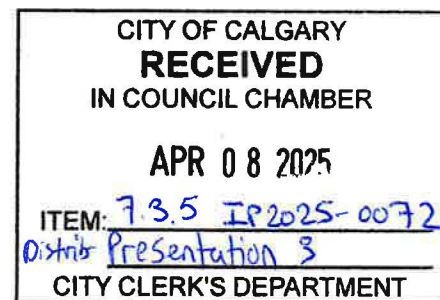


Chinook LAP Feedback

M. McIntyre



Introduction

I am back for a second time, once again with a measly 5 minutes, to share my concerns on broad & complex issues with respect to a very significant component of city planning.

A statutory plan affecting 1000's of neighbours.

With only 5 minutes, I find myself prevented from speaking to a number of things that should be discussed.

First off .. A quick thanks to the young planners at the open houses – I'd like to say more but I have no time for niceties

Notification Concerns

I had no idea there was an Infrastructure & Planning Committee hearing

I only found out about this Public Hearing through my community association a few days ago.

You sent me several brochures in the mail about the LAP process but then fail to send me a notification of these critical decision-making meetings

You have a new advertisement bylaw. But the MGA states, and I'm paraphrasing "Council must be satisfied that the method is likely to bring to the attention of substantially all of the residents of the thing of the hearing to be held"

I can assure you it did not.

Proof is in the pudding – you had a party and almost nobody came.

Hundreds engaged in the LAP process. The community associations are unanimous in their opposition. And yet almost no-one even sent in a written submission to the Infrastructure hearing.

As well as being limited to 5 minutes to speak, the impossibly late notification has also prevented me from submitting a more thorough and thoughtful written submission.

They Can't All be Wrong

5 community associations shared similar concerns (Parkhill, Elboya & Britannia, Mayfair & Bel-Aire)

Thoughtful intelligent concerns

Are they all wrong? Or is there more work to be done?

And back to notification, if I am member of Council, I would also be wondering why a community association that is normally very active, like Windsor Park, did not provide any feedback.

Why didn't Windsor Park provide feedback on the LAP? Do you know why?

- **Silence is not consent.** Have you beat Windsor Park into submission?
- Discouraged them beyond belief by the lack of consideration of their concerns on previous issues?
- **I actually know why because I took the time to reach out**
- **Why didn't you?**

Engage Policy

Maybe part of the problem is failing to properly deliver on the obligations in the Engage Policy

Amongst other concerns, I note that in accordance with your own policy, you are committed to “communicate back” on how input was considered. Including how it was used and what is the rationale is if it is not used.

That seems to be a complete failure. I don't have any idea why my input wasn't considered. And it seems the community associations don't know either.

The Process is broken

Administration decides what to propose in a LAP. The starting point is already tilted.

Administration controls the feedback, what gets used, what council hears

- decides what, if any feedback to consider using.
- decides what and how it will share that feedback with council.
- decides if directly impacted property owners will be notified of public hearings.

Administration and Council then limit the public to a measly 5 minutes to share their side of the story.

- I get that you can't have 500 residents taking an hour each to share their concerns
- Perhaps 5 minutes is normally fine for a single lot land-use redesignation ... but the Chinook LAP is large & complex.
- I DO NOT GET why Community Associations, representing hundreds of us, are limited to just 5 minutes on complex issues like this one.
- Most importantly I do not get why Council is not more concerned about hearing both sides of the issue

When all of community associations raise the same issues, something is broken

When council doesn't seem to want to hear more about those issues, something is broken

When council is not prepared to pause the decision and ask Administration to do more work, something is broken

Like the community associations, I am not saying no to progress ... What I am saying is more work and listening and exploring solutions, can make this better

STOP BEING HURTFUL

I have heard over and over again from some members of this council and Administration that I have an EXCLUSIONARY ATTITUDE

Basically, what I hear is I am being told I am a bigot

And yet I, like most of my neighbours, have repeatedly said I accept densification

My objection, is to making that transition with a poorly thought-out plan

More importantly, my accusers support SEGRATION themselves.

Let's consider the development of the new subdivision

I have heard Administration and some members of council say: "the inner city must accept the same rules that the new subdivisions . The new subdivisions are mixed use districts. It's only fair."

But what is the reality? In reality it is Development by Segregation.

- The Rowhouses in new subdivisions are SEGREGATED. They are all in the same block.
- The Apartment complexes, the narrow single-family houses, the large single-family homes ...
- All in their own blocks.

But it gets better ... many have restricted covenants and even gated "communities" under the control of a condominium board where the luxury homes are called "Condo UNITS".

The district may be zoned for mix use ... but THERE IS NO MIXING OF FORM WHATSOEVER. And probably never will be.

AND YET I am told I am a bigot for wanting a sensible plan for my neighbourhood.

The hurtful narrative must STOP And STOP treating us as second-class citizens

The Real Issues – No Time

6 story apartment buildings are NOT GENTLE. That is a planning failure. That is a plan that is incredibly inconsiderate.

The LAP is NOT compliant with the MDP

The Impound Lot – A PRIME LRT LOCATION – Time to Walk the Talk

Restrictive Covenants – are real and they aren't going away ...
So they need to be planned for, not wished away ...

Should this be a 10 year plan with a 30 year vision

Instead of a 30 year plan that seems to be cast in concrete, why not have a 30 year vision with a 10 year plan to allow sensible transition?

