

McDougall, Libbey C.

From: Chin, Kathryn
Sent: Tuesday, April 03, 2018 9:41 AM
To: Public Submissions
Subject: FW: Land use Amendment Application - Glendale 17th Avenue Project (LOC2017-0210)

Please see below.

Kathryn Chin

Business & Logistics Liaison, City Clerks
313 – 7 Ave SE
P.O. Box 2100, Stn M, MC #8007
Calgary, AB T2P 2M5
P: 403-268-5862
E: kathryn.chin@calgary.ca

From: Schlodder, Tom
Sent: Tuesday, April 03, 2018 9:35 AM
To: City Clerk
Subject: FW: Land use Amendment Application - Glendale 17th Avenue Project (LOC2017-0210)

Tom Schlodder
T 403.268.5654 | E tom.schlodder@calgary.ca

From: Schlodder, Tom
Sent: Tuesday, April 03, 2018 9:34 AM
To: 'Marc Norlin' <lmnorlin@shaw.ca>
Subject: RE: Land use Amendment Application - Glendale 17th Avenue Project (LOC2017-0210)

Marc, thank you for your email. I am forwarding your comment onto the City Clerk's office so that it can be included as part of the Council Public Hearing on May 7, 2018. At this public hearing, Council will review the file, hear from the public, ask questions and make the final decision on this application.

The agenda for this hearing will be published on May 3, 2018 and will be available at:
<http://www.calgary.ca/CA/city-clerks/Pages/Legislative-services/Agenda-Minutes.aspx>

Tom Schlodder
T 403.268.5654 | E tom.schlodder@calgary.ca

From: Marc Norlin [<mailto:lmnorlin@shaw.ca>]
Sent: Friday, March 30, 2018 1:52 PM
To: Schlodder, Tom <Tom.Schlodder@calgary.ca>
Subject: [EXT] Land use Amendment Application - Glendale 17th Avenue Project

Mr. Schlodder,

As a couple who have recently bought a home in the Southwest Community of Glendale, we read with alarm, (in a recent "Message from the Board" of the Glendale/Glendale Meadows Community Association), of the apparently imminent approval of a 90-unit high rise condominium, and the necessary re-designation of land use, on five residential lots along 17th Avenue.

As life-long residents of the North part of Calgary, we were drawn to the type of neighbourhood and the housing found in Glendale, and chose to buy a home here, after considering many other neighbourhoods.

We would like to add our voices to those of our fellow Glendale residents who oppose this second attempt by a land developer to alter the character and "one lot-one home" charm of the Glendale Community. Development opportunities for this type of project exist elsewhere in Calgary, and if the collective voice of Glendale citizenry is saying, "no thank-you", that voice should be respected.

We share the view of the Community Association President, Paul McCormick, who states that, "if this rezoning is approved, it will pave the way for more projects like this, and more of our neighbours will pack up and leave."

We love our new neighbourhood and our new home, and we both advocate that the residential zoning currently in place remain unchanged, regardless of the desire of a land developer to alter it, along with the character of Glendale.

Regards,

Marc Norlin and Victoria Smith
1944 Kelwood Drive SW

From: [Chin, Kathryn](#)
To: [Public Submissions](#)
Subject: FW: Glendale/Glendale Meadows Rezoning LOC2017-0210
Date: Thursday, April 05, 2018 2:37:47 PM

Kathryn Chin

Business & Logistics Liaison, City Clerk's Office

313 – 7 Ave SE

P.O. Box 2100, Stn M, MC #8007

Calgary, AB T2P 2M5

P: 403-268-5862

E: kathryn.chin@calgary.ca

From: Schlodder, Tom
Sent: Thursday, April 05, 2018 1:30 PM
To: 'Layne Dalgetty-Rouse' <Layne.Dalgetty-Rouse@cnrl.com>
Cc: City Clerk <CityClerk@calgary.ca>
Subject: RE: Glendale/Glendale Meadows Rezoning LOC2017-0210

Good afternoon,

Thank you for your comments. By way of CC'ing this reply, I will pass your comments along to the City Clerk's Office so that they will be considered by Council as part of the upcoming public hearing and decision on May 7, 2018.

Tom Schlodder

T 403.268.5654 | E tom.schlodder@calgary.ca

From: Layne Dalgetty-Rouse [<mailto:Layne.Dalgetty-Rouse@cnrl.com>]
Sent: Thursday, April 05, 2018 12:58 PM
To: Schlodder, Tom <Tom.Schlodder@calgary.ca>
Subject: [EXT] Glendale/Glendale Meadows Rezoning

Good afternoon Mr. Schlodder.

I am current resident of Glendale and have lived here for over 15 years.

Our daughter attended Glendale Preschool and all of her elementary years and the community school.

I am sending this email in support of the proposed project on 17th near 45th Street.

This new build aligns perfectly with Mayor Nenshi's medium density neighbourhood push and as well the building is conveniently close to both a major bus route (#2) and the Blue Line LRT.

I do not feel that the community board is representative of the entire community and serves to

communicate only the interests of a certain subset of people within the community. They claim that they worked with the City on the Main Streets project but in fact pulled their support at the last minute and left Councilman Pootsman scrambling.

Our home is part of the rezoning approved for the 37th Street Mainstreets and we believe that this development and revitalization is essential to our community.

Additionally, the community board negates to admit that the community already has a large apartment complex between 17th and 19th Avenues at 37th Street. Therefore the opposition to an additional such project seems counterintuitive.

Lastly, it is clear from the unnecessary and terrible urban sprawl that new families are not looking for huge lots with much maintenance. This project will be an ideal addition to a community that needs to keep up with the times or be left behind!

Thank you. Please feel free to contact me at 403-514-7461 should you require additional information.

Martin Rouse and Layne Dalgetty-Rouse

McDougall, Libbey C.

From: Chin, Kathryn
Sent: Monday, April 09, 2018 9:07 AM
To: Public Submissions
Subject: FW: LOC2017-0210 Comments re: Glendale Land Use Change

Kathryn Chin

Business & Logistics Liaison, City Clerk's Office
313 – 7 Ave SE
P.O. Box 2100, Stn M, MC #8007
Calgary, AB T2P 2M5
P: 403-268-5862
E: kathryn.chin@calgary.ca

From: Schlodder, Tom
Sent: Monday, April 09, 2018 8:39 AM
To: City Clerk
Subject: LOC2017-0210 Comments re: Glendale Land Use Change

Please include this as part of the public comments

Tom Schlodder
T 403.268.5654 | E tom.schlodder@calgary.ca

From: CherylNorm Spark [<mailto:cnsparke@shaw.ca>]
Sent: Friday, April 06, 2018 2:12 PM
To: Schlodder, Tom <Tom.Schlodder@calgary.ca>
Subject: [EXT] Glendale Land Use Change

Hello Tom

The proposed 6 to 5 storey downgraded redevelopment of the area near 17Ave and Sarcee Tr. is not in the best interests of Glendale residents. The only 'downgrade' we would support is a few higher end infill homes....period. This development will forever change the look and feel of our community and especially for those homes who will have multiple eyes looking across the alley at them...ridiculous. People live in this community precisely for the single family home feel and we want it to stay that way no matter what the City wants to foist upon us. We have been telling the City this for years now and it seems to fall on deaf ears and frankly we want administration and city councillors to quit bullying us. We don't all want to be crammed in like sardines as the Mayor and others want us to.

It is much easier to build new multi family units into new developments than to try and rearrange existing older communities as we found out with the west end of the Blue Line. West of Sarcee Trail wasn't a big problem because the alignment was preplanned but east of Sarcee was awful and much more expensive. I suggest the City plan for these higher density buildings on new land west of Sarcee instead of wrecking existing neighbourhoods.

Sincerely,
Norm and Cheryl Spark
Glendale Residents

Rowe, Timothy S.

From: Chin, Kathryn
Sent: Wednesday, April 18, 2018 1:18 PM
To: Public Submissions
Subject: FW: [EXT] Developer Proposal to build 100-unit Condominium Project in Glendale/Glendale Meadows

Kathryn Chin
Business & Logistics Liaison, City Clerk's Office
313 – 7 Ave SE
P.O. Box 2100, Stn M, MC #8007
Calgary, AB T2P 2M5
P: 403-268-5862
E: kathryn.chin@calgary.ca

-----Original Message-----

From: Dana Colborne [mailto:thelittlegeneral@shaw.ca]
Sent: Wednesday, April 18, 2018 1:03 PM
To: City Clerk <CityClerk@calgary.ca>; board@myglendale.ca
Subject: [EXT] Developer Proposal to build 100-unit Condominium Project in Glendale/Glendale Meadows

To: The City of Calgary City Clerk
Re: Proposed 100 Unit Condominium Project to replace five single-family houses at 4919, 4923, 4927, 4931 4935 17th Avenue S.W. Calgary Alberta

My Name is David Colborne and my wife Dana Colborne have owned a house and lived in Glendale since 1987 (31 years). The reason we bought a house in Glendale was/is that Glendale is zoned R1 (now RC1 or Rc1L). We are opposed to this development. This development should not be allowed in any Community zoned R1.

This development should be restricted to Communities, which are zoned R2 or higher density and should be developed much closer to the downtown core. This developer should go and buy (5) lots, or whatever the developer requires, in the downtown core communities of; lower Scarborough, Lower Mount Royal, Mission, Inglewood, Bridgeland, Langevin, Victoria Park.

We are vehemently opposed to this development, period. A simple way to determine if the homeowners in this Community of Glendale/Glendale Meadows are in favour of this proposed development, is to ask the homeowners in both Communities to vote Yes or No. In order to vote, you must be a Registered Home Owner in either of these Communities.

I do not accept or believe that the City of Calgary Elected Council are representing the wishes of the Homeowners in these two Communities. The City of Calgary Elected Council has talked Plebiscite vote on other matters and I believe the majority of Registered Home Owners in both Glendale and Glendale Meadows would want to have their democratic right to vote directly by Plebiscite. Please don't use the lame excuse of cost, given that this same Elected Council is very interested in bidding for the 2026 Olympics at a stated cost of 39 million dollars and if Calgary is chosen to Host these 2026 Olympic Games the base estimate is 4.5 billion dollars, which history proves time and again is a low estimate and increases by 25% or more.

This developer is part of the minority, in these Communities, who are in favour of upzoning to R2, R4 and so on, not part of the majority of Homeowners in Glendale or Glendale Meadows who are opposed to this 100 unit Condo development.

Sincerely,

David M. Colborne

Dana M. Colborne

Rowe, Timothy S.

