to four storey street wall”, Map 4 (Building Scale) of the Plan permits development to a height of six storeys along most of Elbow Drive within the Plan boundaries (stepping down to a maximum of four storeys as Elbow Drive descends downhill toward the Elbow River). The Plan does not even comply with its own policy prescription on this point.

We understand that Ward 11 Councillor Kourtney Penner intends to propose an amendment to the draft Plan on this issue, to reduce height from six storeys to four stories (Low-Modified) between Glenmore Trail and 58th Ave SW, so as to be consistent with s. 2.5.6 of the draft Plan. We respectfully suggest that this modification be extended north of 58th Avenue to the Elbow River, so as to apply to the entirety of the Elbow Drive Community Corridor (with the exception of the six storey limit along 50th Avenue where it intersects with Elbow Drive -- designated as Neighbourhood Main Street in the draft Plan).

- 3. Modes of transportation** - The Plan repeatedly emphasizes the need for cycling infrastructure, including along Elbow Drive and Macleod Trail. Any conversion of

motorized vehicle lanes to create cycle lanes will further increase congestion and reduce safety for all users.

At the least, no cycling infrastructure should be created by conversion of existing roadways.

But, at a higher level, the City's and the Plan's focus on cycling is an unrealistic objective. To state the obvious, Calgary is subject to poor cycling conditions including snow cover from November to April – half the year – making cycle difficult and dangerous for all but the most intrepid. While cycling might be a viable transportation option in more temperate cities and countries, it is unrealistic to expect that cycling can displace motor vehicles as the primary mode of transportation for most Calgarians.

Calgary is also a primarily suburban city. Many trip patterns (whether to work, school, children's activities, or shopping) require motor vehicles, not bicycles. Public transit does not currently provide a viable alternative to motor vehicles for most suburban trips, and it is not financially feasible or realistic to assume that public transit will ever be able to substantially displace private motor vehicles as the primary means of suburban transportation in the Chinook communities.

Bicycles will never be more than a fringe mode of transportation, used by a very small segment of the population, and it is unrealistic and improper for the Plan to assume otherwise.

- 4. Restrictive Covenants** – Section 4.2(r) of the Plan acknowledges that some parcels in the Plan area may have restrictive covenants registered against title, which might include restrictions limiting development to one or two unit dwellings. The Plan then states:

Where the restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.

This is a futile statement of intent, and a broad disconnect between the Plan and reality. Restrictive covenants are a valid planning tool, used not only by many land owners and developers, but also by the City itself. Restrictive covenants are a statutory land planning tool pursuant to s. 48 of the *Land Titles Act*, and have been repeatedly upheld as valid and enforceable by Alberta courts, including recent cases by the Alberta Court of Appeal.

To the extent that restrictive covenants limit development to one or two unit dwellings, the failure of the City to recognize these development limitations results in the Plan's goals diverging from reality, with the result that the Plan's goals are unachievable.

Mayfair and Bel-Aire have a variety of restrictive covenants, all of which limit construction to a single family dwelling. The blanket R-CG zoning imposed on what was R1 residential zoning in Mayfair and Bel-Aire is thus not achievable. The designation of Elbow Drive as a community corridor with zoning for six storey buildings along Elbow Drive in Mayfair and Bel-Aire likewise is not achievable, and for the Plan to propose otherwise results in the Plan being a statement of fantasy rather than a useful and achievable planning policy.

Britannia and Elboya also have restrictive covenants, so similar considerations apply there as well.

MANCHESTER DEVELOPMENT

As briefly stated earlier, we consider it a good element of the Plan that the Plan envisions residential and mixed use development of Manchester. Development of new housing and other mixed use developments addresses the need to increase housing supply, without destroying the existing character and nature of established residential neighbourhoods in the Plan. This is also consistent with the MDP, which states (s. 2.2.2):

Underutilized commercial and brownfield sites near the Primary Transit Network should be redeveloped over time, where feasible, as mixed-use and/or employment intensive sites.

We note two problems, however, with the proposed plans for Manchester and Manchester Industrial.

1. **City Impound Lot** - The Plan acknowledges the possibility of conversion of the City's vehicle impound lot at 400 39 Ave SE (s. 2.2.5.5) for transit-oriented development, but neither recommends that the City relocate and repurpose the impound lot for this purpose, nor includes the impound lot parcel in any proposed redevelopment plans. The City is missing a great opportunity here.
2. **Lack of Green Space** - Given the substantial higher density re-development proposed for Manchester and Manchester Industrial, there is very little green space (whether park or other natural space) contemplated. This is a significant planning oversight. There is very little green space proximate to Manchester and Manchester Industrial west of Macleod Trail. Stanley Park is the only large park, and it already is approaching user capacity limits. The non-operating Springbank Landfill, located in the southeast corner of the Plan area, could be developed as a large park and green space for Manchester residents. That one area would not be enough, on its own, but could be part of a greater assortment of parks to serve the residents of Manchester.

THE PLAN PROCESS

The process to develop the Plan was less than satisfactory, for the following reasons:

1. From inception, the process was based on several explicit assumptions that contained and channeled the development of the Plan, such as that each community should be a complete community with a diversity of housing choices, that there must be year-round mobility options including cycling and “wheeling”, that climate risk is of over-arching concern and as a result we must all aspire to a Net Zero future, and that the Plan should seek to achieve “equity” (meaning, equality of outcome) in each community. We disagree with those assumptions, and the channelled results of the Plan based on those assumptions.
2. The process for and resulting selection of community representatives (in addition to the community association representatives) was not transparent.
3. Terms of Reference to participate in the development of the Plan included agreeing to the Chatham House Rule, prohibitions against any recording (including even photographs of slides in presentations), and a refusal to share contact information so that representatives could communicate with each other outside the City-controlled meetings. These procedural limitations gave the whole process a contrived, controlled air.
4. The Plan fails to recognize changes occurring during the Plan development process:
 - At the time when the Plan process commenced, then-existing zoning identified most residential areas within the Chinook communities as single family (R1) or semi-detached/duplex (R2). The Plan does not take into account the blanket upzoning to R-CG; it ignores this substantial baseline shift in zoning density and permitted built forms. To comply with the MDP, the Plan should have identified and preserved prior low density zoning.
 - The Plan in several places refers to the Calgary Metropolitan Region Board and its Growth Plan (s. 4.2(g) and Appendix B). Given the dissolution of this Board, the Plan should be corrected accordingly.

We would be remiss if we did not acknowledge the professionalism of the City’s planning team assigned to the development of the Plan. Communication by the team was prompt, frequent and effective. Team members always conducted themselves in a professional manner, including when engaged in sometimes-heated discussions about various aspects of the Plan. Team members responded promptly and substantively to inquiries, and each was highly knowledgeable in their areas of planning expertise.

Mayfair Bel-Aire Community Association
Letter to City Council
25 March 2025
Page 8

While we disagree with many of the assumptions and policy directives built into the plan development process and the Plan (and all other completed and in-process local area plans) at the City's direction, we acknowledge that within those constraints and subject to those assumptions, the City's Chinook team performance exceeded our expectations.

CLOSING

Despite some good elements in the Plan, the Association does not support the Plan and urges City Council to reject the Plan.

Respectfully submitted,

MAYFAIR BEL-AIRE COMMUNITY ASSOCIATION

A handwritten signature in black ink that reads "Peter L. Collins". The signature is written in a cursive, slightly slanted style.

Peter Collins
Director, Planning & Development
PlanDev@MayfairBelaire.ca



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First name [required] **Leontine**

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] **Apr 8, 2025**

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

[required] - max 75 characters **Chinook LAP - as it pertains to Parkhill**

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)

It is incredible and unfathomable that "neighbourhood connectors" are being allocated to 38Ave and 38aAve as well as Stanley Road (all have a deadend, all have steep hills, and do not take cars anywhere other than to houses in Parkhill, which is densely populated - noting that Parkhill is ALREADY ONE OF DENSEST NEIGHBOURHOODS IN YYC! -) for those wanting to access Stanley PARK - use the CONNECTOR 42nd AVE which is already used to connect McLeod with Elbow, as well as 50th Ave. PLEASE AMEND THE LAP for CHINOOK!! We have too much unsafe traffic as it is due to (over)development Mission Road and cars using 1A to access - along a beautiful ridge/park - Mission. 4 story zoning for 1A Street is also inconsistent with heights for other park ridges such as in Britannia and Elbow. Why ADD commercial properties to PARK sightlines and views - 1A should be zoned for 3 stories only.



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Date of meeting [required] **Apr 8, 2025**

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

[required] - max 75 characters **Chinook LAP - Parkhill - see letter requesting amendments**

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



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CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

April 2025 LAP Neighbourhood Connector response Individual Letter.docx

ATTACHMENT_02_FILENAME

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

April 1, 2025

THE CITY OF CALGARY
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Attention: City Clerk's Office

Subject: Chinook Communities LAP Neighbourhood Connector Designation; Stanley Rd, 38A Avenue and 38th Avenue

I, a resident of the community of Parkhill, again, voice my abject concern about the Chinook Communities LAP, as the engagement process has proven to be largely ineffective. The proposed Local Area Plan does not address reasonable community specific feedback given and has resulted in material shortfalls in the Building Context and Urban Form expressed within the plan .

I, along with my neighbors, *simply* request the following limited changes to be incorporated into the final plan:

1. 1A street between 42nd Ave. and 37th Ave is a ridge street be:
 - a) consistent in Building Context as "Limited".
 - b) consistent in Urban Form as 'Neighbourhood Local'. Specifically, un-interrupted in building scale on the ridge where 38 St. and 38A Street abut.
2. 38th St. and 38A St. be:
 - a) consistent in Building Context as 'Low Modified'. Specifically, uniform application with logical transition points at Parkhill Street and Stanley Road.
 - b) application of Urban Form designated 'Neighbourhood Local'.

We know our community and understand the City's objective. In the approved LAP, there are unfortunate inconsistencies and lack of attention paid to local context, and consideration to correct such issues remain in-step with the Municipal objective.

Please see the attached document for rationale supporting our request and re-iterate my **strenuous objection** to the current plan.

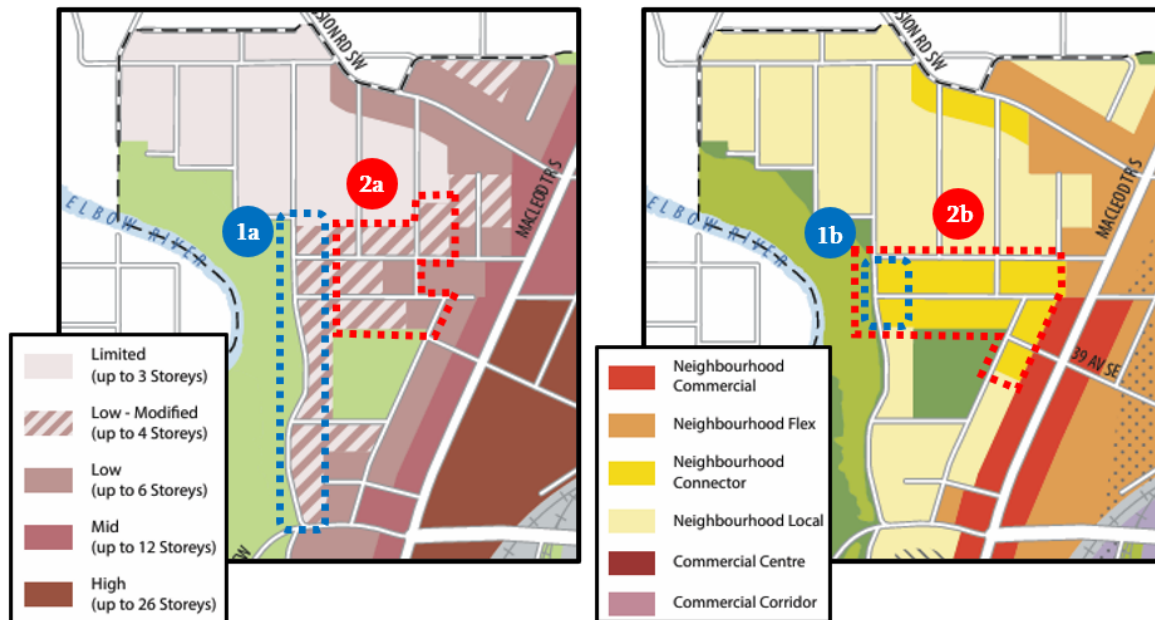
Regards,

Name _____

Address _____

Attachments – Planning Context Issues

PLANNING CONTEXT ISSUES



**Building Context – Reference Plan
Parkhill Community**

**Urban Form - Reference Plan
Parkhill Community**

1a 1A Street between 42nd Ave. and 37th Ave. **REQUEST: Building Context = Limited**

Attention to consistency in planning principles required.