Are we still in a housing crisis? Seriously. A lot has changed. **Where is the rush?**

Parks need trees and other things – amongst other things that need work, please plant more trees Just a thought but I think that somebody told me they take years to grow

LAST SLIDE – 2 KEY ISSUES – BUT NO TIME

The Limits of Public Transit And Respecting Calgarians

A plan that does not accommodate cars in a Calgary hurts Calgarians in need

Parking in East Elboya needs an immediate plan

East Elboya, Stanley Road is already saturated!

Geography matters

Why is imposing permit costs on existing residents fair?

Electric cars

I'd especially like to talk more about these two issues

BUT I AM OUT OF TIME!!

So please ask about at least these two issues, and perhaps others as well

Finally ... I would have preferred to do this very differently, but this is what 5 minutes forces ...

What I would do differently ...

A measly 5 minutes forces an approach that is very direct

And I apologize for that And I apologize for parts that were more rant than necessary otherwise

Better acknowledgement of City Planners would have been nice to do

A joke is always nice

I would have preferred a much more elegant approach.

The “Exclusionary” issue is much more than how I and my neighbours have been hurt by the narrative.

- **Inner City Neighbourhoods are truly being treated like second class citizens. With little discussion about how that can be done better.**
- **What we hear is**
 - **“IT IS A CRISIS, HOW DARE YOU CHALLENGE OUR (Administration’s) PLAN FOR DENSIFICATION”**
 - **“AND YOUR JUST BEING SELFISH IF YOU DON’T EMBRACE IT”**
 - **“YOU DESERVE TO PAY MORE”**
- **And yet there is no opportunity to talk about the obvious fact that nobody wants mixed form side by side.**
- **The blocks are segregated because that’s the reality of the world we live in.**
- **It’s what citizens want every bit as much in new neighbourhoods as the old.**
- **And yet it is obvious over time, densification will happen. So is there a gentler way to do this?**

MOST IMPORTANTLY ... no time to talk about real issues

Hard vs Soft Commitments

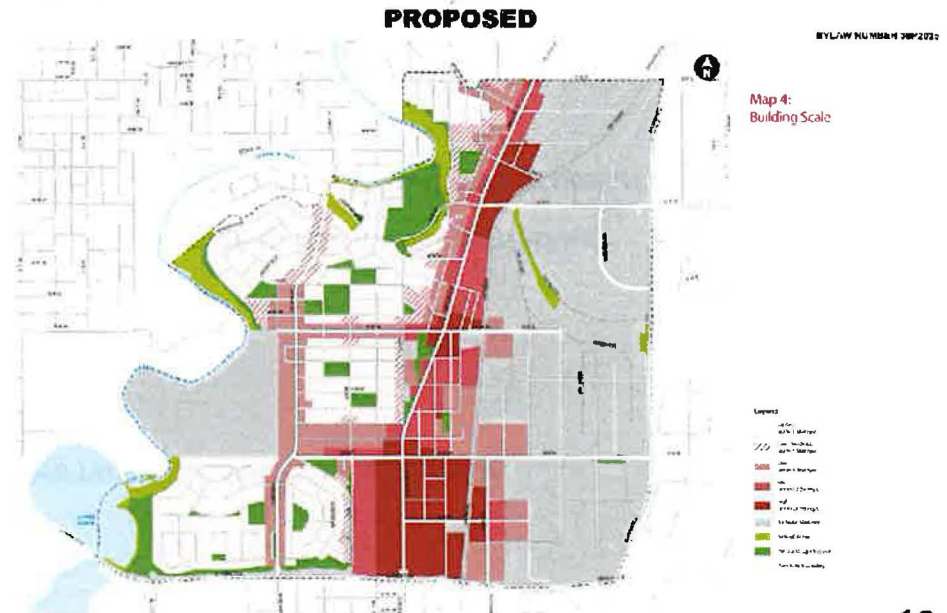
Let's not forget that the Chinook LAP has **HARD COMMITMENTS** with **MAJOR IMPACTS** to the community.

The densifications specified in the maps is a **HARD COMMITMENT TO CHANGE**.

The land use decisions are not a “should consider” statement as is used for issues around parking, or parks, or other community concerns.

And with densification approved, the impacts to the community will not be “maybe”. They will become very real, very soon. And they will occur without a plan on key issues. For instance, without a plan on how to deal with a street parking public resource that will be beyond saturated. It will be an impossible situation.

Please do not punt these concerns down the road.



Erode Trust?

This is a rather curious paragraph below.

ALL of the community associations that have responded are opposed. So is Windsor Park (unofficially).

So exactly what additional erosion of trust is Administration worried about?

And yes, it might impact engagement opportunities in the future ... because there is definitely room for improvement

Planning & Development Services Report to
Infrastructure and Planning Committee
2025 February 27
ISC: UNRESTRICTED IP2025-0072

RISK

Over the past two years, there has been a significant investment from members of the public, the working group, community associations, targeted groups, the development industry and The City towards the formulation of the proposed Plan. If the proposed Plan is not approved, communities will continue to redevelop without the guidance of a local area plan, which creates less certainty and predictability for development that is linked to investment opportunities identified by the communities. **This may erode community trust, support and impact engagement opportunities for future City projects.**

EXTRA SLIDES

**Public Transit
ACCESS TO Parking
Respect**

Public Transit, Access to Parking, Respect

Public Transit is not currently, and I do not believe it will be, within the next 30 years, a practical alternative to cars.