From: Chin, Kathryn
Sent: Thursday, April 19, 2018 2:52 PM
To: Public Submissions
Subject: FW: [EXT] FW: Glendale resident opposed to proposed large condo on 17th Ave

Kathryn Chin

Business & Logistics Liaison, City Clerk's Office
313 – 7 Ave SE
P.O. Box 2100, Stn M, MC #8007
Calgary, AB T2P 2M5
P: 403-268-5862
E: kathryn.chin@calgary.ca

From: Craig West [mailto:cwdura@telus.net]
Sent: Thursday, April 19, 2018 1:47 PM
To: City Clerk <CityClerk@calgary.ca>
Cc: 'Candace Duchscher' <CDuchscher@coinamatic.com>
Subject: [EXT] FW: Glendale resident opposed to proposed large condo on 17th Ave

I wanted to express my extreme opposition to the building of a 100 unit condo project in Glendale. I purchased a home in Glendale specifically because it is an R1 community. I purchased here because I wanted the tightly knit community, lower population density, less traffic and parking issues and that comes with R1 designation.

There is significant investment in new multi million dollar homes and renovation of existing homes in Glendale by residents because we recognize the high quality of living an R1 district presents, and it is worth the spending our money there to put down roots.

Glendale is slowly turning into an R1 island in the SW. Calgary needs to keep communities like this in the inner city. You can see Mount Royal has survived intact for years and has maintained its R1 status – I intend to fight to keep Glendale like that well into the future. There are plenty of streets in the beltline with condo complexes and rows of grid like streets, full of duplex in-fills and no room and no place to park – do we really need more of this? And do you want to change the rules by force on a community that doesn't want it? It's a bad idea.

If you decide to proceed with this condo complex – it will be the beginning of the end of Glendale. Its a slippery slope, as soon as the first one is built, it will open the door others, with less ability to oppose it. I would expect an overwhelming pushback on this proposal from residents – we don't want to see our nice little community ruined!

Craig West

4304 Grove Hill Rd SW - 20yr resident

Calgary Alberta

T3E 4E6

587 586 0054

Rowe, Timothy S.

From: Albrecht, Linda
Sent: Friday, April 20, 2018 7:37 AM
To: Public Submissions
Subject: FW: [EXT] 100 unit Condo Project Glendale/Glendale Meadows

From: Norm Paarup [mailto:lnpaarup@shaw.ca]
Sent: Thursday, April 19, 2018 4:10 PM
To: City Clerk <CityClerk@calgary.ca>
Cc: board@myglendale.ca
Subject: [EXT] 100 unit Condo Project Glendale/Glendale Meadows

To whom it may concern: The 100 Unit Condo project will be disastrous for Glendale. The cut through traffic is already a problem and adding a 100 unit condo complex will put a strain on the community citizens just attempting to navigate our own streets. 45th street is overused and underdeveloped for present traffic, adding more will create a major problem. Once the R1 status is changed there is no doubt that there will be applications for more multiple family dwellings. The reason we purchased a home in Glendale/Glendale Mdws. was because of the R1 zoning and that has already been challenged with the re-zoning of 37th street. I understand Glendale was the first community in Calgary to introduce Cul de Sacs into its design. The communities developed in the last 25 or 30 years all look the same with cookie cutter homes, Glendale is not one of them and we community members are striving to keep it that way. As a longtime resident of Glendale I disapprove of this complex and losing our R1 status.

Lynette Paarup
4523 Glenmere Rd SW.

OPPOSITION TO LOC 2017-0210 (BYLAW 147D2018)

Grant MacArthur and Suzanne Stalder who have lived at 60 Granlea PI SW for the last 33 ½ years are opposed to the existing proposed Land Use Change at 4919 thru 4935 17 Av. SW.

We are not opposed in general to increasing the density so long as it is done with a proper plan in place and with respect to the existing community (the Feb. 2007 newsletter, West LRT Land Use Study, Planning for TOD talks of this).

17 Av. can be divided into two categories; Commercial/Mixed use between Gateway Dr. and 37 St. and Residential between Gateway Dr. and Glasgow Dr. This was part of a Glendale/Glendale Meadows Community Association Executive motion passed in Jan. 2013. We asked the City to help us in getting this moving forward In Apr. 2013 (see attached letter/email).

I (Grant MacArthur) will be presenting at Council on May 7 and will be talking about this. I have attached a few documents as well that will be addressed during my presentation. I am attaching these in an effort to keep my presentation short. They are relevant City documents.

- April 25, 2013 email from Alderman Pootmans
- City of Calgary Engage/Policy, Spectrum of Strategies and Promises
- West LRT Land Use Study (summary)

Grant MacArthur and Suzanne Stalder

60 Granlea PI SW

April 21, 2018

Rowe, Timothy S.

From: Ward 6 Contact <Ward6@calgary.ca>
Sent: Thursday, April 25, 2013 11:19 AM
To: 'greenescape@shaw.ca'
Cc: 'stalders@telus.net'
Subject: 17 Ave SW Question

Hi Paul,

I met with Steve Jones and Deborah Cooper on Monday to talk about the future of 17 Ave SW between 37 Street and Sarcee Trail. At this point, there is not a particular plan for that section. In the WLRT Land Use Study, you can see some very high level visioning summaries. If you look on page 36, you will see 4 priorities areas identified. Currently, the highest priority area, for obvious reasons, is the Westbrook Village Area Redevelopment Plan (ARP). There are no other ARPs on the current workplan.

Planning will be undertaking a city-wide corridor study this year, which will evaluate Urban and Community corridors. The study will help shape future planning work along the corridors. They are still sorting out what level of detail they expect to get into in the corridor study.

The section of 17 Ave west of 37 Street is currently not considered part of the 17 Ave Community Corridor; however, I have asked them to consider extending the corridor to include that section of 17 Ave.

Typically, redevelopment work is prompted by development or interest in development by the landowners. Perhaps, as The City begins selling off excess lands purchased for WLRT construction, redevelopment work will be triggered. It's hard to say.

To sum it up – it is as we had initially thought... there is not much planning work being done at this time but we can expect to see some work undertaken after Westbrook and Sunalta ARPs are done. The community will absolutely be part of that process and the visioning work done back in 2006-2009 will be a bit of a starting point to get the ideas rolling when that time comes.

Let me know if you have any other questions!

Sara Rooseboom, BA Poli Sci
Community Assistant to
Alderman Richard Pootmans, Ward 6
The City of Calgary
PO Box 2100, Station "M"
Calgary, AB T2P 2M1

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April 2013 W6 Report Now Available

Our latest Ward 6 newsletter is now available [online](#). If you would like to receive our newsletter via email, please email me to subscribe.

Ward 6 Communications Survey

We would like to hear from you regarding the services and communications you receive from the Ward 6 Office team. Please take a few minutes to fill out the [Ward 6 Communications Survey](#).

From: Jones, Steve P. (LUPP)
Sent: 2013 April 22 9:41 AM

To: Ward 6 Contact
Subject: link to West LRT land use study summary report

Hi Sara,

Here is the link to the West LRT summary report that we spoke of in the meeting.

<http://www.calgary.ca/ layouts/cocis/DirectDownload.aspx?target=http%3a%2f%2fwww.calgary.ca%2fPDA%2fLUPP%2fDocuments%2fPublications%2fwest-lrt-land-use-study.pdf&noredirect=1&sf=1>

Regards,

Steve

Steve Jones

Senior Planner, Established Community Planning
Land Use Planning & Policy
The City of Calgary | Mail Code: # 8117
T 403.268.2523 | **F** 403.268.3542
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COUNCIL POLICY

Policy Title: *engage!* Policy
Policy Number: FCS002
Report Number: OE2003-40
Approved by: Council
Effective Date: 2003 May 28th
Business Unit: Customer Service and Communications

BACKGROUND

The City of Calgary (Council and Administration) recognizes that decisions are improved by engaging citizens and other stakeholder groups where appropriate. The development of an engagement policy provides a foundation that ensures that there is a consistent and effective approach to stakeholder engagement across the Corporation.

The Citizen Engagement Project (CEP) was initiated by City Council in 2001 to improve the effectiveness of the City's engagement activities. A review of international best practices in stakeholder engagement was completed. As well, more than four hundred stakeholders including City Council, Administration and the public were consulted in the development of the Engage Policy.

PURPOSE

The Engage Policy provides the guidelines for the development of engagement processes for stakeholders, both external and internal.

The Engage Policy achieves the following:

- aligns with City Council priorities
- supports City Council's decision-making by providing information on stakeholders' opinions
- ensures consistent and clear practices
- ensures an appropriate level of engagement
- enhances the City of Calgary's reputation as an organization that listens to citizens and employees

The City of Calgary (Council and Administration) recognizes that decisions are improved by engaging citizens and other stakeholder groups where appropriate, and is committed to transparent and inclusive processes that are responsive and accountable, and within the Corporation's ability to finance and resource.

The City of Calgary assigns a high priority to appropriately informing and involving citizens and other stakeholders early on and throughout the process, where the decision(s) impact their lives.

The City of Calgary assigns a high priority to informing and involving employees, and seeks to continuously improve internal relations throughout the Corporation by providing opportunities for staff to be engaged where appropriate on the Corporate decisions that impact their jobs and work life.

The Engage Policy is aligned with the Corporate Values, which are:

- Be **honest** and tell the truth;
- Pursue **excellence**;
- Be **accountable**;
- Be **responsive**, compassionate, and fair; and
- **Treat others with respect.**

***engage!* CORNERSTONES & GUIDING PRINCIPLES**

This policy incorporates 5 "Cornerstones" which are the principles for guiding action:

1. *Accountability* – The City will be accountable for acting in accordance with the commitments it makes to the stakeholders and will demonstrate that results and outcomes are consistent with promises it makes, while remaining responsible to the citizens of Calgary.

- The process will be measured for consistency with the promises made to citizens.
- The process will be evaluated and the results communicated.
- Outcomes of the process will be measured.
- Design and implementation of the process and appropriate use of resources will be the responsibility of the assigned project leader(s).

2. *Inclusiveness* – The City will make its best efforts to reach, involve and **hear** from all of those who are affected directly and indirectly.

- Best efforts will be made to accommodate diverse needs, backgrounds, and challenges.
- **Opportunities will be provided to create shared visions** embraced by diverse interests.

3. *Transparency* – The City will provide clear, timely and complete information, and will endeavour to ensure decision processes, procedures, and constraints are understood and followed.

