



Public Submission

CC 968 (R2024-05)

PROTECTION OF PRIVACY ACT

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

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First name [required]	Arjun
Last name [required]	Puri
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]	Jul 15, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published <a href="#">here</a> .)	
[required] - max 75 characters	Land Use Redesignation for BANKVIEW LOC2024-0144 BYLAW 117D2025 - 26 ave SW
Are you in favour or opposition of the issue? [required]	In opposition



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ATTACHMENT\_01\_FILENAME

Opposition Letter written.pdf

ATTACHMENT\_02\_FILENAME

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

I have submitted another pdf via email to [publicsubmissions@calgary.ca](mailto:publicsubmissions@calgary.ca) with pictures attached. Please ensure the photos are made available for council to review as these could not be uploaded on your website.

**Subject:**

**Opposition to Land Use Redesignation BANKVIEW, LOC2024-0144, BYLAW 117D2025 – land located at 1920–1948 26 AV SW (Plan 8997GC, Block 17, Lots 5-12)**

**Opposition to Development Permit DP2024-06225 – 1920–1948 26 AV SW**

Dear Members of City Council, City Planners, committee members,

I am a property owner and resident living adjacent to the proposed area of land redevelopment. I am writing to express my concerns regarding Development Permit DP2024-06225, which proposes a 50+unit development across the following addresses:

- 1920, 1924, 1928, 1932, 1936, 1940, 1944, and 1948 26 Avenue SW

While I appreciate the need for increased housing and thoughtful densification, I believe this development, as currently proposed, is not well suited to the site or surrounding infrastructure. The scale, layout, and traffic implications raise several concerns related to safety, livability, and equitable use of shared neighbourhood spaces.

The laneway adjacent to the proposed site is narrower than average and includes a sharp corner on the west end. This corner now also includes a newly approved daycare drop-off zone, which already introduces morning and afternoon congestion. The addition of a high-density development—without adequate provisions for underground parking—will significantly increase traffic in this constrained space, presenting real safety risks to:

- Pedestrians using the laneway for daily activities (e.g., walking dogs, taking out garbage)
- Daycare families during drop-off and pick-up times
- Residents who regularly load/unload vehicles in the alley

Increased vehicular activity, especially in winter when visibility and space are further compromised, may make this laneway hazardous for residents and children alike. Furthermore, the downward sloping nature also makes this laneway a hazardous location for losing traction.

The proposed development appears to include carports that are significantly undersized compared to typical vehicles in our community. As an example, the carports will not accommodate standard SUVs or pickup trucks, which are highly common in Calgary—currently, there are 18 such vehicles regularly parked on car pads or in garages along this laneway. In contrast, existing homes on the south side of 26 Ave SW, such as 2006 and 2004, offer full double garages capable of housing two full-size sedans (see Figure X). However even these are still significantly larger than the proposed developments' space allocated in each car port.

Without suitable alternatives like underground parking, cul-de-sacs for maneuvering or enabling drop-offs, or larger carports, overflow parking will inevitably spill into the laneway. This will further obstruct mobility and pose challenges for emergency vehicle access, waste collection, and day-to-day navigation for families who already live on both sides of 26 and 25<sup>th</sup> Ave SW.

Densification in our area has, until now, been approached responsibly. Lot-splitting has enabled higher-density housing while maintaining access, safety, and a consistent streetscape. The proposed 50+ unit development does not follow that same model of thoughtful integration.

Instead, it introduces a level of density more appropriate for different location or better-supported zones, rather than a residential avenue with limited lane infrastructure.

I believe the restricted covenants placed on these properties have been in place with sound reasoning and thought. Newly constructed properties on the South side of 26 Ave SW. have diverse lot use and address similar “middle housing” gaps. Some lots having as much as 4 units on them (see photos attached). These homes, semi-detached and some townhomes, are designed to fit in well with the aesthetic and form of our neighbourhood.

I’ve also submitted reference photos to support these points, including comparisons of laneway widths and current garage/car pad usage. These illustrate the very real constraints that exist today, even before additional traffic volume is introduced.

Thank you for considering these concerns. I trust the City and planners will take them seriously in evaluating the appropriateness of this project in its current form. I welcome the opportunity to discuss alternatives that support densification while maintaining safety and quality of life for existing residents. However, as the application currently stands, we are significantly opposed to its approval.