It will not be an alternative where a person can just as easily get to places by transit as they do by car.

As you know all too well, even just getting the Green Line built is a huge challenge. And for public transit to truly replace cars, the transit system in Calgary must go much much further.

The focus of council seems to be almost entirely on the cost housing.

While density may lead to lower cost housing and other city efficiencies it is only part of the equation.

There seems to be no consideration of the other critical aspects

Public Transit, Access to Parking, Respect

To ensure a vibrant, healthy, happy society, we need to **ENABLE PEOPLE**.

We need to enable them to get good jobs. That is every bit as important as lower rents or lower cost homes

- My Ukraine friends ... with very limited budgets bought cars as soon as they arrived ... so that they could be sure to get the best jobs they could find
- The mobility a car offers means any job is accessible.
- That's simply not the case with public transit

We need to enable people to let their kids participate in sports. Taking transit to soccer practice is not practical.

We need to enable them to have a social life. Transit doesn't work for adult volleyball with games all over the city.

Spending an extra hour a day commuting to work by transit DOES NOT ENABLE PEOPLE.

Requiring people to take their kids to soccer practice by transit DOES NOT ENABLE PEOPLE.

We need to RESPECT our citizens.

It feels like there is only respect for developers (who I believe are the only ones, other than Administration, speaking in favour of this plan)

Public Transit to work takes time

Taking Transit to work

For some, who live near an LRT station and are lucky enough to have a job that connects to LRT, transit is not only a viable alternative, but at times could even be better. But that is a rare beast indeed.

What is more likely:

5 to 15 minute walk to a station (or even longer if a feeder bus is required)

5 or 10 minutes waiting for the train/main transit line

Train/Mainline ride (call it 20 minutes)

5 or 10 minutes waiting for a connector or feeder bus

5 to 15 minute walk to work

$10 + 5 + 20 + 5 + 10 = 50$ minutes (somewhat optimistically)

Main advantage of transit appears to be cost – but see next slide

Cost is traded off with “30” minutes extra transit time one way

Driving to work

“Immediately” get into the car

20 to 30 minutes gets a person almost anywhere in Calgary

Maybe a few minutes for parking and walking into the office

Public Transit takes time and has other costs

Taking Transit to work

Maybe an extra hour a day

BUT that's an extra hour of trying to manage daycare / school aged children. And that, in general is, NOT for free.

That's an extra hour of effort each and every day.

OR

Move to a better location. But seriously? Very expensive if you are an owner.

A nightmare if you rent. We all HATE moving. And its especially tough on kids ... they lose their sense of home, friends ... it is not a good alternative either

Driving

"Immediately" get into the car

20 to 30 minutes gets a person almost anywhere in Calgary

Maybe a few minutes for parking and walking into the office

And I can live wherever I choose, with confidence that moving is an unlikely problem

Public Transit for soccer practice

Taking transit to soccer practice

First and most importantly, the parent arrives home 30 minutes later.

Let's assume an 8 to 5 job, so instead of getting home by 530, its 6.

The parents still need to feed their child, and then go through the transit process

Maybe if they are lucky the practice will be close.

But for a 630 practice time ... most likely it's impossible

Result is this child is more likely to miss out on soccer ...

Driving to practice

It's a rush. Most of us have been through that.

But its definitely doable.

Public Transit, Access to Parking, Respect

The point of all of this is any proposal for densification needs a plan to ensure there are enough parking stalls to ENABLE people.

One that will guarantee affordable parking for AT LEAST one car per living unit.

PARKING

Parking – a Favourite Subject

Street Parking is a Public Resource – AGREED – I am not here to argue that

- **But let's not forget it is a finite resource**
- **Every time a development is built without on-site parking, the street parking is getting used up**

Parking Congestion – starts as an inconvenience

BUT Parking Congestion can quickly become a material problem with the enjoyment of a home.

East Elboya is “far” from the “nearby” LRT stations (1.2 km north, 1.75 km south)

The majority of enabled people will have cars. Where will they park them?

Don't make a plan that is designed to fail.

East Elboya – Street Parking is already Saturated

Stanley Road is already “full”

Views looking north from 46 Ave SW to 45 Ave SW

Gaps are primarily driveways



Google Map



East Elboya – Street Parking is already Saturated

This is what people do when there is no parking

Parking in the back alley ... parking on the corner of the intersection.

For the doubt, I am not here to complain about them.

They are just doing what they have to.

They are doing what people do when the planning is poor.



East Elboya – Street Parking is already Saturated

Stanley Road is already fairly full.