- The promise, purpose and limitations on engaging stakeholders will be made clear and understandable.
- The roles and responsibilities of all parties will be clearly communicated, understood and accepted.
- Feedback will be provided on what stakeholders said and how their input was considered by the decision makers.

4. *Commitment* – The City, within its ability and work plans, will allocate available resources for effective engagement.

- Resources are to be applied appropriately to achieve an understanding of the key issues.
- Staff will be trained and capable in supporting effective engagement.
- Stakeholder time and resources will be respected and used effectively.

5. *Responsiveness* – The City of Calgary will be responsive, accessible and endeavour to understand citizen and other stakeholders' concerns.

- Efforts will be made to inform affected stakeholders of the issues.
- The Corporation will be prepared for, and responsive to, the views of stakeholders.
- Stakeholders will be given resources so they can help resolve community issues/problems.

PROCEDURE

Application of the Engage Policy:

1. This policy applies to six zones of opportunity for engagement that exist within the Corporation:
 - Public participation in specific planning, policy, and project initiatives
 - Internal Relations
 - Customer Service
 - Volunteer Participation
 - Community Development
 - Mandated processes involving public participation
2. Citizens and other stakeholders will be encouraged to adopt the Engage Policy's Cornerstones and Guiding Principles when invited to participate in engagement initiatives.
3. The Engage Scope can be used in conjunction with the Framework and Tool Kit to help assess the scope of engagement that is appropriate for a potential project, plan or policy. The Scope gives an initial high level look at who might be engaged, to what degree, how they would be engaged and how much it could potentially cost. The Scope provides a quick analysis and is not a substitute for a comprehensive engagement planning and design process.
4. The Engage Spectrum decision tool will be implemented by The City to help guide and determine the level of engagement that The City will embark on for stakeholder input.
5. The Engage Tool Kit will be used by The City's trained facilitators to guide future stakeholder engagement processes.
6. The Engagement Resource Unit will provide support Council, staff, partners and the public to help build engagement capacity within the Corporation. The Unit will advocate, co-ordinate and link engagement activities, standards and practices across the Corporation. It will provide advice, consultation and facilitation of engagement process design and provide internal training and orientation to the Engage Policy, Framework and Tool Kit.
7. Prior to embarking on any commitment to a level of engagement on a project or initiative, the Engage Spectrum and Tool Kit will be utilized by the Corporation to determine the level of investment and need for embarking on an engagement program.
8. All engagement activities will occur within approved plans and funding of the Administration and any requests outside these approved plans must be referred through Council.
9. Where appropriate, and to the extent feasible, The City will encourage, or contract for, the adoption of the Engage Policy by Civic Partners in conjunction with the Civic Partnerships Guide to Policy & Administration.

AMENDMENTS

None

SPECTRUM OF STRATEGIES & PROMISES

This policy includes a spectrum of five strategies and associated promises related to reaching and involving citizens and other stakeholders, and external and internal stakeholder groups in specific engagement initiatives regarding planning, policy, and projects. Whenever The City embarks on an engagement process, the purpose of the engagement and the 'promise' will be clarified at the beginning of the process.

	The Strategy	The Promise
Inform:	To provide information that will assist stakeholders in understanding issues, problems, alternatives and / or solutions.	We will endeavour to provide information that is timely, accurate, balanced, objective, easily understood, and highly accessible. We will respond to questions for clarification.
Listen & Learn:	<u>Both stakeholders and The City listen to and learn about each others' views, plans, concerns, and expectations.</u>	<u>We will listen to stakeholders and learn about their plans, views, issues, concerns and expectations.</u>
Consult:	Stakeholders feedback is obtained through consultation to analyze issues and build alternatives, and thereby make contributions to the decision making process. Consulting with stakeholders ensures issues and concerns are understood and considered.	<u>We will consult with stakeholders to obtain feedback and ensure their input is considered and incorporated to the maximum extent possible. We undertake to advise how consultation affected the decisions and outcomes.</u>
Collaborate:	<u>Stakeholders are considered partners in the decision making process, including collaboration on analyzing issues, building alternatives, identifying a preferred solution, and making recommendations.</u>	<u>We will partner with stakeholders in a process that results in joint recommendations.</u> We undertake to advise how collaboration affected decision making.
Empower:	Aspects of the decision making process are delegated to stakeholders.	Where legislation permits, we will abide with the decisions made under delegated authority. Where legislation precludes making such a commitment in advance, we undertake to be guided by the outcome.

West LRT Land Use Study (summarized)

1.0 Introduction and Background

1.1-Purpose

The purpose of the West LRT Land Use Study Summary Report is to summarize all the analysis undertaken and the input received from the public and make it available as a resource and reference for all future planning studies for the West LRT area. This will **ensure that the valuable feedback that has been received by The City through the West LRT Land Use Study will be used in all future planning exercises in the area.** During the Land Use Study, The City held numerous public information sessions, conducted design workshops and formed a Citizen Advisory Committee. This public engagement process was an effort to seek public input on opportunities and ideas regarding future land use in the area. While this report will bring the West LRT Land Use Study to a close, planning will continue for the areas surrounding existing and future LRT stations along the West LRT line and along the 17th Avenue Corridor. The next phase of the planning work will be a Station Area Plan for the Westbrook Mall station. **This Summary Report is intended to be used and referenced in the following situations:**

1. In the development of new City plans and design guidelines;
2. **As an input to the design of private development proposals;** and
3. **As a frame of reference in the evaluation and review of new development proposals.**

1.2-Background

The original purpose of the West LRT Land Use Study was to **produce a land use plan with a strong vision and implementation strategy that would direct the right kind of redevelopment in the vicinity of the future LRT stations,** while at the same time manage development pressures in other areas.

1.3.3-Boundary Rationale

The boundary of the study area was determined by a number of factors:

- **600 metre walking distance from the proposed LRT stations**
- Lands within closest proximity to proposed LRT stations
- Community boundaries
- **Areas that do not have existing community level planning policies in place**
- Major roadways as boundaries
- **Current development activity and opportunities**

2.0 Public Input

2.1-Questionnaire

The survey showed that residents in study area communities primarily moved there due to location, especially the close proximity to downtown. Residents also valued the various community amenities such as bars, restaurants, schools, churches, shopping, parks, and green spaces. **When asked about what they liked best about their communities, respondents again pointed out the location and community amenities, but also added that they liked the community feel they got from some of these older, more established neighbourhoods. Many respondents also said they feel safe in their community.**

2.2.1-Incorporation of the Results into the Planning Process

The purpose of the West LRT Land Use Study Visioning Workshops was to:

- assist participants in the planning process to produce images that visually represented their ideas and visions
- **collect ideas and input from the public**

- **understand what qualities of the built environment are valued by residents**
- understand what activities are already happening or desired by residents

2.2.2-Recurring Themes

Thirteen major themes emerged from the 38 drawings and accompanying text produced at the Visioning Workshops.

-A number of the themes were related to land use such as:

- **Residential and Mixed Use Development;**

- Commercial Services;

- Recreation; and

- Community Services.

-Design themes included:

- LRT Design;

- Building Design;

- Streetscape and Public Space Design;

- Open Space and Vegetation; and

- **Community Character.**

3.0 Vision & Guiding Principles

3.1-Vision

The study area comprises well-loved and well established 1950's and 1960's communities located on the southwest side of Calgary. The area benefits from easy access to the mountains, Downtown, the Bow River valley, Mount Royal College, Shaganappi Point Golf Course, and Optimist and Edworthy Parks. A variety of amenities are also found throughout the study area, including restaurants, shops, a library, a pool, community centres, schools, churches and the many parks. **Area neighbourhoods are cherished for their friendliness, tranquility and high quality of life by those who live there.**

*The study area will become a vibrant, accessible, and safe corridor with a variety of amenities that are valued by residents and visitors alike. It will offer a range of convenient transportation opportunities, which include walking, biking and public transit, that provide an alternative to the automobile. **New development will offer a mix of employment and housing choices in buildings that are attractive and blend into the existing communities.** The areas around each of the LRT stations will have their own unique identities where people of all ages can conveniently and comfortably work, live and play. Westbrook station will become a major destination that serves the broader area and is recognizable for its attractive architecture and village-like qualities*

3.2-Guiding Principles

1. Increase Housing

- **Sensitively increase residential densities within the vicinity of the LRT stations** and along the transportation corridors.

- **Accommodate a wide variety of housing types/sizes/styles to meet different needs, stages of life and income levels.**

3. Maintain safety in neighbourhoods and **promote a sense of community**

- Ensure safety and accessibility for all people at LRT stations, road crossings and other public spaces.

- Minimize noise pollution and **maintain quiet communities in areas with less activity.**

- Require all development to provide 'eyes on the street' and natural surveillance of public spaces and parks.

4.0 Community Values Summary

4.1. Community Values Summary

The following represents the main comments/values identified by the public through the West LRT public engagement process. These values should be used to guide the community, developers and the Development Authority in considering and developing new City plans and guidelines as well as private development proposals.

45th Street Station Area

- 11. 45th Street Station should be a small scale, mixed-use development with the higher density development located next to the LRT station.**
12. The mix of uses should include residential, office & main floor retail.
13. Supported uses include a coffee shop, convenience retail (coffee, news, dry cleaning), and local businesses with community connections.
14. Redevelopment should include aesthetic upgrades to the existing commercial node.

17th Avenue Corridor

- 18. 17 Avenue should be a mixed-use street edge that transitions to the adjacent residential development.**
19. Residential uses should be located above the retail/commercial uses along 17 Avenue.
- 20. Commercial uses should be permitted in the existing houses along 17 Avenue in order to maintain the existing residential character.**
21. The mix of uses should include activities that run throughout the evening to encourage more eyes on the street and discourage undesirable actions.
22. Bars or late night entertainment should not be permitted.
23. Locally owned and community based small business should be encouraged.
24. Shops along 17 Avenue encourage community relationships & economic health.

4.1.2 Built Form and Site Design

1. Building design should include traditional styled architecture
2. Redevelopment should work towards a village like feel through use of scale and materials.
- 3. The scale of development should be non-obtrusive and similar to the existing community.**
- 4. The impact of development on existing communities should be minimized** (e.g. use of natural materials).
5. Upper level setbacks on buildings should be used to bring sunlight to street.
6. Building design for the Westbrook Mall area should consider roof top gardens/green roofs.
7. Development at the Westbrook Mall area should create a sense of place and provide an identifiable centre for the surrounding neighbourhood.
8. Development at the Westbrook Mall should be scaled towards pedestrians and not automobiles.
9. Siting of buildings to frame outdoor/public spaces is encouraged at the 45th Street Station.