- a) All other locations in the Chinook Area Plan and other community plans utilize “Limited” and Neighbourhood Local on ridge escarpment streets.
- b) In all other locations in the Chinook Area Plan, “Limited” designation used on all streets surrounding in community parks and green spaces.
- c) Building context is ‘Neighbourhood Local’ and Urban Form as low-modified is inconsistent.

1b 1A street where 38 St. and 38A Street abut. **REQUEST: Urban Form = Neighbourhood Local**

Attention to neighbourhood context required.

- a) Breaks up the Urban Form on the ridge for no explicable reason.
- b) Plainly, this must be an oversight with respect to application of urban form.

2a 38A St. and 38th street - west of Stanley Road and Parkhill St **REQUEST: Building Context = Limited**

Attention to neighbourhood context required.

Attention to planning principles required.

- a) Building context / scale are poor transitions, placement ‘mid-block’ whereby the building form begins to cut up the neighbourhood
- b) Building scales adjacent to community green space in all other planning areas in the Chinook Area Plan either Limited or on rare occasion, Low-Modified.

2b 38A St. and 38th street **REQUEST: Urban Form: = Neighbourhood Local**

Attention to typography/physical barriers, available opportunity for commercial access, and conflict with other objectives required.

- a) Clearly, not a connector to anything. If the consideration is Stanley Park, the only connection is 42nd street for both automotive and pedestrian considerations.
- b) ‘connector’ opportunities in opposite of other stated planning objectives. The LAP alternatively provides series of recommendations to support the evolution of MacLeod Trail as an ‘Urban Main Street’.
- c) With new urban forms also coming to and in construction on Mission Road one block north, there is no lack of current or future opportunities for mixed use, and harm can be created with over-application.
- d) This change has no impact on density objectives over time.



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First name [required] **Brenda**

Last name [required] **Lucy**

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] **Apr 2, 2025**

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

[required] - max 75 characters **see attached**

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME April 8th Council meeting.docx

ATTACHMENT_02_FILENAME

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

ATTENTION – CALGARY CITY COUNCIL RE APRIL 8, 2025 MEETING

I REJECT HIGH DENSITY R-CG BUILDINGS PERTAINING TO THE CHINOOK LAP AND MORE SPECIFICALLY IN THE ELBOYA NEIGHBORHOOD.

I specifically REQUEST THAT COUNCIL ALLOW **AMENDMENTS TO the Neighbourhood local category**, WHICH CURRENTLY ALLOWS FOR R-CG BUILDINGS OF 8 PLEXES THOROUGHOUT OUR NEIGHBOR HOOD.

1. **PLEASE CONSIDER PROTECTING CORE NEIGHBORHOODS** by ALTERING the neighbourhood local category AND ALLOW ONLY 1-2 dwelling units per lot.
2. **This is CONSISTENT WITH HERITAGE LAP** WHICH only allows for 1-2 dwelling units on most lots.

The current plan as proposed is contradictory to the Municipal Development Plan in which states “the city promotes infilling that is sensitive, compatible and complementary development to the existing physical patterns and character of the neighbourhoods”.

3. **THERE WAS NO REASONABLE PUBLIC CONSULTATION.** There was the appearance of consultation, however the process was biased and did not consider all aspects of feedback.
4. **HOW CAN THIS BE DONE ?** WHEN THERE WAS NO ENGINEERING STUDIES SHARED WITH THE PUBLIC, INCLUDING TRAFFIC OR OTHER STUDIES TO SUPPORT THIS DENSITY. – IE SCHOOLS.
5. Main thoroughfares, including Elbow drive, is zoned for 4 stories. This means the back of these units will be adjacent to single family homes and **is not a reasonable transition zone to protect current homeowners.**
5. **The plan depends on Cycling** as a main means of transportation. THAT IS NOT REASONABLE AT ALL. It is a fringe mode of transportation, given all realities of our city and climate.



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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] **Michelle and Wayne**

Last name [required] **Docking**

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 8, 2025**

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

[required] - max 75 characters **Chinook Communities Local Area Plan Public Hearing of Council April 8, 2025**

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

Chinook LAP Public Hearing of Council April 8. Resident comments..pdf

ATTACHMENT_02_FILENAME

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

Please see attachment for comments (Parkhill community member)

Chinook Communities Local Area Plan Public Hearing of Council April 8, 2025 (Parkhill resident submission/comments)

We have resided on the north side of 38A Avenue SW since 2016 and wish to submit feedback on the Chinook LAP, and in particular on the FAQ response to concerns about the designation of 38A as a neighbourhood connector, and the potential for up to 6 story buildings in the area, which we continue to believe is inappropriate. The FAQ references the intent for it to be an enhanced pedestrian corridor, but we note that the LAP does not separately define “pedestrian” connector and page 9 lists it along with Elbow Drive, 4th Street, 58th Avenue and 50th. 38A is not remotely in the same category. Here’s why:

First: 38A Avenue SW is a low traffic, one block long residential street that is already pedestrian and cyclist friendly; it is not clear what benefit there would be to the wider sidewalks mentioned in the FAQ. There are about 28 residences with a door on the street, and about two-thirds have been built in the last 25 years, many in the last 10, typically to high standards. Few are likely candidates for redevelopment within the 20- or 30-year period envisioned by the LAP, and even the older properties in the area frequently are renovated/upgraded. Many of the homes on the north side have front driveways, which limits availability of street parking, particularly on garbage pickup days.

Second: As it relates to the goal of achieving better east-west pedestrian access from the 39th Street station to amenities in Parkhill, I offer some observations as a frequent C-train-user. Pedestrian access to 38A from the 39th station requires navigating a 20-metre rise over 3 short blocks (that’s about the equivalent of a 7 or 8 commercial story climb). In the winter months, a safe descent on snow days requires ice traction devices on boots to prevent falls. In any season, it takes a high level of fitness and balance to make the trip. As the natural terrain and street alignment limits accessibility for all but fit pedestrians and cyclists, the 39 to Stanley to 38A Avenue seems a poor choice to be designated a neighbourhood “pedestrian” connector to Stanley Park and river paths, access to which is either off 42nd or by the Pioneer building, each of which are another 3 to 4 blocks away from the ridge (west) end of 38A. There are much shorter, more accessible routes to Stanley Park than down 38A.

Finally: On the route from 39th to 38A, there are a series of three t-shaped intersections that occur within a distance of about 100 metres, all with restricted sightlines that create risk to pedestrians and drivers alike, particularly when drivers use this route as a rush hour shortcut to Mission to avoid the turn at MacLeod. Large vehicles like firetrucks and long delivery trucks do not have straight drive-through access. On two separate occasions I have observed large rigs headed to Mission to deliver building materials to the construction site there fail in their attempt to make the turns to get to Parkhill Street – in one case stuck at the top of 39th, narrowly avoiding hitting the cars parked along the street as they attempted to straighten out and back down. The other I observed ultimately made that turn and the next (with lots of horns and backup indicators) but had to back up to the MacLeod end of 38A to make the final turn. It is not clear how large delivery vehicle traffic which might expect to have access to a neighbourhood connector to service businesses would be accommodated. Furthermore, the higher traffic levels that would come from commercialization and 6 story buildings would create even more risk to pedestrians than already is the case due to the t-intersections that have restricted sight lines.

For these reasons, we do not support the designation of this “38A route” as a neighbourhood connector, with the potential for up to 6 story buildings. Of note: we recently attended a community meeting to discuss the LAP and other development issues. The content of this letter was shared and received broad consensus of the other attendees (the numbers of which we were told exceeded that of the recent AGM for the Parkhill Community Association). It is clear we are not alone in our concerns.

Michell and Wayne Docking



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| | |
|--|---------------|
| First name [required] | Marie |
| Last name [required] | McNeill |
| 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 8, 2025 |
| What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here .) | |
| [required] - max 75 characters | Chinook LAP |
| Are you in favour or opposition of the issue? [required] | In opposition |



Public Submission

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ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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

I am writing to register my objection to the Chinook LAP proposal, and to request amendments to the neighborhood local category.

My husband and I have lived in the neighborhood for over 30 years, and chose it specifically for the fact that it consisted of single home dwellings. Council should and must reconsider and protect the core of the neighborhood by altering the local category to allow for ONLY 1-2 dwellings on most lots. The current plan as proposed is contradictory to the Municipal Development Plan, which states "the city promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of the neighborhoods".

There was also NO reasonable public consultation. The consultation process was biased, and did not consider all aspects of feedback. There were no engineering studies, no traffic studies, and no other data to support this density.

The main thoroughfares, including Elbow Drive, are zoned for 4 stories. Consequently this means the backs of these units will be adjacent to single family homes and is not a reasonable transition zone to protect current homeowners.

Finally, the plan depends on cycling as the primary mode of transportation. Ridiculous given the fact that Calgary can have 8 months of winter!!

I thank you in advance for your careful consideration of this very serious matter. We love our neighborhood, and will protect its integrity by any legal means possible.



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First name [required] **Matthew**

Last name [required] **McIntyre**

How do you wish to attend? **Remotely**

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? **No**

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

Date of meeting [required] **Apr 8, 2025**

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

[required] - max 75 characters **Chinook LAP**

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

Chinook LAP Feedback - M McIntyre.docx

ATTACHMENT_02_FILENAME

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

I currently have a meeting on April 8th. My ability to speak will be dependent on the time at which I may be called. As well I will submit a separate presentation document closer to the hearing. For now I am submitting my written submission.

Written Submission on the Chinook LAP – M McIntyre

Dear Mayor and Council

Thank-you for this opportunity to provide input

Planning Team Acknowledged

To start with, I would like to acknowledge the professionalism of the City's planning team members assigned to the open houses that occurred during development of the LAP. It is not surprising that when homeowners are being presented with plans that can have a very significant negative impact on their lives, that the discussions can be difficult.

My observation was that those young planners that facilitated the gathering of information did so with a smile, a great deal of patience and active listening. At times, they actively acknowledged what seemed like good ideas (see Manchester Impound Lot below as an example).

However there seems to be something rather broken in the process overall.

I can only assume that senior management, unlike the younger planners, are not sufficiently open to compromise. For instance, there were various suggestions made by me and others, to make some of the densification increases next to what are currently R-C1 developments, less severe (for instance a suggestion to limit development right beside current homes to a maximum of 4 stories vs 6). Or to have an active plan to deal with the Manchester Impound Lot as mentioned above and below.

Unfortunately, from what I can tell, not only were those ideas rejected without explanation, but some of the changes I see are exactly the opposite, where even greater densification is now being proposed.

I get it. Not everyone is going to be happy. But really, if there is true engagement, some compromise should be expected in the common sense situations as described above. But of course this will only happen if senior members of Administration, the decision makers, are acting reasonably. Unfortunately that does not seem to be, in general, the case.

Now to be clear, it is not to say there was no compromise at all. I see that in Parkhill, despite being near the existing 39th Ave LRT station, sensible reductions in density were proposed to preserve some of the neighbourhood character and improve the transition of density (or at least that what I assume was the reasoning).

But for the most part other sensible suggestions were ignored without explanation.

Here are a few excerpts of the City's Engage Policy as a quick reminder as to what I believe is a reasonable and legitimate expectation of the processes that should be used by Administration:

Engage Policy CP2023-05

... the City commits to conduct transparent and inclusive engagement processes that are responsive and accountable

The City communicates back:

- o what was heard – sharing input received, and
- o how input was considered in decision-making, including how it was used and rationale if not used.

INFORM / COMMUNICATE

- Share with Calgarians and other communities or groups if the input cannot be used in making the decision and the reasoning for why it may not be used.

What actually happened is rather disappointing I am afraid to say. And in fact, this sort of behaviour not only harms the image and reputation of the City of Calgary, but discouraged residents from even trying to participate. After all, what's the point of participating if you're not being listened too.

Public Hearing Notification Concerns

While I received various documents over the last approximately 2 years informing me that the development of the LAP was underway and I was provided the opportunity to provide feedback (which I did), I was not notified either of the Infrastructure and Planning Committee Public Hearing meeting nor the upcoming Council Public Hearing Meeting.

I only just heard about the latter through my community association and I am now scrambling to respond.

Calgary MUST DO BETTER. The LAP has a material impact on homeowners in the Chinook area. We deserve a right to be communicated with throughout the process and in particular with respect to Public Hearings and the opportunity to have input on final decisions.

I would note, that given the significance of this decision and the active participation of the community in developing the LAP, Council should be concerned that so few parties spoke or provided a written submission at the Infrastructure Public Hearing.

I see now that Council has adopted a new Advertisement Bylaw. I would point out that I had no idea that had happened which is a problem all in of itself. But I remind Council of the following from the MGA:

Advertisement bylaw

606.1(1) A council may by bylaw provide for one or more methods, which may include electronic means, for advertising proposed bylaws, resolutions, meetings, public hearings and other things referred to in section 606.

(2) Before making a bylaw under subsection (1), council must be satisfied that the method the bylaw would provide for is likely to bring proposed bylaws, resolutions, meetings, public hearings and other things advertised by that method to the attention of substantially all residents in the area to which the bylaw, resolution or other thing relates or in which the meeting or hearing is to be held.