View looking south from 46 Ave SW to 47 Ave SW

Already full and there are just duplexes
and very small apartments (1950s vintage)



NOTE THE HILL

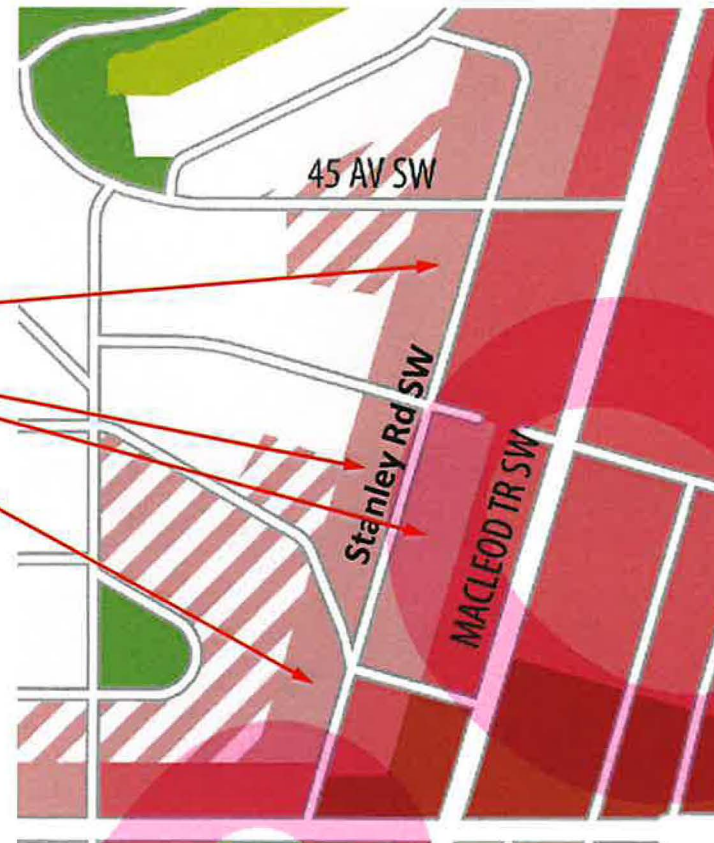
Parking – The Plan it to build 6 Story Buildings

Putting aside the fact that the plan to build 6 story buildings right beside single-family dwellings is unreasonable ... anything but gentle and contextual

What will parking be like with the 6 story apartments that are coming?

The existing source of vehicles comes from duplexes and very small apartments (1950s)

Nothing compared to what a 6 story complex will result in.



Parking – 6 Story Buildings

Just one 6 story apartment on a 60 x 125 lot along Stanley Rd could somewhat conservatively push anywhere from 13 to 25 cars on to the street

Remember the Land Use Bylaw only requires 0.625 parking stalls per living unit.

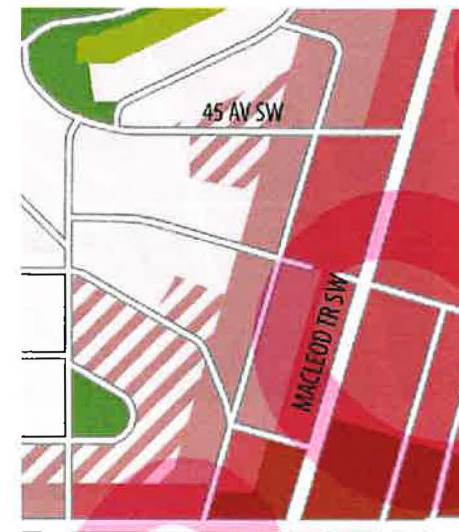
Even if there is one stall per unit is built with the average household having 1.7 cars that gives 25 extra cars

And there are at least a dozen or more potential projects

A reminder how big a 6 story building is



Even a four story building is a lot



City of Calgary Parking Policy – a couple of excerpts

Parking space users

Area residents may park on-street when space is available. On-site parking at residential properties (including garages, parking pads and driveways) is the primary parking location for residents.

Specific policies for on-street parking in residential areas are intended to ensure that each of these user groups has reasonable access to the places they are visiting. The policy does not further prioritize between the types of visitors. However, visitors and residents are prioritized over parkers not directly accessing the community

As a general rule, I happily agree that on-site parking is a sensible policy.

But life likes to throw curveballs at us.

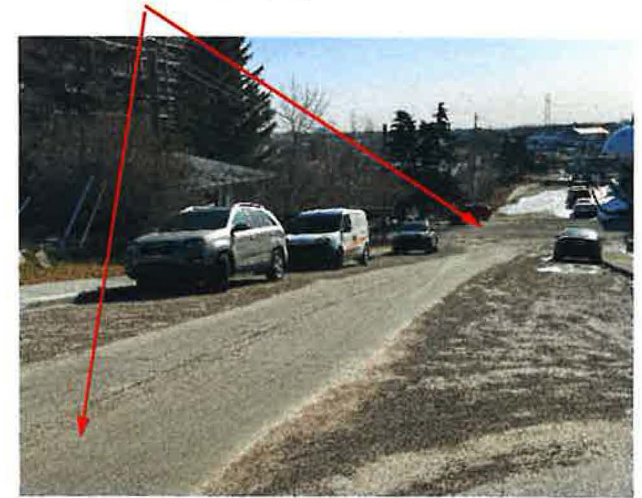
East Elboya – Geography matters

Between 46 Ave and 45th Ave and 47th Ave near Stanley Road there is a 10 meter elevation difference

Put another way, that is a 33 ft elevation difference

Put yet another way, that is the difference between standing on the 4th floor and standing on the 1st floor of City Hall

NOTE THE HILL




And that is important because many of the homes in the neighbourhood do not have back-alley garages. In fact, many homes do not have garages at all.

Some use the one “lane” driveways at the front. Many are forced to use the City’s public resource ... aka street parking.

Parking – Garages are limited

 "normal" garage

 Garage with major retaining wall (some costing north of \$200,000)



East Elboya – Who Pays

There is already rowhouse development in the works.

Likely to add as many as 9 or more vehicles per rowhouse to already saturated street parking.