Sincerely,

**A.P**



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First name [required]	Kavita
Last name [required]	Kanga
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Community Development
Date of meeting [required]	Jul 15, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published <a href="#">here</a> .)	
[required] - max 75 characters	Land Use Redesignation BANKVIEW, LOC2024-0144, BYLAW 117D2025 DP2024-06225
Are you in favour or opposition of the issue? [required]	In opposition



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ATTACHMENT\_01\_FILENAME

ATTACHMENT\_02\_FILENAME

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

Please see letter and photos submitted via email.

**Subject:**

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Sincerely,

**KK**



Photo Appendix for Submission – DP2024-06225

**Photo 1: Narrow Width of the Laneway Behind the Development Site**



**Caption:** *View of the narrow laneway behind 1920–1948 26 Ave SW, illustrating its limited width and sharp west-end curve. The proposed increase in traffic would exacerbate existing space constraints.*

**Purpose:** To show that the alley is significantly narrower than standard lanes and not designed to accommodate high-traffic volumes such as those associated with a 50+ unit development, as being proposed.



**Photo 2: Daycare Drop-Off Zone Near the West End of the Laneway**



**Caption:** Recently approved daycare drop-off location at the west end of the laneway. The introduction of a high-density development will increase congestion and raise safety concerns for families and children.

**Purpose:** To demonstrate that a sensitive community function (daycare) already uses the space, raising the stakes for safe design. Also demonstrating tight turning radius.



**Photo 3: Dog Walkers and Pedestrian Use of the Laneway**

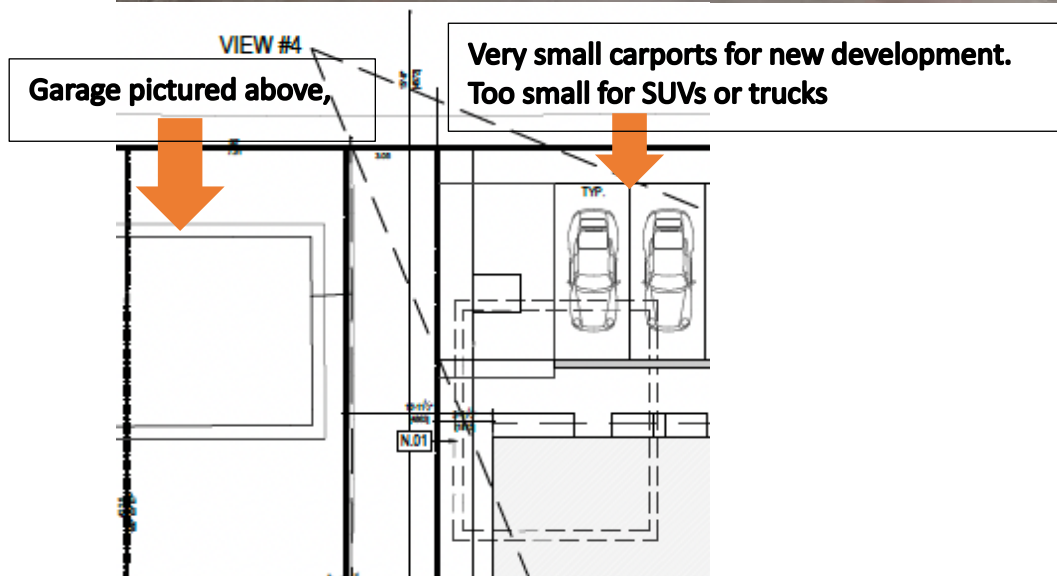


**Caption:** *Daily pedestrian use of the laneway by residents walking dogs or accessing back entrances. Increased vehicle flow would create unsafe interactions between vehicles and pedestrians.*

**Purpose:** To support that the laneway is actively used by residents for foot traffic and casual community use.

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**Photo 4: Example of a Double Garage at 2006 or 2008 26 Ave SW**



**Caption:** Example of existing two-car garages on the south side of 26 Ave SW, which will only accommodate 1-2 full-size sedan vehicles. These garages can only fit two sedan vehicles but are larger than the dimensions of the proposed car ports.

**Purpose:** To contrast the proposed compact carports with functional existing infrastructure and illustrate that current planning and space allocation is inadequate in the proposed development for 50+ units.