Can Council honestly and in good faith be satisfied that your method is working and satisfies this obligation under the MGA?

I for one can tell you it is not working. I have not been aware of many things that are going on, particularly with respect to Public Hearings. First and most importantly, as I just mentioned, I wasn't even aware a new advertisement bylaw was created. Further, going back to critical decisions in recent times, I was not aware of the June 6, 2023 Council meeting, missing the opportunity (as did hundreds of other Calgarians) to provide a written submission. And of course, not being aware of the June 6th meeting and with no other notification I also was not aware of the CDC Public hearing of Sept 14, 2023.

In fact, it was only the last minute, when I received the "formal" notification of the blanket rezoning hearing at the beginning of April, that I even knew about that extremely impactful hearing. I should have been formally informed months before that.

The decision taken in those meetings had material impacts on me and my community and many of my friends. There is a fundamental communication problem that exists between Council and your constituents.

And the proof is in the pudding. Administration noted in their presentation in the Infrastructure & Planning Public hearing that 1200+ instances of direct engagement participation occurred. Doesn't it strike council at all strange that nary a one of those persons thought it important to speak at the public hearing or even submit something in writing?

It seems clear to me that when it is convenient, the City is prepared to notify homeowners. As I said, I received several brochures and emails regarding the LAP, including when I could provide input. So, when it is convenient to be able to check off the "we did public participation" box, I receive things in the mail or an email.

But when a decision might be challenged in a Public Hearing, it seems it is suddenly not so convenient then to notify the affected parties and to notify in a timely manner. This is not only all too disappointing but I suspect a denial of fundamental common law rights under the law.

I believe I have a legitimate expectation to receive at least as much formal notification for the Public Hearing for the Chinook LAP that I received for the Blanket Rezoning bylaw.

Is Council serious about Engagement or not? Or only when it's convenient?

As a result, my first comment is that **I very strongly recommend that Council take the decision to postpone the review and decision regarding this LAP bylaw until proper notification is given to all impacted residents** so they can have an opportunity to participate in the Public Hearing(s).

Public Input Minimized / Denied

And while we are discussing engagement, let's consider the process overall. Administration decides what to propose. Administration then gathers information so that they can check off the "public participation performed box". Then they decide what, if anything will get passed on to council. They decide what if anything will get changed.

I see that they have had broad brush comments about what they heard and did, but the devil as usual, is in the details, not the broad strokes.

This leaves, at best and if notified, citizens the opportunity to present specific concerns to council that weren't considered by Administration. But they are limited to a mere 5 minutes. And the 5 minute limitation is kept even when a presentation is by a community association representing hundreds of concerned homeowners. This process is not balanced at all.

I think Council needs to explain in what way this is remotely fair or reasonable. How can you be making decisions without a full picture of community concerns?

And when you see, as an example, multiple Community Associations raising the same concerns, how can you can not wonder if a bit more consultation is in order?

And again, I understand that not everyone is going to be happy. I understand that it is impractical to let every homeowner that wants to complain, have an unlimited time to do so.

But surely the view points of entire communities should carry an important weight in the process.

Missing Community Input Concerns

There are "9" Communities involved. Namely Parkhill, Elboya & Britannia, Windsor Park, Meadowlark Park, Mayfair & Bel-Aire, Manchester and Manchester Industrial.

To my knowledge, for the Infrastructure Public Hearing you heard from 5 of them (Parkhill, Elboya & Britannia, Mayfair & Bel-Aire). The fact that Windsor Park did not make a submission to the Infrastructure and Planning Committee Public Hearing should be concerning. It certainly surprises me and concerns me that there was no submission by them. I believe that Community Association is normally quite active. I am not familiar with how active Meadowlark Park is but I certainly wonder why there is not submission from them as well. As a councillor I would absolutely be curious what the views are of all of the communities in the Chinook LAP. Possibly the response is "we are divided". But at least you know that they were aware of the opportunity to speak. And as I understand it, there is no Manchester Community Association and of course the Industrial group was managed in a special way by Planning.

At any rate, putting aside the lack of notification to individual homeowners and thus the exclusion of feedback from them directly (and to state the obvious, it is not the job of Community Association to provide individual homeowners formal notification, that clearly rests on the shoulders of the City), 5 active Community Association provided feedback.

5 Community Associations representing a clear majority of property owners in the Chinook LAP.

And what in general was their feedback. It was thoughtful and articulate and listed several issues that they believe should have further discussion on.

Is that unreasonable? Is there a fire that requires the decision be made exactly to Administration's timeline? Or is it more reasonable, far more reasonable, that Council pauses the decision and asks Administration to continue engagement for a few more months, then allow the community associations

to make a full presentation of how that went. And with a full and complete set of information, then Council can make a final and fair decision. With all the cards on the table.

To be clear, Council should be making a decision with all the information. This should not be a process where Administration actually makes the decision, deciding what feedback they want to use or not use, then simply asks council to bless it.

Finally, I can imagine some councillors may want to solve this problem by proposing an amendment(s) to deal with the issue raised. PLEASE DO NOT DO THAT.

This is an opportunity for meaningful engagement. This an opportunity for Administration and the City to build trust within the community. And again, I do not expect all of the issues to be solved by doing what the communities want. But it is clear to me that some exploration of ideas and additional collaboration should lead to some win-win alternatives

General LAP Process Concern

Have a 10 year review transition process

I have a major concern with the overall process. As I understand it, the idea is to create a vision of the LAP 30 years from now. But in fact, decisions will be taken “today” (immediately upon approval of the LAP) to redesignate lands for what the vision is in the far future.

The problem is that any particular part of the neighbourhood could be immediately impacted with what the vision is for 30 years from now, but with no transition having taken place elsewhere. This can lead to significant negative impact with respect to enjoyment of a property including shadowing, noise, parking, green space etc.

A more prudent approach would be to create the 30-year plan, with an initial set of changes and then on a 10 year basis (for instance) have a review that allows for a continuous and sensible transition to take place.

Not Compliant with the Policies of the MDP

As I understand it, based on the MGA, the City is obligated to respect its MDP. While Administration may be planning to change the MDP, until that occurs, the City cannot simply cannot ignore its own high-level policies (aka the MDP). And the Administration cannot create an LAP based on what it hopes it might be able to get approved in accordance with that hypothetical new MDP.

So what does the MDP say?

Intensification should be accommodated within existing communities in a sensitive manner. ...The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods. (s. 2.2.5)

Objective: Respect and enhance neighbourhood character and vitality.

Policies:

- a. Respect the existing character of low-density residential areas, while still allowing for innovative and creative designs that foster distinctiveness.
- b. Ensure an appropriate transition of development intensity, uses and built form between areas of higher and lower intensity, such as low-density residential areas and more intensive multi-residential or commercial areas.
- c. Ensure infill development complements the established character of the area and **does not create dramatic contrasts in the physical development pattern.**
- d. Ensure that the preparation of local area plans includes community engagement early in the decision-making process that identifies and addresses local character, community needs and **appropriate development transitions with existing neighbourhoods. (s. 2.3.2)**

The Chinook LAP neighbourhoods are currently subject to R-CG development. Frankly that decision already failed to respect the obligations within the MDP, given that R-CG already has a high level of development intensity from even just one 12-unit development on a block.

The vast majority of Elboya, Britannia, Mayfair and Bel-Aire for instance are R-C1 dwellings. Yes, that is legacy, but the point is even R-CG is a significant impact. Those existing communities are from a practical perspective, **Neighbourhood Local, “Extra” Limited Scale areas** (the character of the neighbourhoods is not 3 story but 2 story developments, so they are “Extra” limited scale in my view)

But putting that aside, what further densification is being proposed?

Let’s take the east side of Elboya for example. The Chinook LAP is proposing to have Neighbourhood Local form is attached with a building scale of “low” (which is 6 stories and which by the way is an oxymoron if I ever saw one – what part of 6 stories is low) developed right beside the existing R-C1 homes.

The point being, the proposed Chinook LAP appears to be in conflict with the MDP. Council must refuse to approve it based on this and direct Administration to engage further with the Community Association to either confirm that the Association’s (and my) understanding is incorrect, or make appropriate changes to permit a transition that respects existing built forms and community character.

As a final comment, note that the Chinook LAP says the following:

2.2.1.4 Policy

Site, Building, and Landscape Design

c. Development in Neighbourhood Connector and Neighbourhood Local areas should:

- i. consider the local built form context;*
- ii. be oriented towards the street;*
- iii. consider shadowing impacts on neighbouring properties and parks: and,*
- iv. provide access to off-street parking*

The planned densification doesn’t even comply with the policies within the LAP.

SPECIFIC LAP CONCERNS

Public Transit Reality

In my view, public transit does not currently, nor will it in the foreseeable future, provide a viable alternative to motor vehicles for most suburban trips. It's simply not financially feasible or realistic to assume that public transit will ever be able to substantially displace private motor vehicles as the primary means of suburban transportation in the Chinook communities. Certainly not within the timeframe of the LAP (30 years).

And the city must have a policy that ENABLES people. The cost of housing is only part of the affordability issue. Enabling people to get good jobs is just as important. They must be able to travel back and forth to their jobs in a reasonable amount of time. That is every bit as important.

And speaking of which, given the few LRT lines Calgary will have in the foreseeable future, it will be essential to keep them as efficient as possible. Not a milk run line with dozens of stops, except in very dense locations like downtown.

The point being, the idea of a 50th Ave LRT station is a poor one at best.

And it seems, based on this decision for an LRT station that is nebulous at best, it was decided to add extra densification in Elboya (the Stanley Crescent cul-de-sac that was changed to increased densification at the last minute). To add densification to serve for an LRT station that doesn't even exist is a very poor plan.

Finally, surely the City knows that there have been relatively recent developments (upgrades of housing) within the cul-de-sac, that makes it a poor candidate for the proposed change. But moreover, even to the extent of insisting on the densification, Administration seems to have not realized the large differences in elevations between 4 Street SW and Stanley Rd, meaning that 4 story buildings in the cul-de-sac would impose massive shadowing and privacy concerns for the neighbours behind them that could be almost 10 meters lower.

PARKING

Given that all residential communities in Calgary are now under at least a R-CG zoning designation, parking will be a real issue. With only 4 mandated parking stalls per rowhouse development and given that as a minimum all of the new rowhouse development proposals include 4 secondary suites and with the average household in Calgary having approximately 1.8 cars each, every rowhouse development can be expected to overwhelm the available street parking.

Just one of these R-CG rowhouse developments could be adding as many as 10 cars (14 cars per development, less 4 on-site stalls) to the street on their own. That uses up all the street parking for more than 3 other 50 ft wide homes (assuming those homes don't have their own needs for street parking).

Add in the amount of even more intense densification being proposed in parts of the Chinook LAP, and this will become a crisis in many parts of our communities.

It is time to stop the inane comment that “parking is a public resource” and “we’ll work it out in the future”.

The entire point of the LAP is to map out the future now. So take a minute. Catch your breath and at least put a little bit of effort into planning. That is the point of this entire exercise isn’t it, to make a plan?

BUT FAR MORE IMPORTANTLY – A PLAN FOR ELECTRIC CARS

Unless I missed the boat somewhere, climate change is a concern. And in fact, at least as I understand it, it is a concern that the City shares.

And what is a reasonable expectation of the future? That there will be lots of electric cars, well within the 30 year plan of the LAP.

And so, if there is no, or limited on-site parking for denser developments, how are our electric cars going to get charged? This is no small matter. It needs to be added to each and every development going forward. And for the doubt, it must be a mandatory part of the development of individual lots and equally on a macro level, such as an LAP.

DO NOT PUNT THIS DOWN THE ROAD. Now is the time to act.

It needs, dare I say it, a PLAN!!

PARKS AND GREEN SPACES

Action is required and needs to be a commitment in the LAP with respect to parks and green spaces.

The City should be every bit as committed to taking appropriate action on parks as they expect of existing homeowners in accepting densification.

Within section 3.2.2 Parks, Open Spaces, and Natural Areas, there is too much “should” and not enough “will” or “must”

Stanley Park

The following improvements ~~should~~ / **WILL** be considered for Stanley Park:

- i. preserve, restore, and enhance natural areas;
- ii. encourage year-round structured and unstructured recreational activities with supporting infrastructure minimizing the impacts on ecologically sensitive areas;
- iii. support winter use through amenities such as lighting, wind breaks, public washrooms, and warming huts; and,
- iv. delineate and improve the picnic area along the riverfront to protect the natural vegetation from disturbance.

Urban Forest

The Chinook Communities currently have 12.4% tree canopy coverage, which is above the city average. **The goal / The City will take action** for this area is to maintain the current tree canopy of 12.4% by 2030 and increase to 14.8% by 2040 and 15.9% by 2050 through retention of the existing canopy and planting new trees, **by immediately initiating a task force to develop a concrete plan to meet the targets noted.**

With respect to Stanley Park, it already overwhelmed during the summer months and residents have a difficult time accessing the amenities due to current crowd size. Specific action is required.