5.0 Implementation

5.1 Next Steps

The West LRT Land Use Study Summary Report is the first step in a series of planning projects to be undertaken along the West LRT Line. **Priority areas for planning were selected to provide a clear focus for future planning exercises. The purpose of these planning exercises is to direct the right kind of redevelopment to areas where it is most appropriate and to manage development pressures outside these priority areas so as not to diffuse planning efforts or the limited market for redevelopment.**

The priority areas were chosen based on the following factors:

- The amount and strength of the residential and commercial market for redevelopment;
- The ability to plan concurrently with the development of the West LRT;
- The availability of high potential re-development sites, both in terms of location and possible development yield (i.e. floor area or numbers of units); and

• **Locations that could accommodate development that would support the existing, stable residential communities while minimizing the creation of difficult transition edges between new and existing development. The planning priority areas are shown on Map 6 and are intended to be completed in sequence, as opposed to concurrently. The areas include:**

1. Westbrook Village Area Redevelopment Plan (ARP) – Phase 1 and the Sunalta Area Redevelopment Plan
2. Westbrook ARP – Phase 2
3. 17th Avenue Corridor
4. 26th Street Station Area and **45th Street Station Area.**

5.4 17th Avenue Corridor

A planning exercise for the 17th Avenue Corridor would investigate the opportunity for redevelopment along 17th Avenue. This will include the application of new land use districts that meet the vision for a more pedestrian oriented mixed-use street. **It may include the increasing of densities at limited locations where it most appropriate and can be integrated into the fabric of the existing neighbourhoods.** This study will also include an analysis and strategy for the integration of the LRT line where it surfaces from its underground alignment to run at-grade along the corridor.

5.5 26 Street Station Area & 45 Street Station Area

Analysis of the results of the West LRT Land Use Study and an assessment of the available market for redevelopment suggests that these two stations are not candidates for major transit-oriented development.

However, there are some opportunities based on existing land use for redevelopment to higher densities. This study will evaluate the appropriateness of the current land use districts to deliver a form of development that is both economic from a development perspective and sensitive to the adjacent low density neighbourhoods. Design guidelines will also be developed to ensure all new development adjacent to and nearby the new stations is transit-friendly in terms of interface and connectivity. No formal Station Area Plans will be developed for these areas.

5.7 Development Applications Outside of Priority Areas

The establishment of priority areas for planning work does not preclude the submission of development applications for sites outside of these areas. However, the intent is to focus and concentrate major redevelopment within the priority areas identified. There are still opportunities to develop outside of these priority areas within existing approved land use designations. In some cases however, a more appropriate land use district may be desirable. For example, a change from auto-oriented commercial to pedestrian-oriented commercial along Bow Trail may be a better form of development in the long term. Such redesignations will be considered. The West LRT Land Use Study Summary Report will be reviewed during the consideration of such applications. **Applications that contemplate either a significant change in land use or density will not be encouraged**

Rowe, Timothy S.

From: andrew@stridecap.com
Sent: Monday, April 23, 2018 12:27 PM
To: Public Submissions
Subject: May 7, <web submission> LOC2017-0210

April 23, 2018

Application: LOC2017-0210

Submitted by: andrew Del Bucchia

Contact Information

Address: 1932 Glenmount Drive SW

Phone: (403) 671-6333

Email: andrew@stridecap.com

Feedback:

I am writing to formally oppose the LOC2017-0210 application completely. My family has recently moved into the neighborhood after spending several years trying to find a home in this well respected one lot community. I understand the need to increase density but this specific area is not the place. There are a bunch of reasons why this spot is not good for a multi-level condo, but the biggest is the issues of traffic on 45th and 17th. This area is already one of the most challenging spots in the city when it comes to traffic flow. When you consider the foot traffic alone that will be walking to and from the C-train station on 45th it will be a logistical nightmare. I live on Glenmount Drive and occasionally take my young kids for a walk down 17th to the station for a train ride. I already find walking west on 17th to 45th to be scary with two little kids. Add in the intersection and attempting to cross it with car's turning from every angle and it becomes very hectic. We simply cannot add more foot traffic and car traffic to this already concerning intersection. My particular street is already stating to become a quick escape for neighbors trying to avoid turning south onto 45th from 17th Ave. This will only cause more traffic and issues for all the young families in this area. If we are city planning let's look to some other areas where this project could go and provide more of a benefit to everyone. There is an empty lot south of the Westbrook station that is the perfect fit. There are no houses to interrupt, there are no streets to cross for residents to get to the train station, there are grocery and shopping where you also wouldn't need to cross major streets. It makes no sense to build at the proposed site when there are other alternatives that benefit all residence.

Rowe, Timothy S.

From: dylanjtriley@gmail.com
Sent: Tuesday, April 24, 2018 7:33 PM
To: Public Submissions
Subject: May 7, <web submission> LOC2017-0210

April 25, 2018

Application: LOC2017-0210

Submitted by: Dylan Riley

Contact Information

Address: 64 Gateway Drive SW

Phone: (403) 969-7433

Email: dylanjtriley@gmail.com

Feedback:

Dear Council, Following the directions on the development/rezoning placard for application LOC2017-0210, I am referencing bylaw 147D2018. I am completely OPPOSED to this rezoning. It is completely unreasonable and unacceptable to have a 16 meter tall condo/apartment building directly adjacent to and backing on to low density housing. We bought into the neighbourhood because of its low density single family homes as a great place for us to raise our young family. We do NOT want the well established character of our neighbourhood being grossly altered and ruined by this way-too-tall building. Please deny this rezoning application. Sincerely, Dylan Riley

Rowe, Timothy S.

From: stevie_stanger@hotmail.com
Sent: Tuesday, April 24, 2018 7:40 PM
To: Public Submissions
Subject: May 7, <web submission> LOC2017-0210

April 25, 2018

Application: LOC2017-0210

Submitted by: Stevie Stanger

Contact Information

Address: 64 Gateway Dr SW

Phone: (403) 690-5233

Email: stevie_stanger@hotmail.com

Feedback:

Dear Council, Following the directions on the development/rezoning placard for application LOC2017-0210, I am referencing bylaw 147D2018. Dear Council, Following the directions on the development/rezoning placard for application LOC2017-0210, I am referencing bylaw 147D2018. I would like it noted that I am opposed to this rezoning. Given the nature of this community a 16 meter tall condo/apartment building is unreasonable. We, along with many other of our neighbours, chose this neighbourhood for its low density, single family homes. A great, quiet place for us to raise our young family. By rezoning this area, it will change the demographics and positive qualities of this neighbourhood that the residence hold so dear. I understand the desire of the city to increase density around the c-train line, but 16 meters is extreme for this type of neighbourhood. Please deny this rezoning application. Sincerely, Stevie Stanger

Rowe, Timothy S.

Subject: RE: [EXT] Glendale condo project

From: Alpha Murray [<mailto:alpha@growlies.com>]
Sent: Thursday, April 26, 2018 9:51 AM
To: City Clerk <CityClerk@calgary.ca>
Cc: board@glendale.ca; re@copperk.com
Subject: [EXT] Glendale condo project

Re: Glendale 17 Ave condo project

I would like to have it known that I FULLY SUPPORT the development. The R1 homes on 17th Ave and 37th St (the busy roads) are an eyesore because nobody wants to live in them and they become low rent properties with whose tenants care not for curb appeal. As this location is right across from an LRT station it just makes good sense to have higher density land use there, and because it is at the northern most side of Glendale, no sunshine would be blocked from reaching the yards of its neighbors.

This project along with the "Main Street" projects on 37th St will go a long way to improving the look of the community and as long as massive rezoning doesn't creep beyond the busy streets, will only improve the look of the neighborhood, maintain property values and improve the quality of life for residents.

Alpha Murray
Glendale Resident
11 Kelwood Place SW
403-275-1111

Rowe, Timothy S.

From: dmudie@telus.net
Sent: Thursday, April 26, 2018 1:33 PM
To: Public Submissions
Subject: May 7, <web submission> LOC2017-0210

April 26, 2018

Application: LOC2017-0210

Submitted by: Dave Mudie

Contact Information

Address: 5311 Grove Hill Rd SW

Phone: (555) 555-5555

Email: dmudie@telus.net

Feedback:

I believe the development proposed is too large for the area - which is almost entirely single family homes. A 5 story building is out of context for the area which has at most 3 story buildings - which are commercial. With the current road configuration on 17th Ave, access to any parking will almost certainly be from the alley, which with the large number of units proposed will create congestion, noise and dust in a single family area. There is no practical green space near-by and none proposed by this development that I am aware of. This seems to be a ad-hoc building in the middle of a single family area without a longer term plan or consideration for neighborhood affects. If higher density is favored (which I am guessing it is), then residential multi-family homes where two or four unit style buildings where two or at most 3 stories are involved would be a more suitable transitional accompaniment to the single and dual story existing homes in the area. this is what I have seen being built adjacent to homes in the Shaganappi (Bow Trail) and Killarney areas.

Rowe, Timothy S.

Subject: RE: [EXT] Glendale Project

From: Jim W [<mailto:1946jw@gmail.com>]

Sent: Friday, April 27, 2018 7:31 AM

To: City Clerk <CityClerk@calgary.ca>

Subject: [EXT] Glendale Project

4/27/18 I tried to reach my Alderman by phone without success. I used the number in the Thumper Publication. I don't believe the issues have been resolved. Where are the cars going to park if each unit has one allocation and its a two family car. To say there is a park across from the location is not realistic. Will be units be rented or are they high end condo's. Changes real estate values. I have lived in this area 1992 and enjoy the area.

J.J. Wolstenholme

Rowe, Timothy S.

Subject: RE: One Lot-One Home-One Family!

From: Charlene Shaw [<mailto:charlene@washworldgroupinc.com>]

Sent: Friday, April 27, 2018 9:24 AM

To: City Clerk <CityClerk@calgary.ca>; board@myglendale.ca

Subject: [EXT] One Lot-One Home-One Family!

As a resident of Glendale Meadows, I want to express my concerns regarding the proposed rezoning of our area.