What does seem to be known is that permitted parking is on the way.

And as you know perfectly well, the current policy is existing property owners in the area pay.

Why is it at all fair that you want our communities to accept all the impacts and loss of enjoyment that comes with densification and then to add injury to insult, want us to pay?

How is that fair?

And I'll sneak a non-parking concern in – who pays for infrastructure upgrades that are likely to be required? A Rowhouse is one thing. 6 story apartments are quite another.

East Elboya – Parking Needs a Plan

What is the plan?

Do we need special requirements on new developments to ensure there is a reasonable amount of on-site parking?

That is the parking policy in concept.

But is NOT what the R-CG decision for rowhouses was.

This Administration & Council have supported policies that maximize opportunities for developers. And minimized lifestyle from everybody else.

Will there be parking

Should the initial densification be less.

4 stories instead of 6?

This is the type of discussion that needs more time.



Parking – Electric Cars

Of course, a reason to push for transit and push against cars is climate change

And while our neighbours to the south might be stalled in their plans, I believe Canada will continue to progress towards electric cars.

And I believe there will be significant percentage of cars in Calgary that will be electric well within the 30-year horizon of the LAP

Thus, there MUST be a plan.

There should not be a single property being developed in Calgary today that doesn't have a plan for this

Wiring a property today for charging a car costs “pennies” Wiring after the fact, a fortune. And I don't mean in install the charger itself. Just have an outlet ready to go.

But you need wiring AND a STALL. WHAT IS THE PLAN? It should be in the LAP

IMPOUND LOT

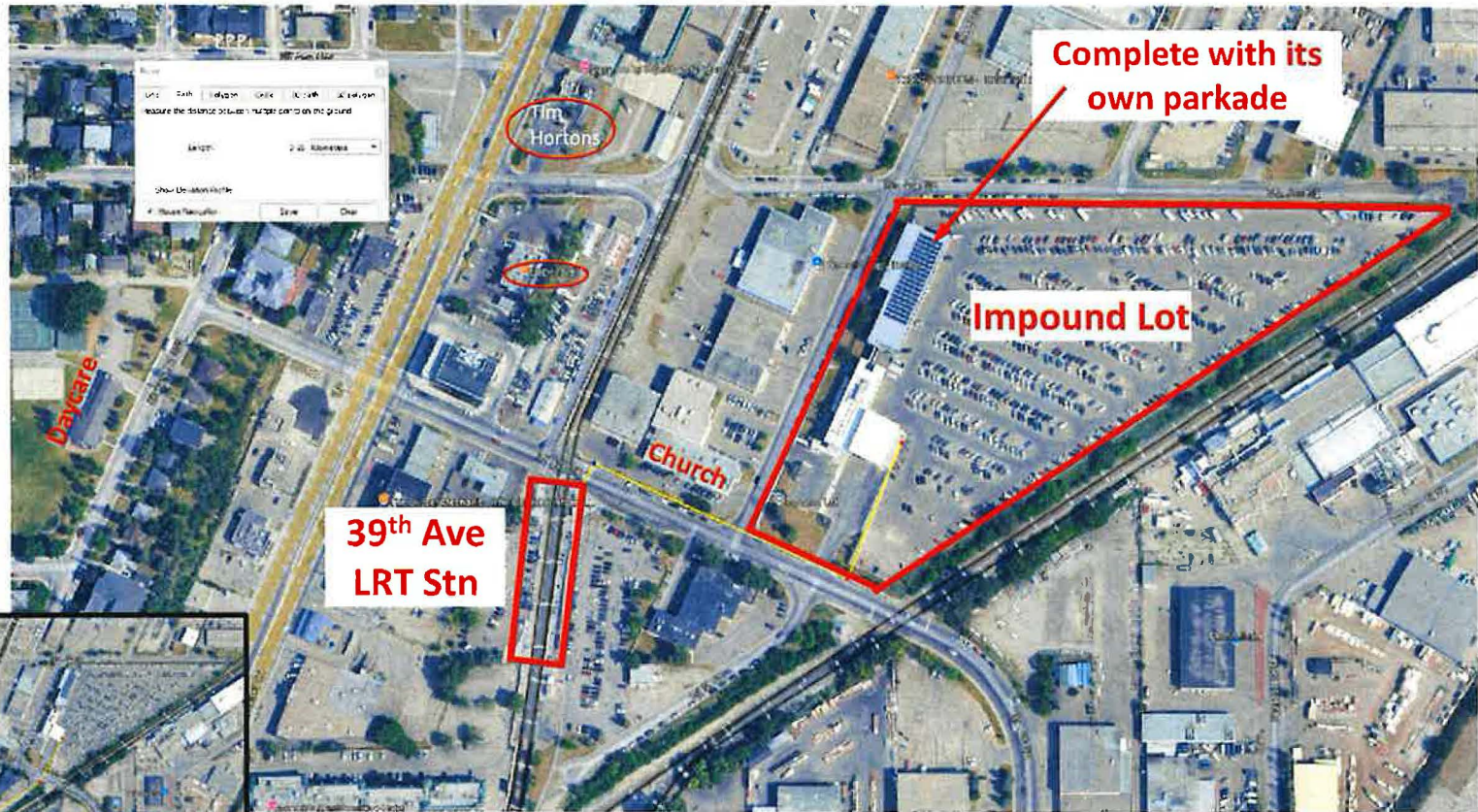
Impound Lot – Walk the Talk

One of the best locations for residential development to feed the LRT Stn

260 meters from the stn.