Even more important PLANT TREES TODAY. More and more of the big trees are being taken down in the park with little to no action being taken to replace them. A park without trees is just a parking lot with grass. And need I remind you it takes years, even decades for trees to grow to a useful size.

Let me repeat, plant them TODAY.

Given the substantial higher density re-development proposed for Manchester and Manchester Industrial a specific plan is required. There is very little existing green space (whether park or other natural space) in Manchester. This is a significant planning oversight.

MANCHESTER CITY IMPOUND LOT

Note what the MDP, which states (s. 2.2.2):

Underutilized commercial and brownfield sites near the Primary Transit Network should be redeveloped over time, where feasible, as mixed-use and/or employment intensive sites.

As I, and apparently MANY OTHERS have pointed out to Administration, the impound lot, located right next to the 39th Ave LRT station, is a prime area for residential development. When I raised this with a few planners at the open house I attended, there seemed to be genuine interest in the idea. And recognition that fair is fair. If residents are expected to take action and accept densification, so should the City. So what happened?

- The Policy language in section 2.2.5.5 of the LAP regarding the Impound Lot
“Should this site no longer be required for its current impound lot purpose, an amendment to this Plan may be required to incorporate new urban form categories and building scale modifiers that will allow for transit-oriented development” is insufficient.

If the City expects us to densify our neighbourhoods, embrace the idea of transit corridors and fewer cars, they “must” be prepared to walk the talk. The language of “should” and “may be required” is unacceptable and ironically feels like NIMBYism coming from the City.

The policy should be something like the following: “The City will conduct a feasibility study and will develop a plan to move the impound lot to another location and develop the site for residential development including non-market housing.”

And BTW, if someone who's car has been impounded has to take the LRT and then a short connector bus ride to the new impound lot ... that is just fine.

RESTRICTIVE COVENANTS

The City may want to continue to choose to ignore the existence of Restrictive Covenants, but they exist, they are enforced and their existence ensures the maintenance of the character of a neighbourhood. And as I am sure the city knows, there are restrictive covenants throughout the Chinook LAP.

I imagine that Administration envisions R-CG developments next to 4 and 6 story developments, perhaps thinking that if a "3 story" development is next to a 4 or 6 story development, that maybe that is a reasonable transition for built form.

The reality is that the existence of the restrictive covenant means that it is a single-family dwelling, a dwelling that is one to two stories high, is what will be located next to the 4 and 6 story developments being proposed. Such a transition is not acceptable.

There will be obvious shading and other property enjoyment impacts.

And wishing it was different, will not make it so. It is like the city is wondering why they are getting wet because they have been trying to pretend there is no river when the fact is, there is a river.

Any plans to have a proper transition of built form, must acknowledge the existence of restrictive covenants to make sure MDP and other policies are respected. If at some point in the future a particular restrictive covenant ceases to be, then the LAP can be changed. In the meantime, let's all live in the real world.

NEW SUBDIVISION AND INNER-CITY PREJUDICE

Finally, let's talk about the hypocrisy of what the plan for new subdivision looks like compared to what is being proposed to our inner-city neighbourhoods.

I have heard Administration say things like ... "but the new subdivisions are all zoned for R-CG" and "it's all mixed form housing" "so it's only fair that that happens in the inner city too".

But what is the reality in the new subdivisions?

Let's take Mahogany as an example.

That new subdivision is segregated.

It is planned segregation. Almost assuredly it is as it was proposed by the developer and with the full support and blessing of Administration and Council.

The rowhouses are all in their own block. The apartment buildings are all in their own block. The narrow single-family homes are all in their own block. The large single family "mansions" are all along the lake and all in their own block.

THERE IS NO MIXING WHATSOEVER.

There are no 3 story “row houses” with 8 to 12 units in the middle of the large single family dwelling blocks, shadowing the backyards of those new houses and congesting the streets with cars.

The rowhouses aren’t even in the middle of the block of the more comparable (from a purchase perspective) narrow single family houses.

And guess what else?

THEY HAVE RESTRICTED COVENANTS and even a gated island with the luxury units (aka houses) all under a condominium board.

All of this far more “exclusionary” than our inner-city communities.

And why?

Obviously because those that can afford the more costly units, don’t want mixing. They don’t want their backyards shaded. Or the parking problems that come with ill conceived development plans.

And Developers could not maximize their returns with mixing. They would lose money.

Now to be clear, densification will come, particularly for older inner-city communities. I accept that.

But that densification should come with a sensible, evolving plan and with a transition that occurs over time.

Not by insisting that anything can be built beside R-C1 homes and that the impact of the homeowner whose house conforms the previous R-C1 limitations is not important. That the shadowing, the invasion of privacy, the parking congestion is a trivial concern and necessary in the name of ... in the name of what? Progress? Insensitivity?

This process is fundamentally flawed in my view because it is a 30-year vision, without a consideration of timely transition.

And the bias against inner city homeowners and claims that the inner-city homeowners who don’t embrace the poor planning of Administration only do so because of their “exclusionary attitudes” is **shameful and hurtful. That narrative must stop!!**

I see over and over again members of my community accepting that densification will happen. We simply want a sensible plan that allows for a reasonable transition.

Sorry if that means planners have to work hard.

Please do not approve this LAP today. Ask Administration to do the work required to get this right. And make sure you NOTIFY us so we can have a fair opportunity to make any final presentations that are appropriate once the work is done. This is an opportunity to build trust. Do not turn a blind eye to this.

Sincerely

Matthew McIntyre



Public Submission

CC 968 (R2024-05)

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First name [required] Dana

Last name [required] Lougheed

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 8, 2025

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

[required] - max 75 characters Chinook LAP

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



Public Submission

CC 968 (R2024-05)

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

April 1, 2025

To: Mayor and Councillors,

Via City Clerk's Office

Re: Concerns Regarding the Chinook Communities Local Area Plan (LAP)

Dear Mayor and Councillors,

I am writing on behalf of the Elboya-Britannia Community Association (EBCA) to express our significant concerns about the proposed Chinook Communities Local Area Plan (LAP). After careful review, we believe that the proposed plan should be rejected by City Council for the following reasons:

1. Inadequate Community Engagement

The Chinook LAP fails to align with the City of Calgary's Municipal Development Plan (MDP) due to incomplete community engagement, which was further compromised by the administration's goals.

MDP Policy 2.3.2d, which stresses early and thorough community engagement in the preparation of local area plans, was not adequately followed, particularly in the preparation of Section 2.2.1.6 (Neighbourhood Local). While some early engagement occurred, no opportunity for meaningful input was provided on this crucial section.

As a participant in the Chinook LAP Working Group, I can confirm that the Neighbourhood Local category was expected to be discussed. However, on June 4, 2024, an email from administration was sent stating that the topic of *Neighborhood Local*, including all building forms on individual properties that make up the most significant portion of our neighborhood, would no longer be part of the local area planning discussion.

“Since Council has decided (through the Citywide rezoning) where small-scale homes including single-detached homes, semi-detached homes, townhomes or row homes are appropriate, **this is no longer a topic that we will engage on within the local area planning process.**”

Not only was there no opportunity for engagement, but we were also explicitly prevented from discussing it.

The City’s ENGAGE process, of which you are aware, is outlined for your reference, below:



We feel the level of engagement that occurred allowed only for the listen and learn component of your policy with limited consultation engagement, on certain aspects of the plan only.

In addition, during the working group sessions, administration carefully directed and managed the conversation to achieve their own goals, rather than engage in a meaningful collaborative process where all stakeholders were respected. This clearly does not comply with the MDP requirement for fulsome community engagement.

We request that Council mandate a more thorough engagement process that respects the principles of collaboration and, indeed, your approved ENGAGE policy.

2. Inconsistencies in Policy

The Neighbourhood Local category in the Chinook LAP lacks clarity and consistency when compared to other LAPs, particularly the Heritage LAP, as shown below.

Heritage Neighborhood Local category reads as follows:

Policy 2.2.1.6

- a. *Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.*
- b. *Building forms that contain one or two residential units are supported in the Neighbourhood Local, Limited Scale area.*
- c. *Building forms that contain three or more residential units should be supported on parcels with rear lanes in any one or more of the following areas:*
 - i. *Within Transition Zones in transit station areas;*
 - ii. *On corner parcels; and,*
 - iii. *Adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectare in size with no dimension less than 25 metres.*
- d. *Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:*
 - i. *access to sunlight and shade on adjacent parcels; and,*
 - ii. *protection of existing, healthy trees or landscaping on the parcel, where appropriate*

Chinook Neighborhood Local category, equivalent policy, reads as follows:

Policy 2.2.1.6

Site, Building, and Landscape Design a. Multi-Residential development is only supported in the Neighbourhood Local, Limited Scale areas in a grade-oriented form.

As you can see, the Heritage LAP provides clear, specific guidance on residential development. In contrast, the Chinook LAP's policy on Neighbourhood Local areas is vague,

without elaborating on the circumstances under which various building types are appropriate and in keeping with neighborhood character.

This lack of detail is concerning and represents a departure from the thoughtful policies in the Heritage, Westbrook, and North Hill LAPs. The failure of administration to consider these plans when developing the Chinook LAP is disappointing and undermines the precedent set by City Council on February 4th, 2025 when you re-affirmed these previously approved LAP's.

3. Infrastructure Concerns

We are also deeply concerned about the ability of the infrastructure in older neighbourhoods to support the increased density proposed by the Chinook LAP. There has been a lack of thorough infrastructure assessments conducted for these communities.

Recent incidents in Bowness have highlighted the risks posed by failing infrastructure, including water contamination and inadequate supply. We urge the City to conduct thorough infrastructure studies to ensure that our communities can accommodate the proposed density increases without jeopardizing the safety of drinking water and other essential services.

Request for Action

Given these significant concerns, we respectfully request that City Council:

1. Reject the proposed Chinook Communities Local Area Plan as written.
2. Return the LAP to administration to amend the Neighbourhood Local category to align with Council's re-affirmed definitions seen in the Heritage, Westbrook, and North Hill LAPs.
3. Ensure a comprehensive, transparent, and inclusive public engagement process, aligned with the City's ENGAGE policy, including meaningful discussions on Neighbourhood Local designations and their long-term impact on our communities.

4. Develop clear, actionable policies for Neighbourhood Local areas that align with the Municipal Development Plan's principles and respect for community character,
5. Pause the LAP until further infrastructure assessments are completed to ensure the safety of our communities, particularly in terms of water supply and sewage systems.

I look forward to further discussions during the public hearing on April 8th.

Respectfully,

Dana Lougheed

Dana Lougheed

Director, Planning & Development – Elboya

Elboya-Britannia Community Association (EBCA)



Public Submission

CC 968 (R2024-05)

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First name [required] **Jessica**

Last name [required] **Karpat**

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] **Council**

Date of meeting [required] **Apr 8, 2025**

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

[required] - max 75 characters **Chinook Local Area Plan**

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



Public Submission

CC 968 (R2024-05)

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Chinook LAP - QPD Position March 31 2025.pdf

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



1026 16 Ave NW, Suite 203
Calgary, AB T2M 0K6
587-350-5172

March 31, 2025

Calgary City Council
Calgary City Hall
800 Macleod Trail SE
Calgary, AB T2G 5E6

Re: Proposed Chinook Local Area Plan (LAP)

Dear Mayor Gondek and Members of Council,

On behalf of our clients, we would like to express our support for the Chinook Communities Local Area Plan (LAP).

We support the general intent of the draft plan; the policies in the plan will create unique opportunities for diverse residential options, sustainable commercial and retail spaces, innovative industrial development and vibrant green spaces which will enhance the lives of residents, employees and visitors to the Chinook Communities area.

The draft LAP proposes accommodating growth around Major Activity Centres, transit station areas, Main streets, and other important corridors through the draft urban form and building scale. This aligns with the objectives of the Municipal Development Plan to “to build and diversify urban activities within activity nodes, by locating a portion of new housing and jobs within higher intensity, mixed-use areas that are well connected to the Primary Transit Network”.

We would like to thank Administration for their dedicated efforts in creating this plan. We urge members of the Council to vote in favor and adopt the draft plan. Thank you for your regard as you deliberate on the proposed Chinook LAP.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Karpat", is written in a cursive style.

Jessica Karpat, MEdes, RPP, MCIP
Principal – Planning, QuantumPlace Developments Ltd.



Public Submission

CC 968 (R2024-05)

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First name [required] **Samantha**

Last name [required] **Stokes**

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] **Council**

Date of meeting [required] **Apr 8, 2025**

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

[required] - max 75 characters **Chinook Local Area Plan**

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



Public Submission

CC 968 (R2024-05)

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

March 31, 2025

VIA EMAIL

The City of Calgary
800 Macleod Trl SE
Calgary, AB T2G 2M3

Attention: The Mayor and Council

Dear Sirs/Madams:

Re: Chinook Local Area Plan

I write further to the Chinook Local Area Plan (the "Chinook LAP") which is set to come before Council on April 8, 2025. While I will acknowledge there are parts of the Chinook LAP which make sense, I encourage you to either:

- (1) Reject to passing the Chinook LAP in its entirety;
- (2) Amend the proposed Chinook LAP as it pertains to "Neighbourhood Local"; or
- (3) Refer the Chinook LAP back to Administration, with direction, as to the required consultation in respect of Neighbourhood Local.