1. 100 units equals 200 vehicles
 - a. There is already little or no street parking for anyone in this area because of vehicles being parked on the streets by C-Train users from other areas.
 - b. Residents of the building would be granted street parking passes, and our streets would be lined the "second" family vehicles not accommodated in the building parkade or parking lot.
 - c. There would be an additional overflow of traffic and vehicles from customers of the main floor businesses.
2. More businesses; more multifamily units; more construction
 - a. If this proposal is approved, our area would become a never ending construction zone.
 - b. There are 3 malls less than 5 minutes away, with a combined total of over 100 stores, restaurants and professional services, we don't need any more.
 - c. If people want to live on top of one another, they can move downtown.
 - d. Congested areas are noisy and have a higher crime rate.
3. Killarney (over 30 years of construction)
 - a. SLOWLY being filled with stacked over priced multifamily units.
 - i. Come on kids, I made popcorn, lets sit on the deck and watch the neighbors big screen tv! I wonder if we ask, if they'd turn the volume up a bit.
 - b. No room for garages, so streets are jammed with vehicles making for a very unfriendly and dangerous place for children.
 - c. Roads are a bumpy, pothole mess from constantly being torn up during construction.
 - d. Old homes are turned into poorly maintained rentals and rented to people with no vested interest in the community.
 - e. Many homes in Killarney have been rented to drug dealers who have turned them into drug labs. Its lovely to see the yellow tape around the lot for months.
 - i. Come on kids, lets sit on the deck and watch a drug bust.

In summary, we bought our home in Glendale, because of the trees, the space and the peace. It's a safe, inviting place for families and their children. Let's keep it that way.

Charlene Shaw, Grove Hill Rd SW

Office of the City Clerk
Calgary City Council
800 Macleod Trail SE
Calgary, Alberta
T2P 2M5

April 27, 2018

Re: Application for Condominium Development at 4919, 4923, 4927, 4931, and 4935 17th Avenue SW

Attention: Calgary City Council

Over the past 24 years I have been a resident of Glendale and the decision to purchase my home in this particular community was based on the true community spirit and family atmosphere. The zoning provides for single dwelling occupancy which ensures that the spirit of the community is preserved. The current make up of this community provides a safe yet open environment for families to thrive.

Allowing a builder to disrupt this community is short sighted and selfish as this impacts the very neighborhood that the residents of Glendale choose to live in. Having a 100 unit condominium replacing five houses on an already busy street have several negative impacts on the lives of us which is outlined below.

First, 17th Avenue is a very busy street and having the increased numbers of cars turning onto and out of that proposed building not only increases the odds of accidents happening especially with the proximity to Sarcee Trail SW and the blind spot coming from the west off of the overpass but also the backup of the already busy merge lane onto 17th Avenue.

Second, this area does not allow for parking for the residents and visitors to that building. To assume that the residents are going to use the public transit system and leave their personal vehicles parked is unpredictable. With the increased number of vehicles and no place to park will cause home owners in the immediate area to be impacted with additional vehicles parking in and around their residence.

Third, with the increased number of residents and visitors in the proposed building and the increase of vehicular traffic it will increase the chance of injury to the children in the area who use the green spaces and parks for their play.

Fourth, the developer has shown no consideration for the residents who have chosen Glendale to live because of the existing zoning and who chose not to live in an area of higher density by requesting that they be allowed special circumstances that are of only a financial reward for themselves and providing no positive outcomes for the existing residents. This sets a precedent for future developers that would further erode the community in which we have chosen to invest in and live.

Understanding the City's will to increase the density of the inner core, I believe that there are plenty of more appropriate locations that have current zoning that would provide the environment for what this

developer is proposing. Case in point, the large parcel of land by the Westbrook LRT station that has been vacant since the station was built.

The decisions that I make in my life require me to look at the impacts that it would have on me and whether it would have a positive or negative result. Therefore looking at this proposal, I see absolutely no positive benefits to this development being allowed to move ahead in my neighborhood and urge Calgary City Council to listen to the tax paying residents of Glendale and not the selfish requests of one developer and reject once and for all, this application for the 100 unit condominium development at 4919, 4923, 4927, 4931, and 4935 17th Avenue SW.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patricia Wickstrom', written in a cursive style.

Patricia Wickstrom
8 Granville Cres SW
Calgary, Alberta
T3E 4E2

April 28, 2017

Re: Concerns About Glendale Rezoning Application [File #LOC2017-0210]

Dear City Council,

We understand that City Council is going to make a decision on May 7, 2018 about the rezoning application for the five single family homes on 17th Avenue SW in Glendale. Over the past 10 months, we have taken the time to learn about the rezoning application, sent letters to the file supervisors at the City of Calgary and attended the developer-led open house in February 2018. As residents of Glendale, we want you to know that **we do not support the rezoning application** to change the land use from Residential-Contextual One Dwelling (R-C1) to Multi-Residential Contextual Medium Profile District (M-C2).

Our concerns about the rezoning application are the following:

- **Traffic** - Our house is located just around the corner from the five single family homes that the Carlisle Group would like to redevelop into a condominium project. We live at 19 Gateway Drive SW (i.e. 4 houses off of 17th Avenue SW) and we are concerned about increased traffic on our street and back lane if the M-C2 application is approved. If the condominium project has the potential for a 3-5 storey building (with 70 residential units), this would only magnify the traffic problem in our area as there would be that many more cars using Gateway Drive and/or our back lane to access the building. One of the reasons why we moved to Glendale in 2014 was so that our kids could walk to school. We want our kids to feel safe in our community and we are concerned that a multi-residential high density low rise would significantly increase the amount of traffic on the streets surrounding the building.
- **Height and Location of Building** - We understand that a M-C2 designation would allow for a building that is up to 16 meters tall. If you take a look at the community of Glendale, you will notice that a majority of the properties are bungalows as this community was built back in the 1950's. Simply put, a building of this height doesn't fit the look of the community and would look out of place in the middle of a block of single family homes. We are concerned that the height of the proposed condominium building would negatively impact the quality of life in our community as it would tower over all of the surrounding homes and reduce the privacy that we all currently enjoy on our outdoor decks and in our backyards.
- **Noise** - Living on Gateway Drive, we have to deal with the traffic noise from 17th Avenue SW (including vehicle traffic, emergency vehicles, and C-Train noise). If the land is rezoned, we will have to deal with an increased amount of noise from additional residents in the immediate area.
- **Parking** - Being close to the 45th Street C-Train station, parking on Gateway Drive SW requires a permit parking pass. If residents or visitors to the M-C2 building can't find parking in the underground parkade or in front of the building on 17th Avenue SW, there is the potential for individuals to park on the immediate side streets in Glendale. This will negatively impact our family and our neighbors.

We appreciate you taking our concerns into consideration on this matter.

Greg and Andrea Kinloch [19 Gateway Drive SW]

April 29, 2018

City of Calgary
Office of City Clerk
Planning and Development
PO Box 2100, Postal Station "M"
IMC 8201

RE: REQUEST FOR COMMENT ON APPLICATION: **File Number – LOC2017-0210**

We are writing to express our strong **OPPOSITION** regarding the latest request placed to re-designate land use of the property at 4919, 4923, 4927, 4931, 4935 17 AVE SW. After thoughtful consideration of this application, for the reasons below, we feel an approval of said application will have significant negative impacts on the neighbourhood, our current quality of life, and pose safety risks to our community.

We own and live in the house at 52 Granlea Place SW, adjacent to the supplication site. Our home is directly SW of the proposed "building" site. We purchased our home in 2010, and have been working since to build a home and yard that we can watch our children grow and enjoy.

We cannot help but feel that the applicant is "working the system" with little disregard for the community ideals. We do not recognize any attempt to address the specific needs of the neighboring community. The most recent description of proposal fails to acknowledge the shared sediment of the entire community.

City of Calgary Planning Policy

- Of the location criteria for Multi-Residential Infill, the proposed application FAILS to meet the below requirements. We question why this application would be given consideration when it is fails to meet six of the eight criteria detailed in PUD2016-0405.

Location Criteria #1 - on a corner parcel;

- The proposed site is mid-block.
- With a mid-block complex of this magnitude, there is no opportunity for the design to blend with the existing homes and the neighborhood framework.

Location Criteria #4 - on a collector or higher standard roadway on at least one frontage

- The west half of the proposed development is on an east bound one-way.

- Access to the complex will have to be from residential side roads (Gateway Dr and Glenside Dr), and force the alley to function as a roadway. Additionally, access will be further limited by the high number of services that will need to be provided by the alley turned roadway including and not limited to; residential and visitor parking, resident underground parking access, service personnel access etc. This further emphasizes our existing alleyway challenges and an increasing concern for safety (dust and noise pollution).

Location Criteria #5 - *adjacent to existing or planned non-residential development or multi-unit development;*

- To date, there is no area structure, no re-development planning or engagement for the area south of 17 Avenue.
- There is NO existing or planned non-residential development or multi-unit development adjacent to the Complex and for that matter, anywhere near.
- The West LRT Land Use Study is not policy and, did not consider a building of this scale. Also, consideration was not given to commercial storefronts as an appropriate land use for this location.

Location Criteria # 6 - *adjacent to or across from an existing or planned open space, park or community amenity;*

- The park/community amenities (Optomist Park) are several blocks away.
- The triangular space across the street is NOT a park. This space is not safe or useable for outdoor recreation.

Location Criteria #7 - *along or in close proximity to an existing or planned corridor or activity centre;*

- There is no existing or planned corridor or activity centre anywhere near this area.

Location Criteria #8 - *served by direct lane access*

- The lane access is not DIRECT. Due to the midblock nature of the proposal all traffic will need to travel past our home and routed to be accessed via Gateway or Glenside Drive, please refer to "Traffic" and "Alley" challenges below.

Community Context

- A mid-block building in this location, of this size, density is, in our opinion, not an appropriate addition to the neighbourhood and community. We are proud members of the Glendale/Glendale meadows community and have demonstrated such to the point of successfully attracting potential buyers to it. There is a shared sense of value in the single family homes that allow you to care for and have life- long relationships with our neighbours.

Change Fatigue

- Recent R-C2 zoning of houses within the Glendale community has further increased our density in the neighborhood. It needs to be considered that as an increase in R-C2 zoning is allowed, each current single-family house/lot could double in density. Our cul-du-sac of 23 single family homes could become 46 families in a small dense area with only 1 road access, 1 laneway, and already limited permit street parking.
- Glenmeadows School has currently undergone major changes to accommodate the Westgate charter school Spanish program. There has been an addition of multiple modular classrooms to the current campus. The increase in children attending the school has further added to traffic volume and related access issues in the Glendale community. The surrounding roads of the school (Gateway Drive, Grovehill Road, and Granlea Place) are currently all permit parking Monday-Friday. At this point in time, parents of the school are parking illegally, without permits, throughout our community to pick up and drop of their children creating access barriers to our neighborhood. Adequate signage is in place notifying visitors of the school/parents/ and teachers of parking limitations; however, at this point in time they are rarely obeyed.