1 km from Stanley Park

Some amenities already in place



Impound Lot – Walk the Talk

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 completely insufficient.

The policy, the **PLAN**, should be something like the following:

“This site is ideal for transit-orientated residential development. 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 amend this plan accordingly in the future.”

Commit to do the right thing

Parks

Parks

Stanley Park is very heavily used during the summer, especially on hot days

With Climate Change, places where people can cool off is critical.

Cool off under the shade of trees.

Cool off in the pool.

Its not that there aren't any new planted trees. But it seems a far cry from what is required.

Trees near the end of their life



Parks

A commitment to densification should go hand in hand with a commitment to upgrade park facilities

Washroom facilities limited or not accessible

- Seasonal washrooms at the City office building (but hardly anyone knows about it)
- Porta-Potties in the west parking lot
- Pool washrooms not open to the public
- Baseball diamond?

Change rooms do not exist

More picnic tables are needed



Other Amenities



6 Story Buildings

Parking – 6 Story Buildings

Putting aside the fact that the plan is to build 6 story buildings right beside is harsh ...

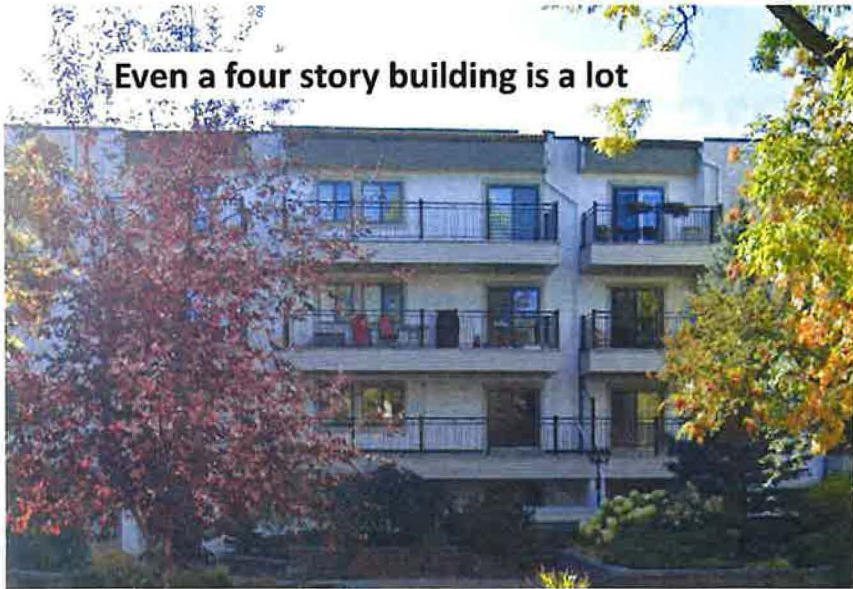
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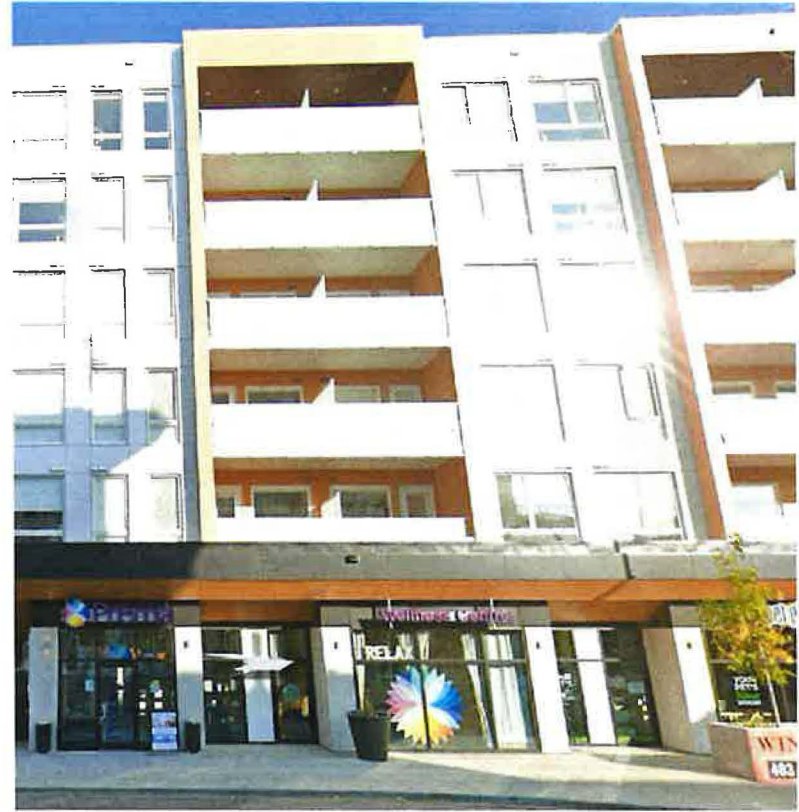
A reminder how big a 6 story building is