1. Background

Until July 2024, I sat as the Director of Development, Elboya on the Elboya Britannia Community Association (the "EBCA") and sat as a community association member on the Chinook LAP Working Group. While I no longer sit on the EBCA, I continue to reside in Elboya, along with my husband and young son.

Before addressing my submissions in detail, after the lead up to the blanket upzoning hearing ("Blanket Upzoning") where we had significant community involvement and interest (meetings attended by >199 residents and a 25-person committee), I note that there may be a sense of apathy amongst my neighbours, not only from the close to two year process we have engaged in in respect of upzoning and the local area plan, but a sense of frustration that resident involvement in broad policy hearings may be pointless and that certain planning decisions are a fait accompli.

Accordingly, even if you do not see my neighbours before Council (who are similarly to me, working parents of young children), know that they remain concerned about redevelopment in our neighbourhood.

2. Blanket Upzoning versus the Chinook LAP

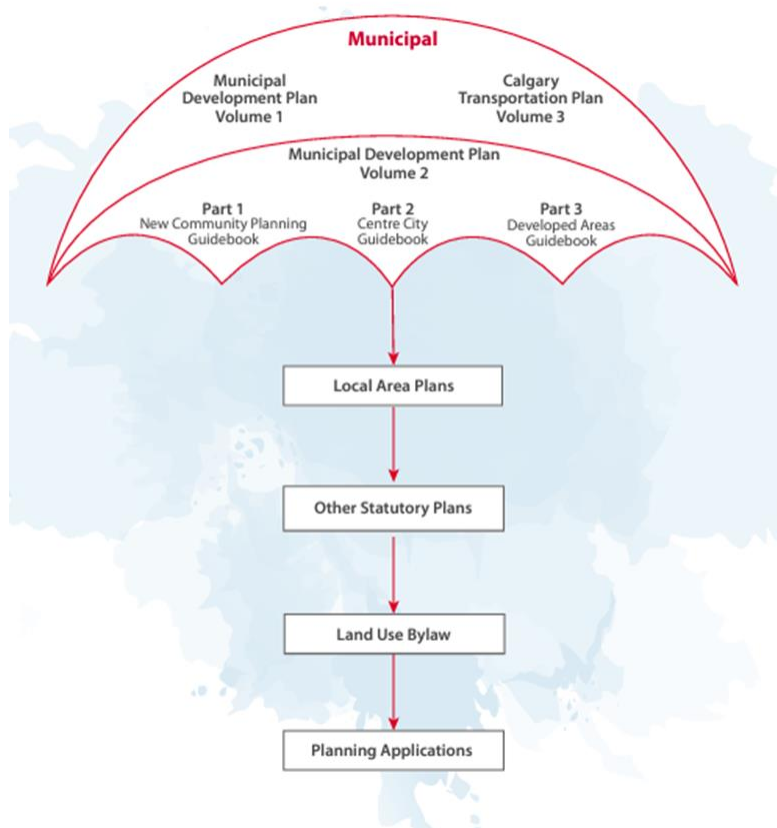
Through my time on the EBCA, I was intimately involved in our communities' response to the proposed Blanket Upzoning. Through that, I listened to many hours of presentations, and discussion from Council.

One matter that struck me was in respect of the discussion on issues associated with Blanket Upzoning, such as context (which is a valid planning consideration). There was much discussion throughout the hearing that these issues could be addressed at the development permit stage, through administration and appeals to the Calgary Subdivision and Development Appeal Board (the "SDAB").

This was thought to be a trade off: developers can avoid the application for a land use change, but context specific issues can be addressed during the development permit process. The local area plans were said to be the vehicle for this review. However, the Chinook LAP, as currently drafted, provides no guidance to Administration or the SDAB, except that townhouses and rowhouses are appropriate anywhere. This effectively diminishes any ability for Administration, community members and the Board to address whether a proposed development is appropriate for the site.

3. The Chinook LAP versus the LUB

It likely goes without saying that there is a planning hierarchy in Alberta. A visual representation of this planning hierarchy is below:



As you can see, the MDP is a higher level planning document than a local area plan (also known as an area redevelopment plan), which sits higher than the land use bylaw. Accordingly, within a land use bylaw, even a certain type of development is allowed, the higher level statutory plans will inform whether the development (discretionary) is appropriate for the site.

During the Chinook LAP working group process, we were told throughout that any consultation on Neighbourhood Local was deferred until after the conclusion of the Blanket Upzoning hearing. Upon its

March 31, 2025
Page 3

conclusion, we were then told there would be no consultation with respect to Neighbourhood Local, as Council provided direction in respect of the local area plans when passing Blanket Upzoning.

With the greatest respect to Administration, the passing of Blanket Upzoning does not equate to a mandate to not consult in respect of Neighbourhood Local or that Council sought to have townhouses and rowhouses appropriate on all lots within Neighbourhood Local. In fact, the comments I note above show that Council wanted to ensure there was specific direction regarding context so that issues could be addressed during the development permit phase. One must only remember the emotionally evoking presentation of Ms. Popowich to see why it is important to have community context as a planning consideration, with direction to Administration and the SDAB regarding same.

Further, we recently saw a rejection by Council of a proposal to align the Heritage, Westbrook and North Hill LAPs with Blanket Upzoning, providing further confirmation that Council's direction is in fact to not have the Neighbourhood Local policy within LAPs in complete alignment with Blanket Upzoning.

Accordingly, the following addresses three proposed options for Council to consider on April 8, 2025:

4. Suggested Council Options

(a) Rejection of the Chinook LAP

From a starting point, Council could, of course, vote against the passing of the Chinook LAP, and I would encourage you to do so as currently drafted. The policy which I, along with my neighbours, care about the most is "Neighbourhood Local". As currently drafted, townhouses and rowhouses are supported on any lot, with minimal reference to community context (2.2.1.4, Neighbourhood Connector and Neighbourhood Local):

- c.** Development in Neighbourhood Connector and Neighbourhood Local areas should:
 - i.** consider the local **built form** context;
 - ii.** be oriented towards the street;
 - iii.** consider shadowing impacts on neighbouring properties and parks; and,
 - iv.** provide access to off-street parking and loading areas from the lane.

I note the reference to "should" which is more permissive than "must", and may provide discretion to both Administration and the SDAB that there was not a clear mandate on the consideration of these matters. Further, with respect to policies within Neighbourhood Local, it is scant:

2.2.1.6 Neighbourhood Local

Neighbourhood Local areas are characterized by a range of housing types and home-based businesses. Neighbourhood Local areas have developed in a variety of ways with characteristics that shape how these areas change and grow, including when the community was built, existing **heritage assets**, established development pattern and access to parks, open space and other amenities. The **public space** may include features such as landscaped boulevards and public street trees.

Policy

Site, Building, and Landscape Design

- a. Multi-Residential development is only supported in the Neighbourhood Local, Limited Scale areas in a grade-oriented form.

Accordingly, as currently drafted, there are minimal policies within Neighbourhood Local that help guide re-development in our neighbourhoods, besides 'build anything [townhouses/rowhouses], anywhere'.

For these reasons, if there are no amendments to the Chinook LAP, the Chinook LAP should be rejected outright.

(b) Proposed Amendments to the Chinook LAP

In the alternative, Council could propose amendments to the Chinook LAP.

The Heritage, Westbrook and North Hill LAPs were recently before Council for amendment to essentially mirror them to the draft Chinook LAP. This was rejected, with Council voting to retain the currently approved version. Accordingly, at minimum, the Chinook LAP should be informed by the policies within these in-force LAPs:

Policy

- a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.
- b. Building forms that contain one or two residential units are supported in the Neighbourhood Local, Limited Scale area.
- c. Building forms that contain three or more residential units should be supported on parcels with rear lanes in any one or more of the following areas:
 - i. Within Transition Zones in transit station areas;
 - ii. On corner parcels; and,
 - iii. Adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectare in size with no dimension less than 25 metres.
- d. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:
 - i. access to sunlight and shade on adjacent parcels; and,
 - ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate.

The above example is taken from the policies on Neighbourhood Local within the Heritage LAP. The shocking lack of policy guidance within the Chinook LAP is obvious when you compare to the Heritage

March 31, 2025
Page 5

LAP. Accordingly, I suggest that within the Chinook LAP, you delete policy 2.2.1.6(a), and replace it with policies (a) through (d) from the Heritage LAP, with the following amendments:

- c. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale **must be** designed to complement the surrounding context....

In my view, including the Heritage LAP language (as modified above), still addresses the City's densification and redevelopment goals by supporting duplexes throughout our policy area, and will allow higher density rowhouses and townhouses where the context allows it.

(c) Refer Back to Administration

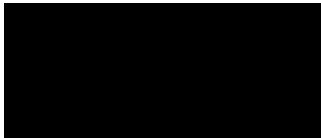
In the further alternative, you could refer the Chinook LAP back to Administration so that they can properly consult on the Neighbourhood Local area, with direction from Council that the Chinook LAP does not need to mirror Blanket Upzoning. This will ensure consistency with the requirement within the MDP that consultation of communities occur.

5. Conclusion

In my view, there are three options before Council: (1) reject the Chinook LAP outright; (2) amend the Chinook LAP to provide more guidance to Administration and the Board regarding appropriateness of development; or (3) refer the Chinook LAP back to Administration. In my view, option (2) is likely the most appropriate.

I would be pleased to discuss this issue further, and answer any questions you may have during the Public Hearing on April 8, 2025.

Yours sincerely,



Samantha E. Stokes
SS/ss



Public Submission

CC 968 (R2024-05)

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First name [required] Tara

Last name [required] Weiss

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] Council

Date of meeting [required] Apr 8, 2025

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

[required] - max 75 characters Chinook 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

Parkhill Street and Housing Form.pdf

ATTACHMENT_02_FILENAME

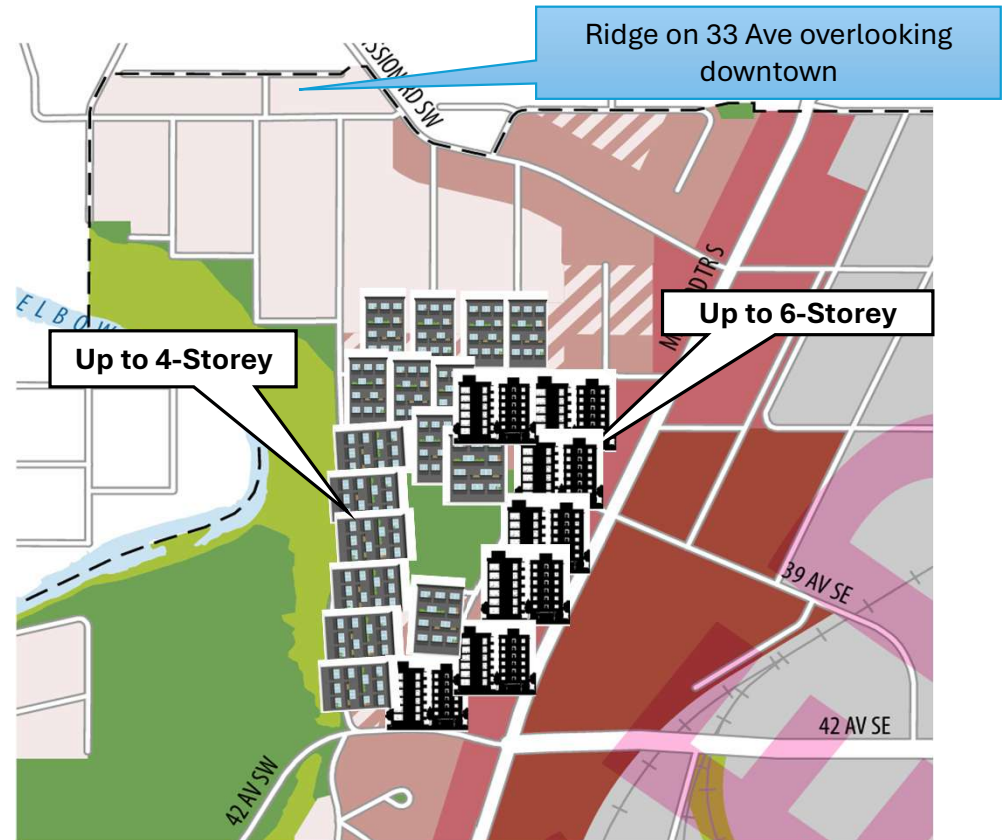
Ridges and Housing Form - Chinook LAP.pdf

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

Having long resigned myself to the fact this Council and City planners do not listen to its citizens and the LAP "consultation process" was simply window dressing for an agenda, it comes as no surprise the Chinook Communities LAP is intent on erasing the southern end of the Parkhill neighbourhood as we know it today. Designating 38A Ave and 38 Ave as community connectors with the accompanying 6 story building form is the first step in cleaving off the south boundary as a family focused neighbourhood. These avenues "connect" to nowhere; they abut to the ridge overlooking Stanley Park and provide no official entry to the park. It is inappropriate to allow 6-storey buildings with possible retail allowable under this building form into this small block that today is dominated by infill housing and low-rise apartments (less than 4 storeys at street level/ eye level). The newly designated "connector" streets along with increased speed limits, more traffic and parking due to 6-story buildings pose safety hazards for neighbourhood pedestrians. Those who play in the community association playground, soccer fields, basketball court, tennis and handball courts or participate in community events will now have to cross busy, cramped and congested 38A and 38 Ave. Further allowing of a 4-story building form along the length of 1A street commencing at the corner of 38 Street and 1A Street to the neighbourhood entry at 42nd Street is a complete betrayal of the established building form of infills and single-family housing. 1A Street along the ridge will see increased traffic given 4-storey buildings will come in short order. Every other ridge area in the LAP plan, from Britannia's ridge, the 33rd Ave ridge (overlooking downtown in Parkhill), Elboya's ridge overlooking 42street & Stanley Park to Bell Aire and Mayfair's ridge overlooking the Country Club and reservoir all have up to 3-storey only designations. Parkhill is the only neighbourhood ridge singled out for 4-storey complexes. The economic discrimination is clear; Parkhill is simply not wealthy enough to fund influence and outcomes. (I read what happened at Glenmore Landing.) City Council has an ethical responsibility to treat neighbourhoods equitably, which is clearly not the case when it comes to LAP for Parkhill. 38A, 38 Ave and 1A Street along the ridge should remain neighbourhood streets with 3-storey or less as its building form.