Traffic Patterns

- As mentioned previously, there is no direct laneway access to the proposed site. Vehicle access to residential and commercial services would be routed through residential roads (Gateway Drive & Glenside Drive) and then routed through the alleyway which currently provides access to the residential garages in our community.
- Foot access/ LRT access to the proposed site would be via 17th Avenue. At present there is no walking bridge to accommodate this foot traffic across 17th Avenue and traffic is stopped for each pedestrian attempting to cross 17th Avenue. Access to and from our home is impacted by the current 17th Ave. pedestrian crossing located between Gateway Drive and Georgia Street, increased foot traffic leads to greater delays at the pedestrian crossing further adding to 17th Avenues congestion in both east and west bound further limiting our neighborhood access.

Parking

- The street parking in community was changed to “permit parking” with the introduction of the LRT to manage LRT patrons monopolizing neighbourhood parking for extended periods of time.
- For the size and scale of the proposed building there will be a need of multi-level on-site (underground) parkade for Building residents. How will the construction of this be handled to not impact the neighboring homes (water, power, etc.)? How deep will the parkade excavation be? What are the excavation impacts to adjacent properties? Has that been assessed?
- The parking ratio for our area requires approximately 160+ parking stalls just to accommodate the residents. Parking will also be required for their visitors. This site is very small in relation to that demand. How will it be managed?
- Overall, how will the parking issue and corresponding traffic be handled? Is it reasonable to expect alley parking utilization? How many parking stalls? Will I have challenges accesses my garage? Will a large wall be built to limit the noise and dust pollution?

Alley

- There are already documented challenges with the use of our alley as a by-pass of 17th ave. As a family with young children, there is significant concerns with the speed and volume of traffic currently. At present, there are real challenges for us to safely back out of our garage with the current traffic volume in the morning.

- Two-way traffic is no longer a viable option for the alley given current parking practices and the 3 (green, black, blue) bins that remain on the alley curb at each house. We struggle to see how a building of this size and density would not exacerbate these issues.

Building height

- Along 17 Avenue and the shared alley with Granlea Place, there are no homes taller than a split level bungalow. Not even a 2 story.
- The size of the proposed building is very difficult to process, as it is larger than anything in our community.
- An 18m building will occlude all visible sightlines we have to the North and east while we are in our home and in the back-yard.

Privacy, Safety, Security

- A Complex of this size will significantly compromise our privacy and security. While there is some tree canopy in our back yard, there is very little to protect us and our young children from overhead prying eyes. When we purchased our home we compromised the square footage of home to get more outdoor space. Most of our free time and meals take place while in our backyard.
- Our large double patio doors are glass and would provide clear visibility into our kitchen and living area to any resident with an interest. This is a scary thought. We would have little privacy and the sense of security that we currently enjoy would be replaced with the need to lock our side door at all times and purchase required door coverings limiting the natural light into the home.
- Will the building be permitted Southwest facing windows and/or balconies? Are there design elements that would limit this intrusion into our lives?

Impact on Property Value

- Property values will deteriorate over speculation that the entire block will be redeveloped. An element of that has already occurred with the controversy over this application and a neighbour down the street listed their home for sale in an effort to get out before the redevelopment depresses their property value.

This proposal lacks a clear understanding of the values that the community members hold dear. A building of this scale and size will disrupt the existing community context and drastically impact those immediately sounds the site and/or accesses their home via Glenside or Gateway Dr.

We welcome the desire to improve the community and are open to changes that are shared with sound and diligent development planning. We would encourage the consideration of a staged approach to developing in this community. Could we suggest, initially starting with 2-story row housing or in-fills on the site?

Thank you in advance for your thoughtful consideration of our points during your evaluation of land use amendment request for 4919, 4923, 4927, 4931, 4935 17 AVE SW. If you have questions or concerns regarding our oppositions to this application, we would gladly take any opportunity to share.

Sincerely,

Stefanie & Kyle O'Reilly
Owners & habitants of 52 Granlea Place

403-922-8089
kyle.p.oreilly@gmail.com



Figure 1: Current view from backyard face NE.

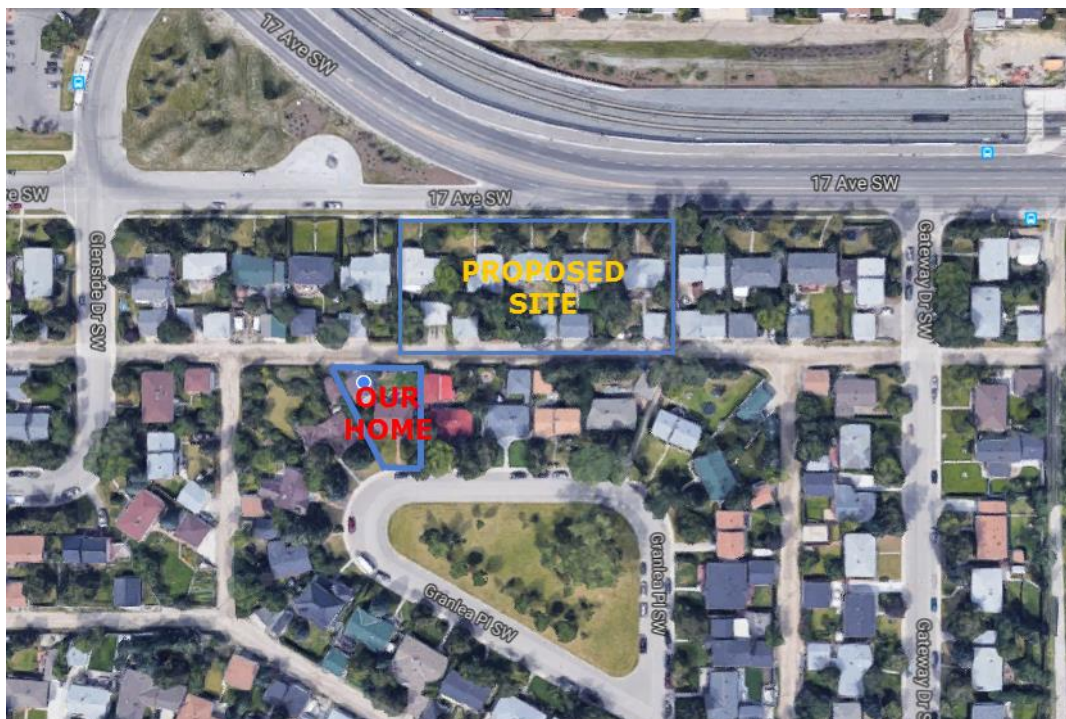


Figure 2: Map demonstrating location of proposed site in relation to our home

Here is a time line of events as to how we got here (BYLAW 147D2018), and what seems to be a lack of participation by The City to work with the Glendale/Glendale Meadows Community Association (G/GMCA) in regards to a vision for organized, higher density development and land use changes along 17 Av SW, west of 'Main Streets'.

Grant MacArthur
Acting Civic Affairs Rep. G/GMCA

March 10, 2007 (Mar 24 in Glendale, I participated), The City started with Visioning Workshops, noted as "One of the Key Public Engagement events during the West LRT Land Use Study".

Sept. 20, 2008, the initial West LRT Public Engagement meeting c/w plans showing a vision for development along 17 Av. from 37 St. to Sarcee Tr. (Glenn Weber from Westgate and I were co-chairs of the 45 St. committee). These plans disappeared after our second meeting and no City Representative seemed to know anything about any plans for development along 17 Av until Mar 13, 2017. That changed when Mayor Nenshi and Rollin Stanley talked about future development along 17 Av in regards to Bylaw82D2017 (LOC 2016-0314) during that Council meeting.

Jan. 2013, G/GMCA Exec. approves a motion to request the City (Planning) meet and start a process to rezone 17 Av. and work with the G/GMCA in regards to a higher density vision and in keeping with the respect of the community and its values.

April 22, 2013, Senior Planners with the City of Calgary send an email to Alderman Pootmans after their meeting saying that G/GMCA will be included in any talks regarding visioning of 17 Av.

May 2014, Council approves Main Streets.

Nov. 2014, City rolls out the Main Streets and prospective locations.

Dec 13, 2014, Richard White writes that the City will be working with landowners, communities and developers to achieve satisfactory results with the Main Streets project/initiative.

May 2016, Kevin and Jyde from The City Planning Dept. present Main Streets to G/GMCA Exec.

Late Oct 2016, The City (Main Streets) agrees to 3 & 4 (down from 6) story developments along 37 St. and a 38 St. R-C2 buffer.

April 11, 2017, Main Streets Land Use Redesignation on 37 and 38 St.'s is approved.

I reach out to Jim MacKey of the Carlisle Group in late July 2017 and discuss the G/GMCA vision for 17 Av. and mention that The City reduced its height from 6 to 3&4 stories along 37 St. for the Main Streets Project. At this time the G/GMCA has no idea of LOC location.

Early Aug. 2017, G/GMCA Exec. have an emergency meeting where Carlisle Group development site is mentioned.

I reach out to Jim once again to talk about G/GMCA vision at this location and suggest a smaller scale development would be an easier sell to the community.

Late Aug. 2017, a meeting with City Planners, representatives from Carlisle Group, Alderman Pootmans and staff and the G/GMCA Exec. discuss proposed development and LOC application. Carlisle Group is

really not interested any modifications to their proposal and 'will walk away if they don't get what they what'.

Friday Feb 9, 2018 The Carlisle Group hosts an open house in Killarney for their amended application for Glendale Project proposal. Both Glendale and Westgate halls are available but not requested (according to the respective booking personal). The explained reason for this was that Killarney is handicap accessible even though it is the only hall that requires people with mobility issues to take a lift to get to the main hall.

March 8, 2018, Calgary Planning Commission approves LOC 2017-0210 with conditions and not approved unanimously

publicsubmissions@calgary.ca

Rowe, Timothy S.