**Photo 5: Pickup Trucks and SUVs Parked in Laneways demonstrating the type of vehicles in the neighbourhood would not fit in the car ports being proposed in the current development.**



**Caption:** *Current pickup truck and SUV parking usage along the laneway—approx. 18 such vehicles are regularly parked here. The proposed carports would not adequately serve these common vehicle types.*

**Purpose:** To show real-world vehicle dimensions and the inadequacy of the proposed infrastructure.

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**Photo 6: Congestion When Vehicles Park or Load in the Laneway, and during Snow season**



**Caption:** *Illustration of congestion when vehicles temporarily park or unload in the laneway, demonstrating how limited space already causes accessibility issues.*

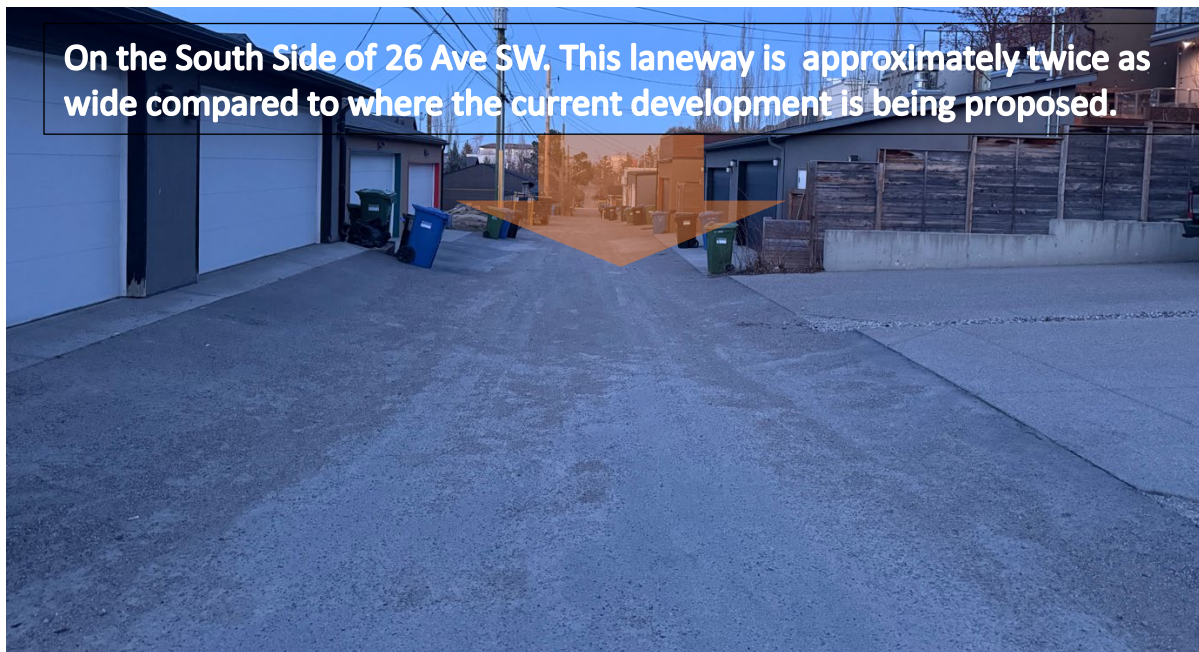
**Purpose:** To show that without new traffic, the laneway already faces usability constraints.

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**Photo 7: Comparison of Laneway Width Between South and North Sides of 26 Ave SW**



**The current development is being proposed to use a significantly narrower laneway on the North side of 26 Ave Sw.. There is very limited space to maneuver vehicles. Even garbage trucks and recycling vehicles have trouble navigating this laneway.**