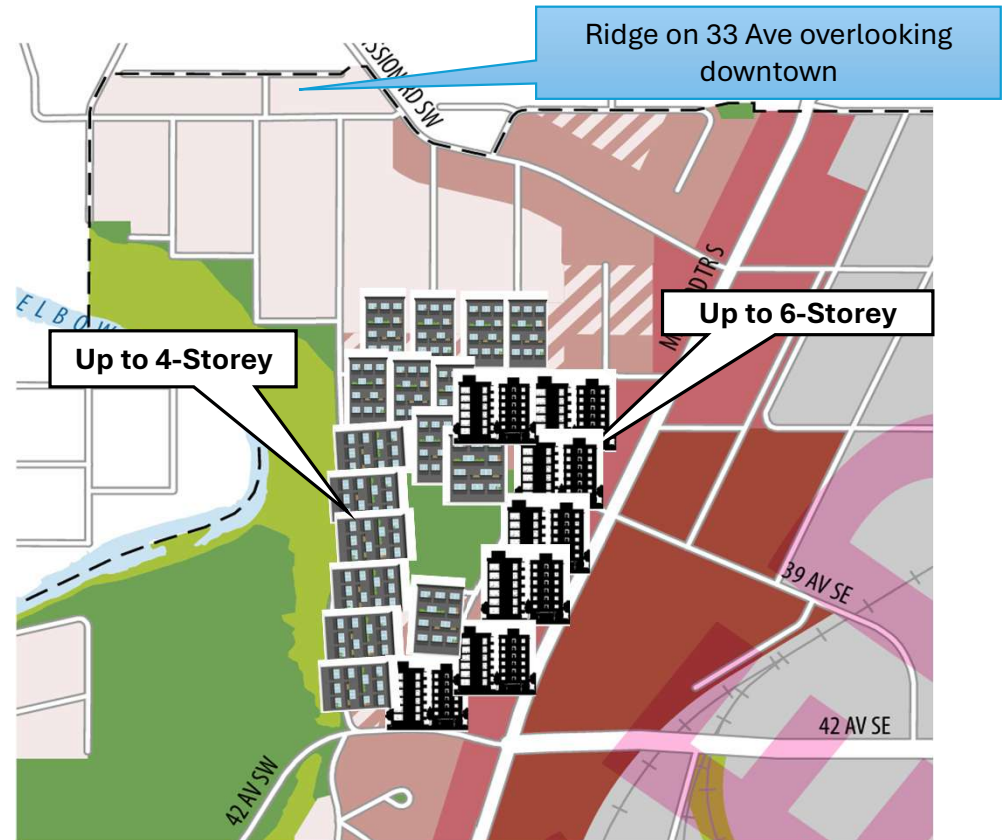
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local



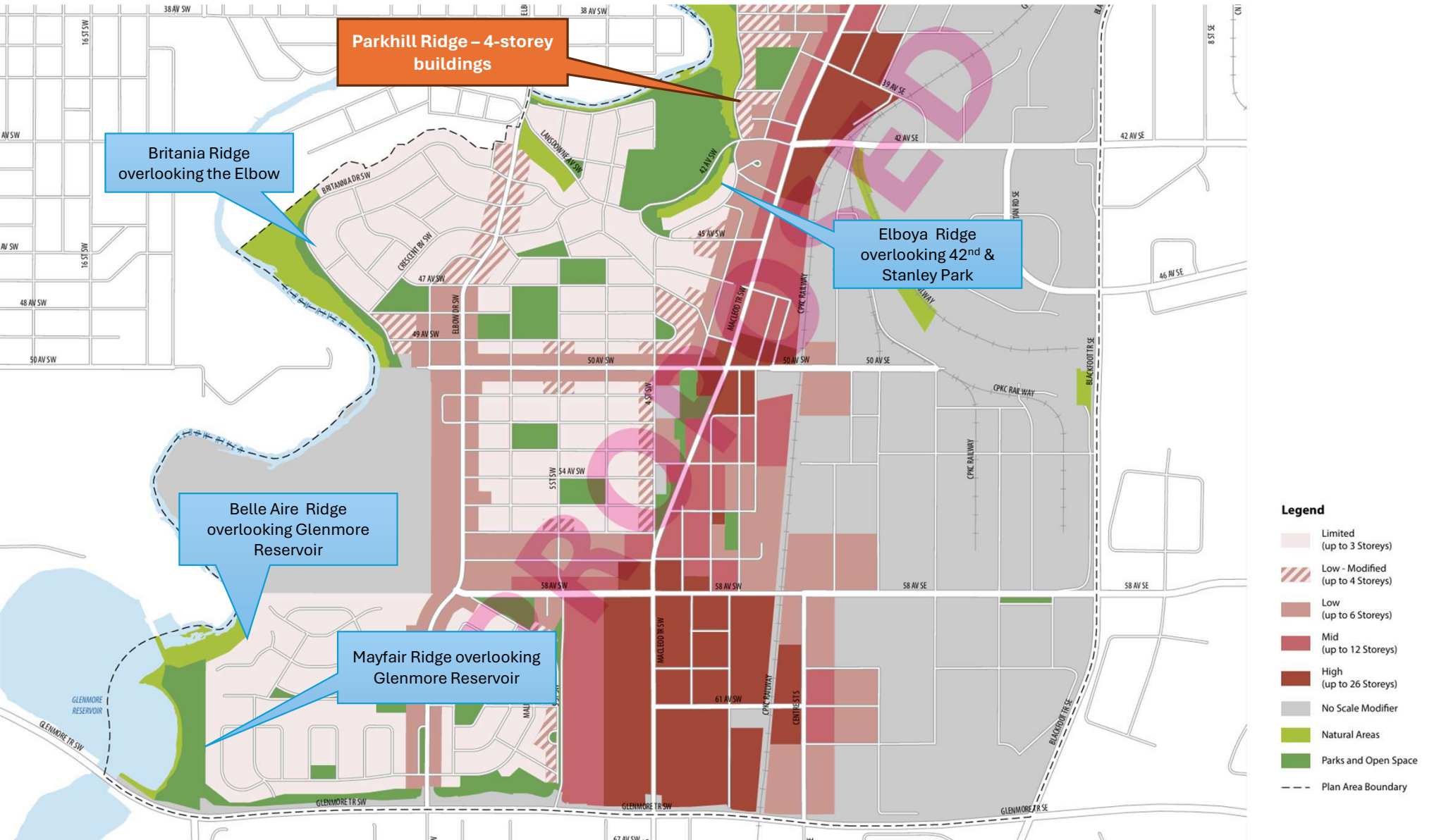
- Limited (up to 3 Storeys)
- Low - Modified (up to 4 Storeys)
- Low (up to 6 Storeys)



- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local



- Limited (up to 3 Storeys)
- Low - Modified (up to 4 Storeys)
- Low (up to 6 Storeys)





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CC 968 (R2024-05)

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First name [required] **Ruth**

Last name [required] **Melchior**

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? **No**

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

Date of meeting [required] **Apr 8, 2025**

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

[required] - max 75 characters **Chinook 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 April 8, 2025 Chinook LAP Parkhill Presentation Compressed.pdf

ATTACHMENT_02_FILENAME Chinook LAP Appendix - Parkhill CA April 8, 2025 Compressed.pdf

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

Thank you!



Chinook Communities LAP

Submission to City Council, April 1, 2025

Agenda

-
- General feedback from the February 27th IPC Meeting
 - Address reasonable, community specific feedback given the material shortfalls in the Building Context and Urban Form expressed within the LAP
 - **Appendix**
 - Additional Neighbourhood Photos
 - IPC Submission February 27th, 2025
 - Letters from Community members

IPC Meeting Follow Up



-
- The City's team indicated that they had multiple engagement sessions and made several concessions
 - 3 storey limit on several of the core residential streets
 - Removal of a Neighbourhood Connector south of 42nd Ave
 - Unfortunately, they maintained the Neighbourhood Connector designation on part of Stanley Rd, 38A Avenue and 38th Avenue (plus a bit of 1A St)
 - The planners also applied an inconsistent use of the Building Context relative to other Chinook LAP neighbourhoods

Why Does Engagement Matter?

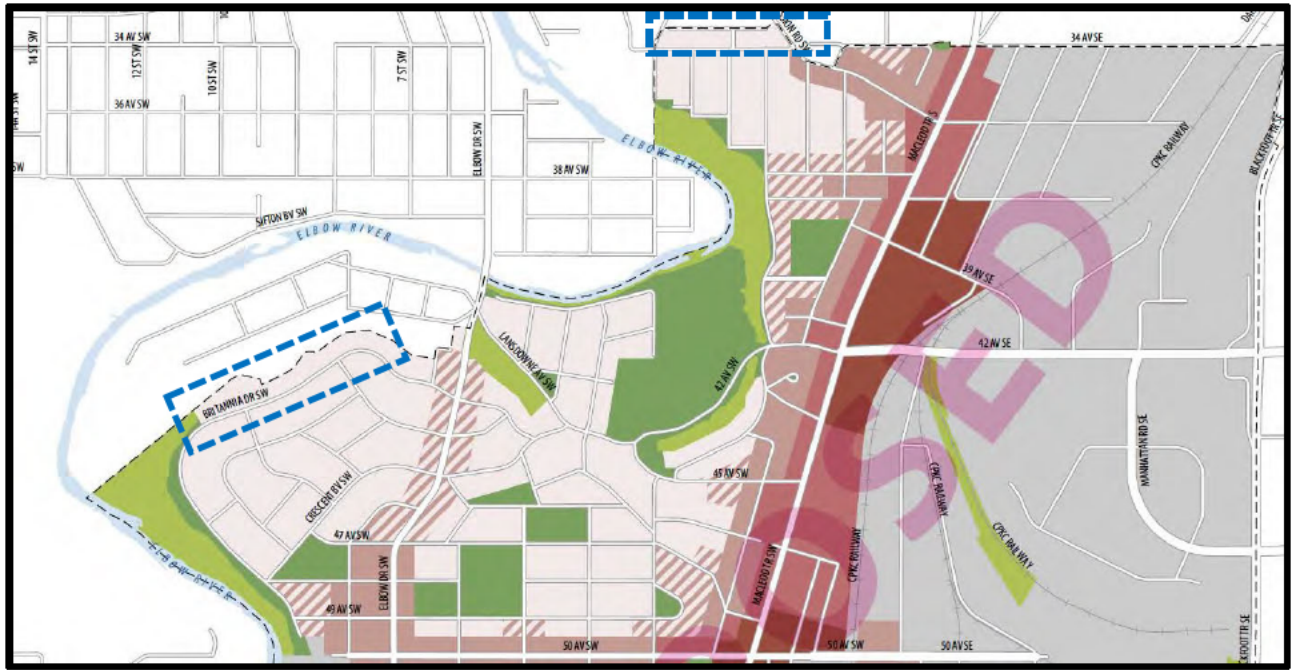
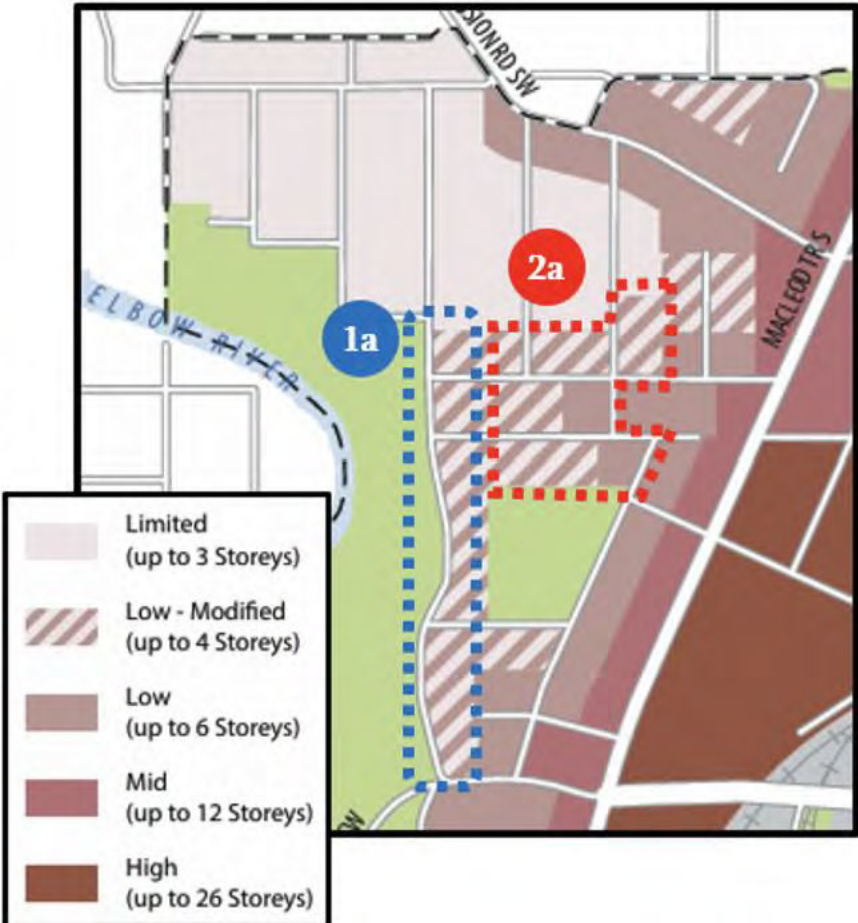
Parkhill
COMMUNITY ASSOCIATION