Even a four story building is a lot







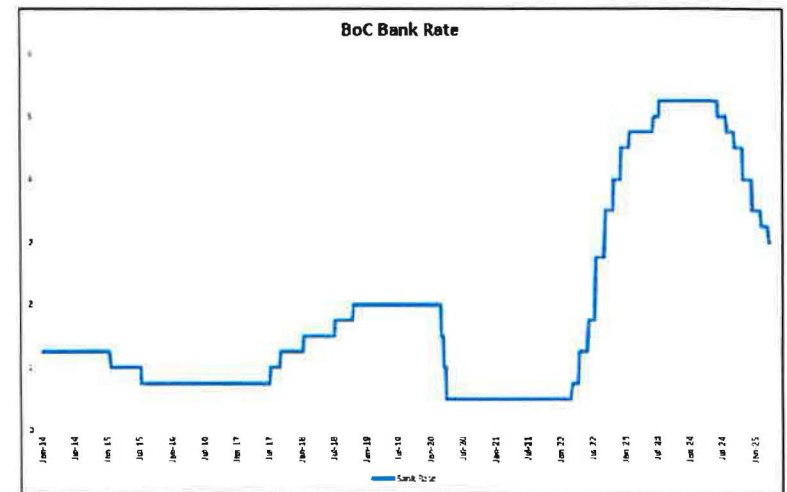
Crisis? What Crisis?

Major Changes in the last year

As some of us predicted,

The bank rate has fallen substantially, mortgages are following

Immigration rates have significantly decreased.



Major Changes in the last year

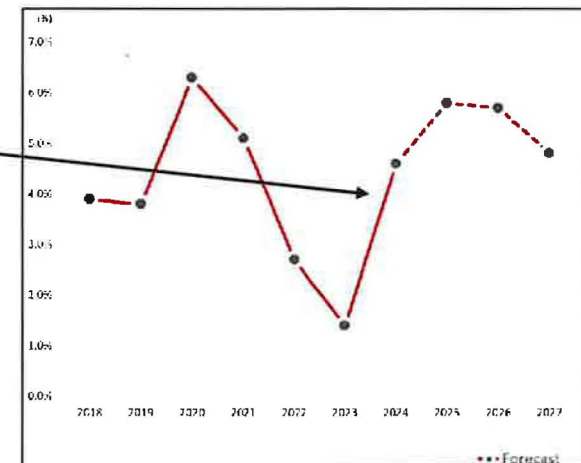
Home Prices Have Fallen

Rental Vacancy rate has surged upwards

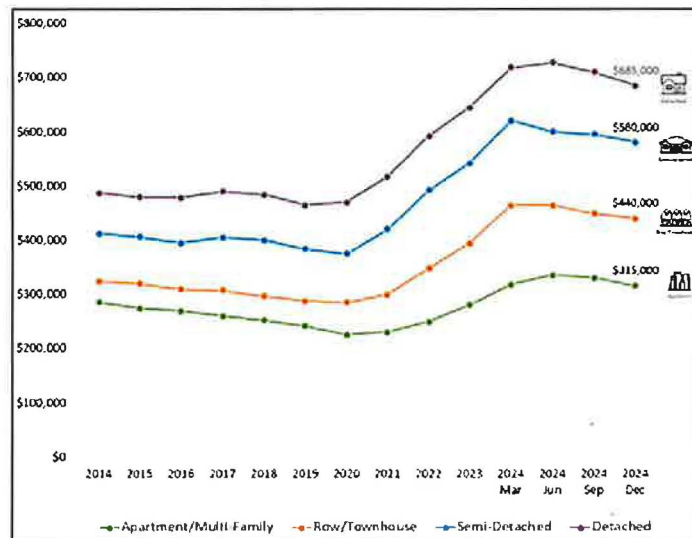
I can attest that the apartment rental rates are falling

- my youngest just rented a new place ... lots of choices, cheapest in 2 years

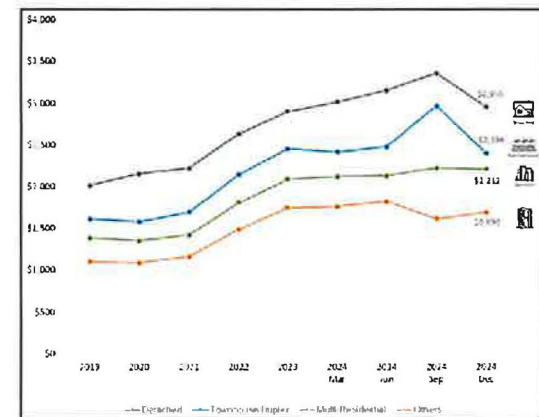
Rental market vacancy rate



Median home prices by building type



Historical average market rent



DETAILED SLIDES

Transit Options

1.2 kms to the 39th Ave LRT station with 2 major road crossings
18 min walk at 4km/hr