From: g.riley@telus.net
Sent: Monday, April 30, 2018 12:50 AM
To: Public Submissions
Subject: May 7, <web submission> LOC2017-0210

April 30, 2018

Application: LOC2017-0210

Submitted by: Graham Riley

Contact Information

Address: 4524 25 Avenue SW

Phone:

Email: g.riley@telus.net

Feedback:

Councillors, Planners and Fellow Concerned Citizens of Glendale, Glendale Meadows: I am a long term (over 35 years) resident of Glendale who opposes the proposed re-zoning of the properties on 17 Avenue SW in File Number LOC2017-0210 M-C2 from R-C1 to M-C2. While we Glendale and Glendale residents are both fortunate and appreciate having the services of the West Leg of the LRT adjacent to our community and we recognize the city wishes in their, Transit Oriented Development Plan, to have modestly higher densities adjacent or near these Transit Services, the proposed designation M-C2 does not match the existing "higher densities" in the surrounding area of our R-C1 neighbourhood or an appropriate density and building height adjacent to R-C1 homes immediately to the south of the proposed development. The M-C1 zoning provides an unreasonable opportunity to exceed the multi family densities seen to the west in the corner between Sarcee Trail and 17 Avenue SW and present to the north in Westgate (largely sited on the former drive-in theatre lands north of the AMA building). The drive-in theatre lands were a much larger block of land where a properly designed higher density community could be built with the layout providing space for parking, a modest amount of green space and multi-family housing. Five R-C1 lots on 17 Avenue do not afford the same space for developments up to four stories and most definitely not 5 stories. The proposed development zoning is excessive to the site and out of context for the area. Higher density zoning limited to two or three story construction would be much more reasonable fit with the area and allow for less privacy loss, noise and congestion which would be associated with building heights permitted and unit densities with the M-C5 zoning on 5 lots adjacent to existing R-C1. In summary, the proposed M-C5 proposed zoning allows for excessive development for the subject 5 R-C1 lots. It also exceeds any form of development present in the area and will create excessive development pressure on adjacent properties to be over densified and unfairly, negatively impact adjacent R-C1 properties. While we recognize the merit of increasing density adjacent to the 45 St LRT station, the potential densities and building heights of the proposed rezoning is greatly out of character with the area, exceeds parking, green space and road capacities offered by a back lane. Thank-you for the opportunity for my voice to be heard on this proposal. Sincerely, Graham Riley Glendale resident since 1979

Rowe, Timothy S.

Subject: RE: Condominium on 4900 Block 17 Ave SW

From: Frank van der Voet [<mailto:voet.klm@shaw.ca>]

Sent: Saturday, April 28, 2018 11:47 AM

To: City Clerk <CityClerk@calgary.ca>

Subject: [EXT] Condominium on 4900 Block 17 Ave SW

Hello:I

I may be considered a heretic by others in the Glendale/ Glendale Meadows community for what I am about to say. I think that the **concept** of a multi-family structure at the location in 4900 block of 17th Avenue SW is an EXCELLENT idea. To begin, 17th Avenue is a high traffic area - noisy with 24/7 traffic and emergency vehicles from the nearby firehall. The proposed development is adjacent to a strip mall. not the most endearing feature in a community. Most important, it is very close to the 45 Street LRT station, ideal for moving an increased density of population. Considering that the street is not very conducive to high end single family redevelopments and the proximity to a high volume people mover, I think that multi-family structures are the way to go for that re-development plan.

What I do find disconcerting, however, is the number of dwellings proposed for the site. 100 units seems like it would create additional traffic issues for those living in the surrounding area. 100 units will require lots of parking and resulting traffic flow would go where? Through the adjoining lanes? Not a good idea. And what about visitor parking? While it would be nice to think that all visitors would use public transit (number 2 or LRT), the reality is that visitors will use vehicles and they would go where? On adjacent streets?

So, while I applaud the idea of increasing the density of housing near the LRT station, I think that traffic concerns have not been fully addressed for the number of units proposed in the plan. I advise the developer to look at far fewer units and explain clearly what the building's parking (on-site and vicinity) plan is and neighborhood traffic flow patterns are properly addressed.

Sincerely,
Frank van der Voet, P.Eng.
26212 Granville Street SW
T3E 4C9

Rowe, Timothy S.

Subject: RE: [EXT] Glendale

From: riach@shaw.ca [<mailto:riach@shaw.ca>]

Sent: Sunday, April 29, 2018 1:08 PM

To: City Clerk <CityClerk@calgary.ca>

Subject: [EXT] Glendale

Dear City Clerk:

We have lived in Glendale for many years. When we bought our home here, it was single family development and it has worked very well for us and everyone else.

Allowing a 100 unit complex in Glendale will interrupt the flow of traffic which is crazy at present coming from upper 17th Avenue. Even with lights on the corners, you take your life in your hands crossing the street.

If this development is approved, it will open the flood gates for other developments and Glendale will no longer be a great place to live, where you can raise your family and know your neighbours.

Glendale should remain a single family community, which is what it was always meant to be.

Sincerely,

Ed & Heather Riach

GLENDAL/GLENDAL MEADOWS

Application for rezoning #LOC2017-0210

Our home in **GRANLEA PLACE** is adjacent to this proposed rezoning application.

We strongly oppose the proposed rezoning of five single family houses (R-C1) on 17th Ave to High Density (M-C2) which allows a possible five story apartment structure.

This rezoning application is a carbon copy of the previous application from the Carlisle Group for the same site. City Planning rejected that application. All the same reasons for rejecting the first application are still in place for rejecting this second application.

This proposed redevelopment is still outside the Planning Priority Area as identified by the West LRT Land Use Study for the 45th Street LRT Station. Also since there is no plan in place for development surrounding the 45th Street Station including 17th Ave east to 38th Street and 17th Ave west until Gateway Drive there should not be any piecemeal development. Allowing the development would be a rejection of the Study and is certainly poor planning.

Phase two of the West LRT Land Use Study states: “appropriate land uses, density and building forms that can allow for varied and comprehensive redevelopment opportunities that are **SENSITIVE** to the adjacent single detached area.”

Also from the West LRT Land Use Study: “The 17th Ave Corridor will include the application of new land use districts that meet the vision for a more pedestrian created mix-use street. It may include the increasing of densities at limited locations where it is most appropriate and can be **INTEGRATED INTO THE FABRIC OF THE EXISTING NEIGHBOURHOODS.**”

This proposed rezoning shows no sensitivity to the adjacent R-C1 single family land holders. The requirements for M-C2 that I obtained from the city states: **where a proposed development is adjacent to a shared property line where the zoning is R-C1 the maximum elevation shall be 11 metres.** How then can the city justify allowing a possible 16 metre structure immediately on the other side of the property line?

Such a development would likely bring about other piecemeal development applications in the Glendale/Glendale Meadows community which would soon lead to destroying a first class single family community.

M-C2 zoning as herein requested is an acceptable zoning for transit/transportation nodes not for a development sandwiched in amongst a number of single family homes zoned R-C1.

Increased development is a fact of life in Calgary these days. If one accepts that premise then do it right. Good planning would not countenance a six story structure to abut a single family community. A two story townhouse development would be more in character adjoining a single family community.

Allan and Barbara Millar

56 Granlea Place SW

Rowe, Timothy S.

Subject: RE: [EXT] FW: File Number LOC2017-0210

From: Kay Holgate <kayhol@shaw.ca>
Sent: Sunday, April 29, 2018 7:16 PM
To: Tom.Schlodder@calgary.ca
Cc: kayhol@shaw.ca
Subject: File Number LOC2017-0210

Dear Mr. Schlodder:

I am opposed to the proposed rezoning of the five lots on 17th Ave. S.W.

As I said in my submission to the original application, I think a more appropriate rezoning would be to At Grade Housing (M-G). I am concerned about the proposed density of the proposed rezoning, the impact on traffic, and the change to the streetscape and nature of our neighbourhood.

Characteristics of the M-G zoning, which I think make it more suitable to be adjacent to the single family homes of the neighbourhood, are that all units must have pedestrian direct access to grade, the lower permissible height, the required outdoor space and the landscaping specifications.

To have such a large development would significantly change the nature of our neighbourhood. Although I am aware of the city's objective to increase density, and recognize that the proximity of these properties to the small mall and the LRT station favour rezoning to some extent, I think the proposed change is too different from the existing zoning.

Please add my name to any mailing list you may for interested parties.

Thank you for considering my opinions.

Kay Holgate
24 Glenview Dr. S.W.
403-242-6119
587-226-1815

Rowe, Timothy S.

Subject: RE: [EXT] Proposed rezoning in Glendale

From: Ken [<mailto:khbeckie@telusplanet.net>]

Sent: Sunday, April 29, 2018 9:13 PM

To: City Clerk <CityClerk@calgary.ca>

Subject: [EXT] Proposed rezoning in Glendale

We strongly object to the proposed rezoning of the five single family homes at 4919, 4927, 4923, 4931, & 4935 17th Ave SW. We have lived in this community for a total of 58 years and we consider it one of the best single family communities in Calgary. The proposed change to Multi-Residential-Contextual Medium Profile MC2 District would have a major negative impact on our neighborhood and must be stopped.

Sincerely, Ken & Helen Beckie, 15 Glenview Dr SW T3E 4H4

Sent from [Mail](#) for Windows 10

Rowe, Timothy S.

Subject: RE: [EXT] Fwd: Condo Project in Glendale

From: Tracy He [<mailto:tracy.xyhe@gmail.com>]

Sent: Sunday, April 29, 2018 9:35 PM

To: City Clerk <CityClerk@calgary.ca>; board@myglendale.ca

Subject: [EXT] Fwd: Condo Project in Glendale

To: The City of Calgary

Attention: City Clerk

From: Tracy He

I am writing regarding the proposed 100 unit condominium development to replace the five single family houses at 4919, 4923, 4927, 4931 and 4935 17 Avenue SW. I disagree with the development based on the following reason:

1. Currently, 17 avenue already has lots traffic. In the morning when I drive my kids to school, I have a hard time to get out of the community and merge into 17 avenue south. It takes me a couple of lights to turn left from 17 avenue to 45 street. It is even worse if I try to go north on 45 street and cross 17 avenue, because the light is green only for a short time and cars line up in a single lane to turn left to 17 avenue, to go straight on 45 street, and to turn right onto 17 avenue. The increased traffic from a 100 unit condominium would make the situation even worse.
2. Five years ago we applied to re-develop our house with a front car driveway garage, because the huge slope of our back yard would make it very difficult to put a garage at the back. At that time the city rejected our application for the single reason that the walkability of the neighbourhood would decrease with the front car garage. If that was a reasonable concern at that time, then building a 100 unit condominium should also be rejected, because that development would have a much worse impact on the walkability of the neighbourhood than a single unit front driveway garage.
3. Due to the slow traffic on 17 avenue during the morning rush hour, many cars are trying to short cut through the neighbourhood by turning to Gateway drive. I am afraid that the 100 unit development would slow traffic even more and create increased traffic of cars trying to short cut through our neighbourhood.