According to the City's Website "Engage" is
Defined as:

Meaningful dialogue. Informed decisions.

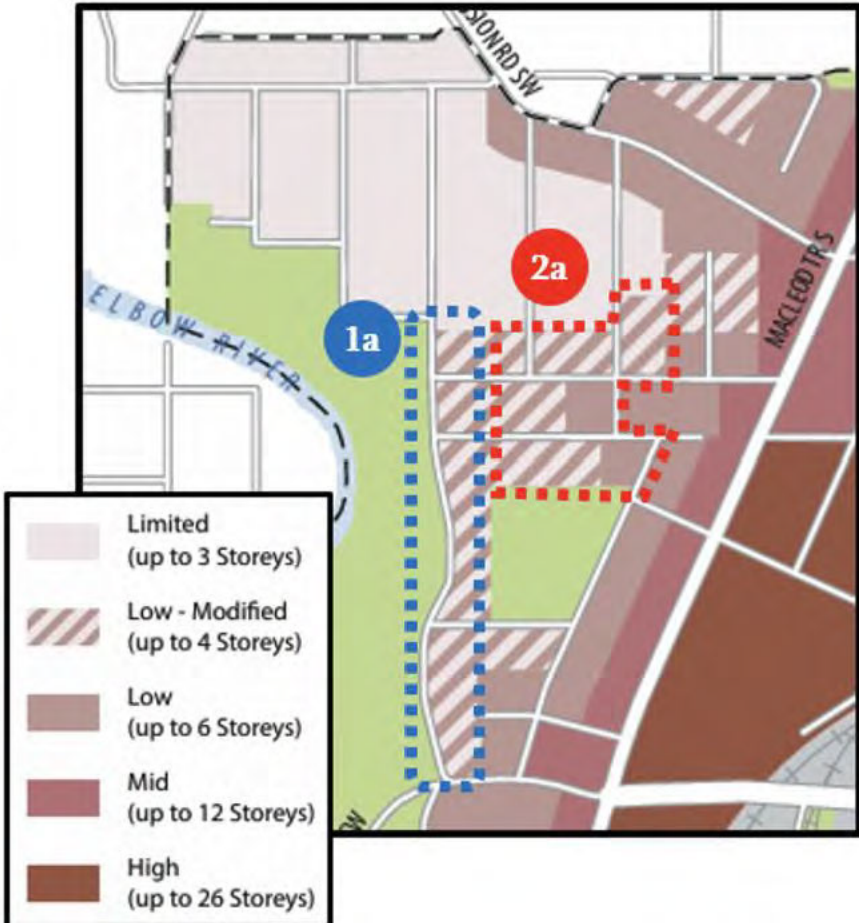
The last public sessions **skipped the dialogue, informed** residents of the final map and shut down opposition

Inconsistent Application 1a



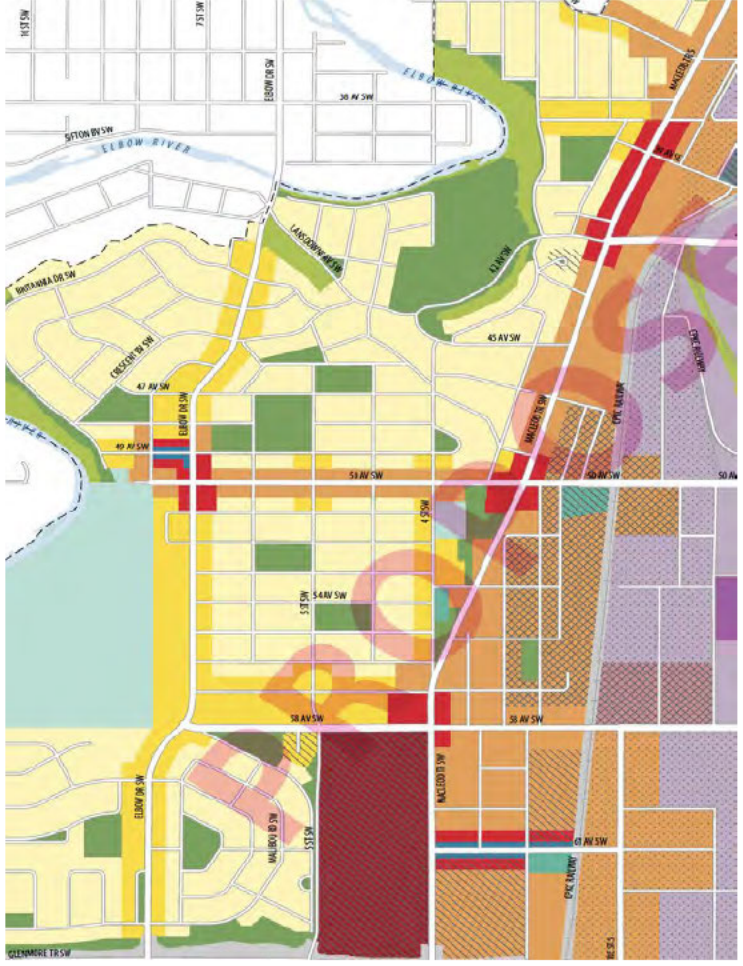
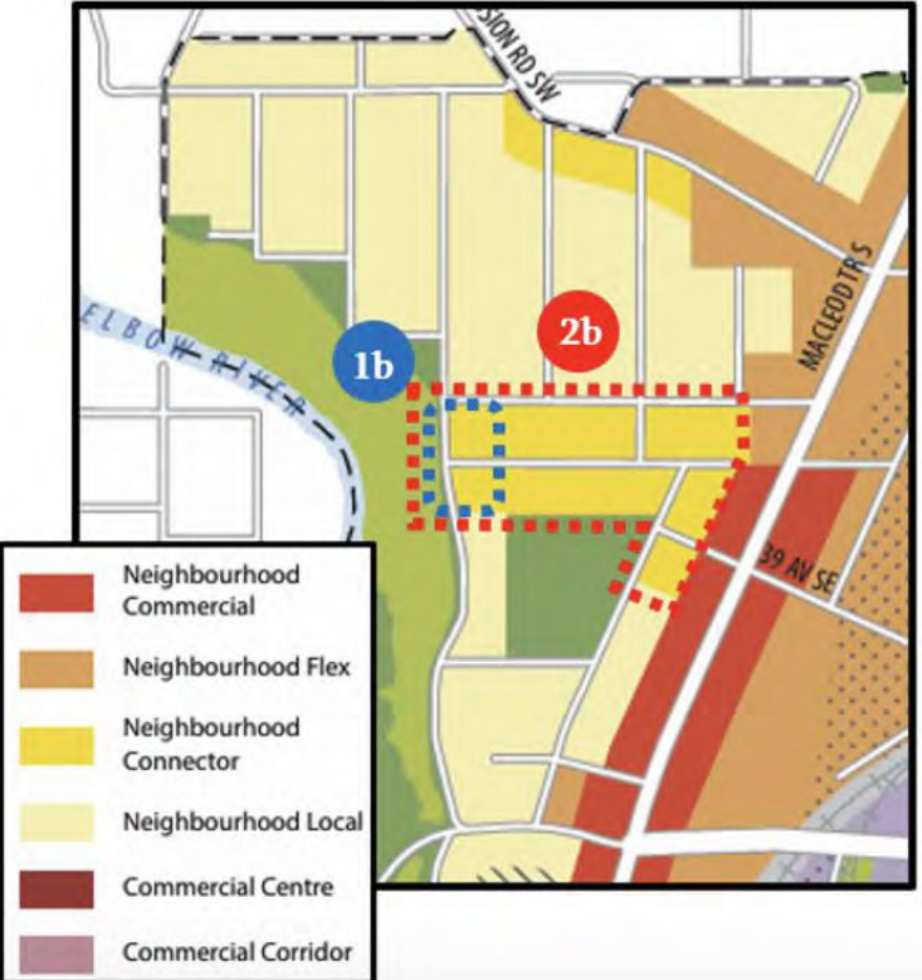
1a – REQUEST: Change Building Context to Limited on 1A St