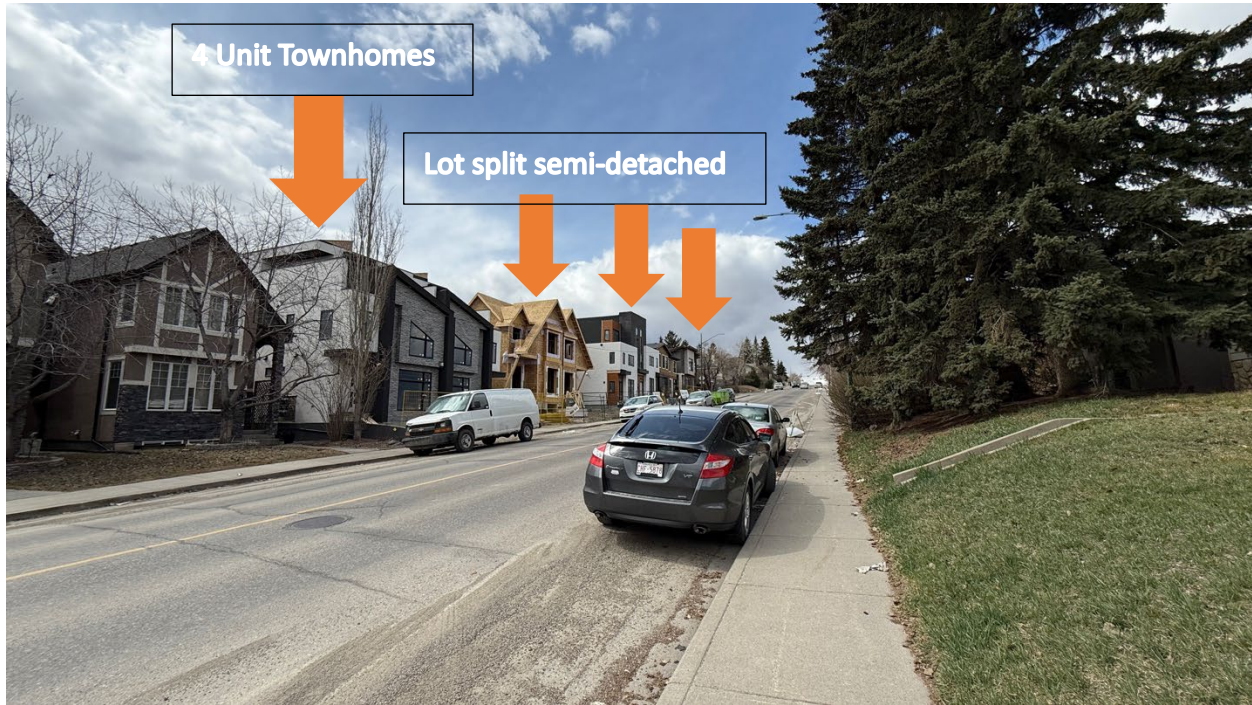
**On the South Side of 26 Ave SW. This laneway is approximately twice as wide compared to where the current development is being proposed.**

**Caption:** Comparison photo showing the significantly wider laneway on the south side of 26 Ave SW, where densification has been more successfully implemented.

**Purpose:** To support that responsible densification is feasible where infrastructure permits—but not at the currently proposed site where significantly increasing the number of units will be a hazard to public safety and mobility.



**Photo 8:** New properties developed through lot splitting, including semidetached and town home properties to address “middle housing”



**Caption:** Comparison photo showing new properties developed through lot splitting, including semidetached and town home properties that are better aligned with the sort of neighbourhood homes in the vicinity, while increasing density.

**Purpose:** To support that in keeping with our neighbourhood, introducing a 50+ unit complex in this unit would be significantly misaligned to our community structure and infrastructure.





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First name [required]	Stefan
Last name [required]	Skocylas
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]	Jul 15, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published <a href="#">here</a> .)	
[required] - max 75 characters	LOC2024-0144
Are you in favour or opposition of the issue? [required]	In opposition

ATTACHMENT\_01\_FILENAME

ATTACHMENT\_02\_FILENAME

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

I'm opposed to this specific redevelopment plan as a nearby property owner, as the size and scale of the proposed development is not in keeping with any of the nearby properties, which are predominately duplex/semi-detached dwellings which exhibit footprints of a similar nature. Going from a single household development to an an apartments is not an appropriate scale of growth for the area and is not consistent with any development plan for either Bankview nor the general area as per the Municipal Development Plan. The fact that developers feel that the City's Planning Department is likely to recommend these types of applications, as exhibited by the filing of this appli-cation, and despite there being no basis in terms of an approved development plan that would accommodate this type of application, is fundamentally undemocratic as the residents of the area are being marginalized despite bearing the externalities associ-ated with these developments. The response that the Bankview Development Plan is dated, and it is, is no excuse to fundamentally alter neighborhoods without consulting those that already live in the area and are impacted. The previous development plan for this property was opposed by everyone in the area and still approved by the City, despite objections to this form of infill. It's time for the City to consult with the neighbor-hood residents prior to continuing to allow for this fundamental change to the area with no representation. Furthermore, this development application is more infringing then the previously approved application, as the building itself is larger in its dimensions and has more units. The constant densification of this area without any appreciable provi-sion of services is inappropriate, causing negative externalities on existing residents and home owners.