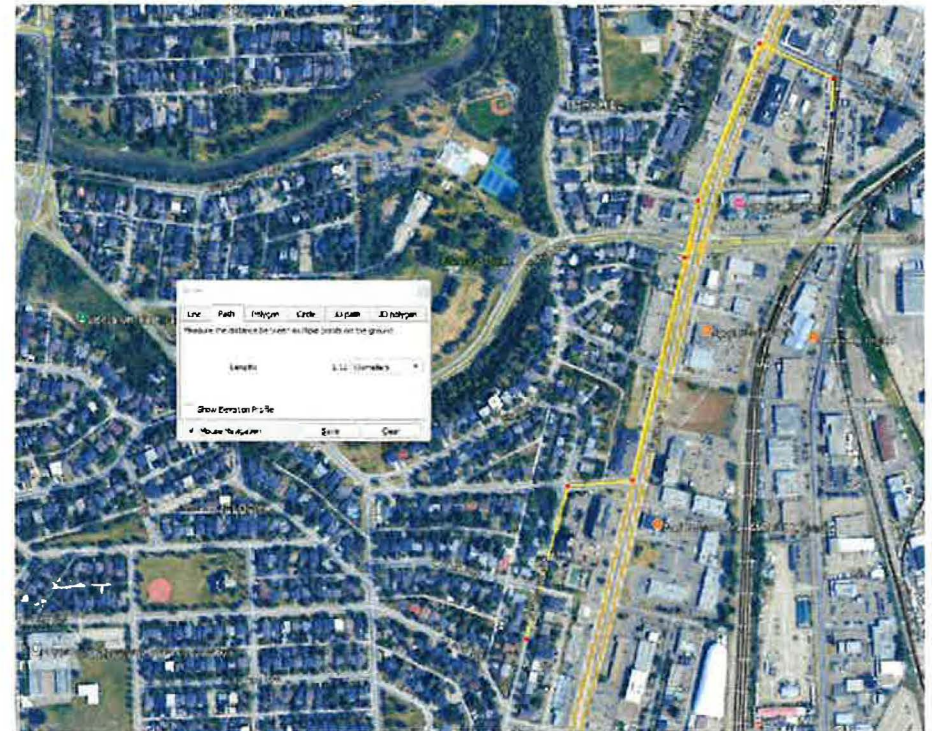
And 1.75 kms to the Chinook LRT station with 1 major road crossing 25 min walk

“Feeder” buses along Macleod Trail are certainly an option



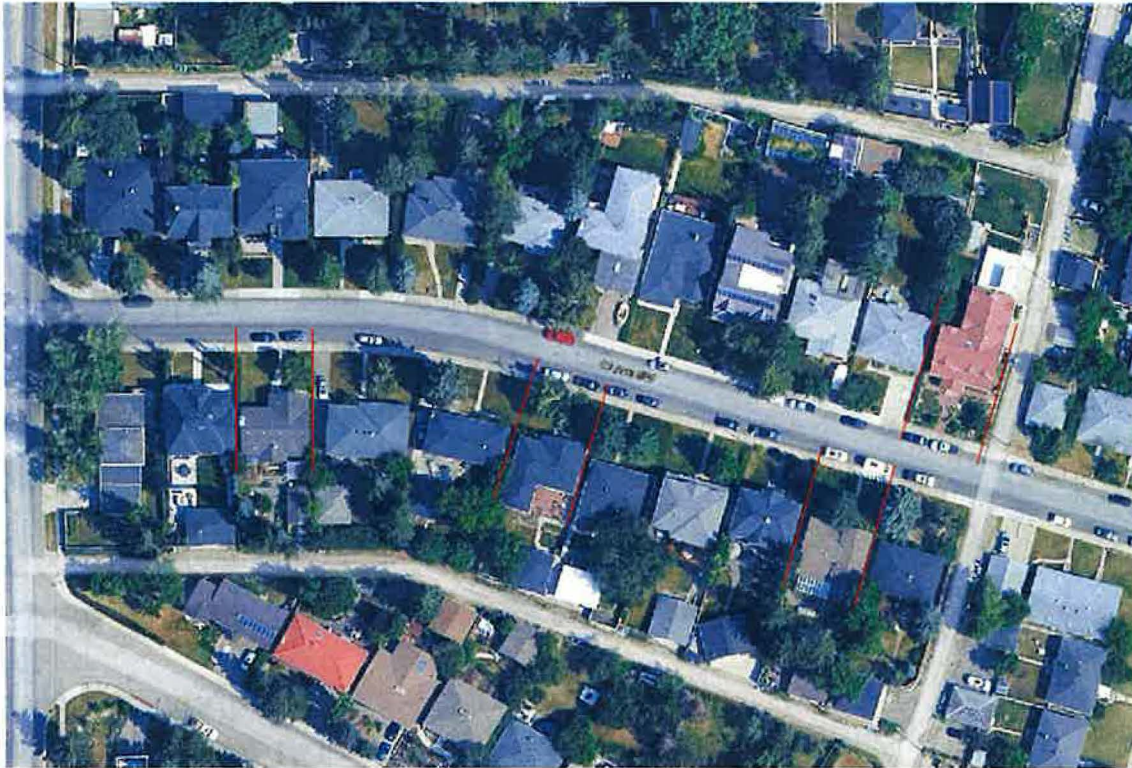
Chinook LRT Stn

39th Ave LRT Stn



East Elboya Parking

Only room for 2 to 2.5 cars per lot



East Elboya Parking – Lots of cars on the street already



East Elboya Parking



East Elboya Parking

Available street parking in the area is lessened because of the geography

“garages” that were built into the basement of houses were very small and almost all have been converted into living space

45 Ave - 13 lots southside, 6 lots northside
only 3 of the 19 have backyard garages.
There are only 7 garages in total.

46 Ave - 13 lots southside, 12 lots northside
16 of the 25 have backyard garages. 9 do not
and 3 do not have garages.

47 Ave - 14 lots southside, 9 lots northside
11 of the 23 have backyard garages. 12 do
not. Several houses have no garages at all
and just a single car driveway.