Inconsistent Application 2a



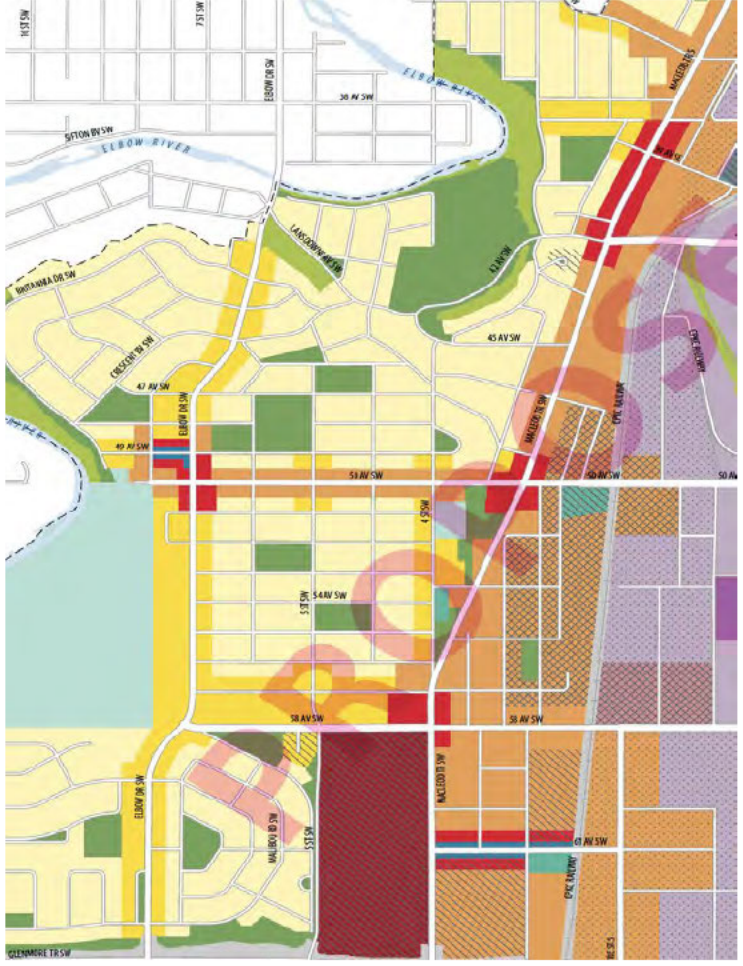
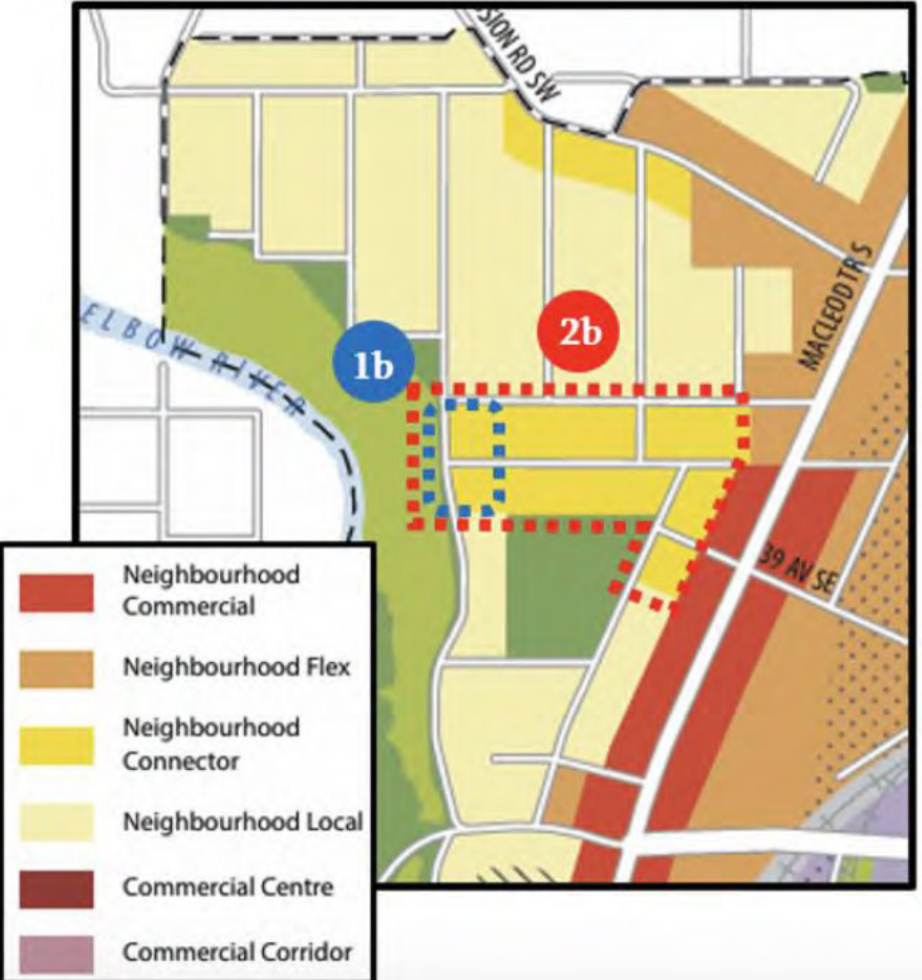
2a – REQUEST: Change Building Context to Limited

Inconsistent Application 1b



1b – REQUEST:
Change Urban
Form to
Neighbourhood
Local

Inconsistent Application 2b



2b – REQUEST:
Change Urban
Form to
Neighbourhood
Local

Fiscal Responsibility & Inclusion



- In 2019 / 2020, the City spent +\$5M to improve accessibility along 42nd Ave
- 42nd Ave west of Macleod Tr. boasts wide, wheelchair accessible sidewalks that provide easy access to Stanley Park

42 Avenue S.E. Complete Streets Project

PROJECT OVERVIEW

What Why Where Next Steps

We are currently reviewing 42 Avenue S.E. between 1A Street S.W. and 12 Street S.E. to understand how to improve the walking and biking experience, and provide better access and connections in the area.

This spring/summer, we will be working with Calgarians to identify barriers and understand how to best improve the design of this important corridor.

The new facilities will:

- Provide improved access to the 39 Avenue LRT station, the future Green Line Highfield station and other public transit locations
- Create travel connections between the Elbow River and the Bow River
- Link to destinations such as the Calgary Food Bank and local businesses like those that make up the Barley Belt (10 Craft breweries within a 7 km stretch)
- Eliminate sidewalk gaps and missing links that currently exist in the sidewalk network along 42 Avenue S.E.
- Improve accessibility along the corridor for all users
- Not impact the number of vehicular lanes or access to businesses
- Connect to a new multi-use pathway on the north side of 42 Avenue west of Macleod Trail, with connections to Stanley Park

We anticipate that Calgarians will be able to use the new facilities in Fall 2020.

Timeline

- ✓ **May 2019**
Project introduction
- ✓ **June/July 2019**
Share proposed design options with the public and request input
- ✓ **August 2019**
Design selection and report back to stakeholders
- ☆ **Fall/Winter 2019**
Design selection
- ☆ **Spring/Summer 2020**
Construction

[See less](#)

Key Dates

[Links](#)

Stanley Park Via 42nd Ave



Macleod Tr S – Turn Right at 42nd Avenue and Follow the Sidewalk



Stanley Park via 42nd Ave



Cross 1A ST and Proceed Down a Gentle Hill to Stanley Park



LAP Planning Inconsistencies

CHANGES REQUESTED:

- **1a** - Change Building Context to Limited on 1A Street
- **2a** – Change Building Context to Limited on 38A and near park on Stanley Rd; limit to low modified elsewhere to ensure smooth block transitions
- **1b** – Change Urban Form to Neighbourhood Local on 1A Street at 38A and 38th Ave T-intersections
- **2b** – Change Urban Form to Neighbourhood Local on Stanley Rd, 38 Avenue and 38A Avenue



Appendix

Stanley Park via Parkhill



A view of up and down the 39th Avenue Hill



Change Request Photos



Area 1a – the Ridge Escarpment on 1A St SW

Houses on 1A St also back on to the park as per request Area 2a



Change Request Photos



Area 1a – the Escarpment on 1A St SW with a “No Access to 42nd” sign



Change Request Photos



Area 1b – “local” view from 1A ST



Area 1b – “local” view from 38A Ave



Change Request Photos

Parkhill
COMMUNITY ASSOCIATION

**Area 1b - 38th Ave – view East to
Macleod (right turn only)**



**Area 1b - 38th Ave – view West to
T-intersection @1A ST**



Change Request Photos



Area 2a - view of T-intersection @38A & Stanley Rd & park below



Change Request Photos



Area 2b – view of the dead end & T-intersection @Stanley Rd & 38A



Change Request Photos

Parkhill
COMMUNITY ASSOCIATION

**Area 2b – view from Parkhill St
towards T-intersection @38A**



**Area 2b – view @38A of the Parkhill
St T-Intersection on the left**





Public Submission

CC 968 (R2024-05)

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First name [required] Amelia

Last name [required] Nechka

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

Date of meeting [required] Apr 8, 2025

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

[required] - max 75 characters Chinook Communities Local Area Plan

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



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

JUA Environmental_Meeting Outline_April 8, 2025.pdf

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

JUA Environmental Ltd. presenting on the behalf of Business Condominiums Inc. Power Point Presentation - to be shown during speaking (have submitted via public-submissions@calgary.ca, as the form won't allow upload of .pptx file extension)
Supporting PDF Document with additional background information
In support of the Chinook Local Area Plan, however, the current process for obtaining a landfill variance for restricted land uses within 300 m of the former Sprinbank Landfill is inhibitory as requires significant monetary investment with no known outcome. Business Condominiums Inc. would like to see a more transparent process that does not require submission of a Development Permit so that there can be an open discussion of the potential environmental concerns, if any, and the land uses that may be acceptable.

Landfill Variance – Former Springbank Landfill

Presented by: JUA Environmental Ltd. on the behalf of Business Condominiums Inc.

PRESENTATION OUTLINE – PUBLIC HEARING THE CITY OF CALGARY COUNCIL APRIL 8, 2025

Properties for Variance Consideration: **207 – 61 Avenue SE and 6125 – 2 Street SE (the “Site”)**

Legal Description: Plan 2311262, Block 1, Lot 1 (0.83 acres) and Lot 3 (1.93 acres)

Current Zoning: Industrial – Commercial (I-C)

Current Land Use: Mixed office, automotive service, gym, warehouse, vacant lot

- Issues**
- Underutilized land within 265 m of the Chinook Station LRT – Red Line
 - Lost potential for attracting diverse commercial users and making effective use of urban space
- Assets**
- In a prime location for higher density, mixed use development (Manchester Industrial Special Policy Area within the Neighborhood Flex Urban Form)
 - Potential to increase housing and human oriented land use within walking distance of the Chinook LRT Line
- Deterrents**
- Situated within 300 metre (m) radius of the former Springbank Landfill
 - Restricts land use capability and fostering of the human oriented landscape that has been proposed for the Chinook Communities Local Area Plan as residential, school and hospitals are not allowed within 300 m radius of the former landfill

CONCERN

- The current process of obtaining a Landfill Variance to allow for the restricted land uses requires submission of a Development Permit which also must include the environmental monitoring to support the variance
- The process is cost inhibitory requiring at least \$60,000 (~ \$30,000 for the Development Permit; ~\$30,000 for environmental monitoring), all without knowing if the variance application will be a success or if there are other impediments to proposed land use (mixed use residential/commercial not in line with Manager of Housing Solutions, etc.)

HISTORY OF REGULATION ON LANDFILL SETBACK FROM DEVELOPMENTS

- *Municipal Government Act, Matters Related to Subdivision and Development Regulation AR 84/2022*
 - Prohibits construction of schools, residences and hospitals within 300 m of the disposal area of a closed landfill
- Setback distance in regulation was developed by the 1930s
 - No known scientific basis for the 300 m setback

- *Landfill Development Setback Review Working Group* (Alberta Municipal Affairs) report from 2015 indicates that there is no clear understanding of the drivers related to the setbacks, agreement that landfills and soil stratigraphy are varied and setbacks should be site specific
- Initially regulations were based on nuisance issues related to odour, flies, birds, rodents, smoke, fires, noise and traffic

FORMER SPRINKBANK LANDFILL AND SITE MONITORING

- Former Springbank Landfill is in its 57th year of post-closure landfill care, methane production is past peak and would be stable and or declining with time
- Heavily monitored
- Three LFG vapour extraction systems are operational for active control of any potential landfill gas migration, reduces potential risk for off-landfill migration
- Re-capping of the landfill restricts surface water infiltration, reducing moisture content and methane production
- Site monitoring (207 – 61 Avenue and 6125 – 2 Street SE) completed from 2008 to 2015 show:
 - No methane in indoor air or in soil gas
 - Site is located up-gradient of the former landfill with respect to groundwater flow
 - No groundwater monitoring activities have shown exceedances of parameters that may be attributed to landfill leachate
- Low permeability silty clay and silt soils are impediments to any potential landfill gas migration

FINAL COMMENTS

- When environmental monitoring on Site combined with landfill monitoring is available, why must a landfill Variance application be accompanied by a Development Permit?
- The process would be more cost effective and transparent if environmental monitoring that shows no potential risks from the landfill or mitigable risks could be presented followed by a discussion of which land uses are allowable and within the future zoning requirements
- Following a “conditional” acceptance of the Variance, a Development Permit could then be prepared as part of the final document that The City of Calgary submits to Alberta Environment as part of the Landfill Variance request
 - Ensures that developers funds and City officials time are put forth for a development that has the best chance of meeting the final Variance requirements
 - Maximizes use of land such that low or no risk properties may have mixed use residential, commercial, daycare uses suitable to the Special Policy Area
 - Attracts different types of investors and developers if already know what potential land uses, if any, are restricted due to environmental concerns from the landfill

Landfill Variance: Technical Support and Land Utilization

Location: 207 – 61 Avenue and 6125 – 2 Street SE Calgary





| LEGEND | |
|--------|---|
| | Subject Site |
| | Approximate Extent of Springbank Landfill Waste |
| | 300 m Setback |
| | Landfill Gas (LFG) Extraction Systems |

Municipal Government Act, Matters Related to Subdivision and Development Regulation AR 84/2022

- Prohibits construction of schools, residential uses and hospitals within 300 m of the disposal area of a closed landfill

- **Setback distance dates to the 1930s**
 - No known scientific basis for the selection of a 300 m radius limiting types of development
 - Distance chosen was likely related to nuisance concerns:
 - odour, flies, birds/rodents, fires/smoke, noise/traffic
 - Production of methane in landfills is specific to the material(s) deposited, the landfill construction, moisture content and temperature, the age of refuse and post landfill management
 - Methane gas migration is specific to subsurface conditions, also landfill specific

CONCERN

- Why must a Landfill Variance application be accompanied by a Development Permit when we are able to show through Site monitoring that there is no risk from the landfill that would restrict land uses under the Municipal Government Act?
- More cost effective and transparent if environmental monitoring that shows no potential environmental risks or mitigable risks from the landfill could be discussed and presented to The City of Calgary, such that, the best allowable land uses could be chosen for a “conditional” Variance
 - then a Development Permit could be finalized as part of the documents that The City of Calgary submits to Alberta Environment and Parks as part of the final Landfill Variance request
- A more transparent process without so much monetary investment in an unknown outcome, we believe, would ensure that the landscape in the Manchester Industrial Special Policy Area is maximized to full land use capability