Based on the above concern I strongly disagree with the 100 unit condo development.

Sincerely yours

Tracy He

Rowe, Timothy S.

Subject: RE: [EXT] 100 unit condo project in Glendale

From: Frank Nieboer [<mailto:flnfranknieboer@gmail.com>]

Sent: Monday, April 30, 2018 6:48 AM

To: City Clerk <CityClerk@calgary.ca>

Subject: [EXT] 100 unit condo project in Glendale

Please do not approve the proposed 100 unit condo project for the community of Glendale. This project does not fit within the single family detached homes that comprise this community and would set a dangerous precedent for further large developments in this single home community. The proposed project would cast a large shadow on its adjacent single family detached homes and be an eyesore with increased noise and traffic. Proposal such as these should be developed in separate dedicated sites and not in single family neighbourhoods.

Frank Nieboer
21 Glenview Cres. SW
Calgary, AB, T3E 4H6
Res. 403.242.7950
Cell 403.803.3288

Rowe, Timothy S.

Subject: RE: [EXT] File # LOC2017-0210

From: Dennis Vink [<mailto:vink3349@gmail.com>]

Sent: Monday, April 30, 2018 9:13 AM

To: City Clerk <CityClerk@calgary.ca>

Subject: Fwd: [EXT] File # LOC2017-0210

To the members of City Council;

I am forwarding this message to you as I want to voice my objections to the proposed development of the 100 unit condo complex in the 4900 block of 17 Avenue SW. I originally wrote this at the original time of the first proposal and although some of the issues in play (size of development, it is now post election) have changed, my objections are still the same. Rather than re-write the letter, or copy and paste, I wanted to send it again to show that we have opposed this from the outset and those thoughts have not changed.

Please feel free to contact me if there are any questions.

Dennis Vink
403-305-1386

----- Forwarded message -----

From: **Dennis Vink** <vink3349@gmail.com>

Date: Tue, Feb 6, 2018 at 4:33 PM

Subject: RE: [EXT] File # LOC2017-0210

To: "Schlodder, Tom" <Tom.Schlodder@calgary.ca>

5319 Grove Hill Rd SW

Dennis

On Feb 6, 2018 16:32, "Schlodder, Tom" <Tom.Schlodder@calgary.ca> wrote:

Hi Dennis,

Please let me know what your address is so that I can include your comments as part of our review.

Tom Schlodder

T [403.268.5654](tel:403.268.5654) | **E** tom.schlodder@calgary.ca

From: Dennis Vink [<mailto:vink3349@gmail.com>]

Sent: Wednesday, December 06, 2017 10:44 PM

To: Schlodder, Tom <Tom.Schlodder@calgary.ca>

Subject: [EXT] File # LOC2017-0210

Mr Schlodder;

I understand that you are the file manager for a development application in Glendale Meadows along 17th Ave SW. I wanted to forward you my original email regarding this matter and hope I am not too late to make my opinion count.

Thank you for your attention to our concerns.

Dennis Vink

----- Forwarded message -----

From: "Krizan, Madeleine" <Madeleine.Krizan@calgary.ca>

Date: 2017-08-28 8:04 AM

Subject: RE: [EXT] File # LOC2017-0210

To: "Dennis Vink" <vink3349@gmail.com>

Cc:

Good Morning Dennis,

Thank you for your feedback. Your comments will be entered into the public record for the file.

Regards,

Madeleine Krizan BFA, MPLAN

Planner 1 | Centre West

Community Planning | Planning & Development

The City of Calgary | Mail code #8075

T [403-300-3055](tel:403-300-3055) | **E** Madeleine.Krizan@calgary.ca

P.O. Box 2100, Station M, Calgary AB, T2P 2M5



ISC:Protected

From: Dennis Vink [mailto:vink3349@gmail.com]
Sent: Saturday, August 26, 2017 12:16 PM
To: Krizan, Madeleine <Madeleine.Krizan@calgary.ca>
Subject: [EXT] File # LOC2017-0210

Ms Krizan;

I understand from a recent letter I received that you are the file manager for a development application to rezone a portion of Glendale/Glendale Meadows from R-C1 to M-H1 to accommodate a multistory, multi-family and commercial building in the 4900 block of 17th Avenue SW. I feel the need to write this email to express my concerns on a number of levels, both as a homeowner of the area and also from a professional standpoint as a member of the Calgary Police Service Traffic Section. I will discuss these points separately below.

Concerns as a homeowner:

- My wife and I purchased our home in this area when our kids were young (moved from an R-C2 area) based partially on the single family nature of the neighbourhood and wanting a quiet area for our family to grow, adding the possibility of up to 110 more units where there are currently 5 would significantly affect the "quiet family quality" of Glendale Meadows. We made sacrifices and worked hard to afford to buy and live in this area for the quietness it afforded, I do not see how our hard work should be compromised based on a developer's application.
- The traffic flow in the neighbourhood has gradually increased over our time here, mainly due to the development west of our area, adding 105 units (110, minus the 5 already there) would over-tax an already busy road system. The traffic in the area during rush-hour is bad enough that we are seeing commuters use our residential streets as "short cuts" already, this places a significant amount of vehicles driving in a hurry during times when there are kids coming and going from school (both on our street and in the area), more living units in the area + more traffic; that can only increase the risks to everyone.
- Building a 6 story building in an area where all other houses are two stories at most will negatively affect people's enjoyment of their own homes as anyone within a few hundred meters of the building would have a hulking behemoth of a structure ever-present in their view. Such a structure would negatively affect the value of homes in the neighbourhood as well, this does not seem reasonable for those of us who, as previously stated, worked hard to move here and raise the value of our homes.
- Higher density housing is, as I understand it, a "pet project" for our current city council; while that is fine and good that they want to have these developments, there has to be consideration for the tax-payers who are being affected. If anyone at City Hall thinks that building this in close proximity to an LRT station will mean greater use of the LRT, they are labouring under a delusion of how people function. When the West LRT was built, everyone said "people will flock to it to get to and from the core", well I have ridden it on many occasions during all hours of the day, and there are many times when there are fewer than 10 people per car...during rush hour!! People love their cars and if Transit is not more convenient than driving, they will drive, so we will be looking at 110+/- more vehicles in the neighbourhood...where exactly are they going to park? We fought for permit parking when the LRT was built, and now it seems as if City Hall is going to jam more cars onto our quiet streets despite our efforts.
- If City Council really cares about the people of this city, **aka the people for whom they work**, this is the type of decision that should be made through a plebiscite, or have the votes/opinions of all people who write in be made public in an anonymous fashion...this affects the residents in the area, NOT City

Council!! I am sure the developer will have sway with Council that my bank account will not allow...I cannot sway people financially, and that is also a concern which I have heard expressed many times.

Concerns as a Police Officer:

- Adding Traffic congestion to the area will result in higher probability of vehicular collisions on the main arteries in and out of the community, this affects people financially, utilizes Emergency Response Manpower and affects people also trying to use the roadway.
- Increased housing on the south side of 17th, trying to access the LRT on the north side, increases the possibility of persons not crossing the road and/or LRT tracks safely to catch a train, for anyone who hasn't seen the up close affects of vehicle or train vs pedestrian interaction, I can tell you from too much experience that it isn't positive for the pedestrian. Proponents of this will point to the lighted crossing at 47th Street, to which I would point out that Jaywalking to access LRT stations happens all the time, and to not acknowledge that fact is naive...
- Higher density housing = higher crime for the neighbourhood...it is a fact, putting more people in a confined space is an invitation for the predators of society to enter in and take advantage of people.
- The roadway is at its breaking point as it is, traffic at 45th Street on 17th Avenue Eastbound in the morning already stretches a significant distance westward, adding that many new cars will only exacerbate the problem and encourage people to cut through the neighbourhood and put kids at risk...I really don't want to see kid's safety compromised for the sake of a developer and City Council's pie in the sky ideology...do they?

Before any decisions are made about this potential development, I truly hope that someone will take the time to speak to the people in the neighbourhood...many have been here for 50-60 years and I think their opinion should be heard. This decision should also wait until after the fall election, as something this big should NOT be made by people who may or may not be in their roles in a few months...it is easy to make a decision when you don't have to live with the consequences.

Please feel free to contact me if you have any questions, I look forward to hearing from you.

Dennis Vink

[403-305-1386](tel:403-305-1386)

Rowe, Timothy S.

From: g.riley@telus.net
Sent: Monday, April 30, 2018 11:39 AM
To: Public Submissions
Subject: May 7, <web submission> LOC2017-0210

April 30, 2018

Application: LOC2017-0210

Submitted by: Graham Riley

Contact Information

Address: 4524 25 Ave SW

Phone: (555) 555-5555

Email: g.riley@telus.net

Feedback:

Councillors, Planners and Fellow Concerned Citizens of Glendale, Glendale Meadows: Please note this is a revised copy of my earlier submission with corrections. I am a long term (over 35 years) resident of Glendale who opposes the proposed re-zoning of the properties on 17 Avenue SW in File Number LOC2017-0210 M-C2 from R-C1 to M-C2. While we Glendale and Glendale residents are both fortunate and appreciate having the services of the West Leg of the LRT adjacent to our community and we recognize the city wishes in their, Transit Oriented Development Plan, to have modestly higher densities adjacent or near these Transit Services, the proposed designation M-C2 does not match the existing "higher densities" in the surrounding area of our R-C1 neighbourhood or an appropriate density and building height adjacent to R-C1 homes immediately to the south of the proposed development. The M-C2 zoning provides an unreasonable opportunity to exceed the multi family densities seen to the west in the corner between Sarcee Trail and 17 Avenue SW and present to the north in Westgate (largely sited on the former drive-in theatre lands north of the AMA building). The drive-in theatre lands were a much larger block of land where a properly designed higher density community could be built with the layout providing space for parking, a modest amount of green space and multi-family housing. Five R-C1 lots on 17 Avenue do not afford the same space for developments up to four stories and most definitely not 5 stories. The proposed development zoning is excessive to the site and out of context for the area. Higher density zoning limited to two or three story construction would be much more reasonable fit with the area and allow for less privacy loss, noise and congestion which would be associated with building heights permitted and unit densities with the M-C2 zoning on 5 lots adjacent to existing R-C1. In summary, the proposed M-C2 proposed zoning allows for excessive development for the subject 5 R-C1 lots. It also exceeds any form of development present in the area and will create excessive development pressure on adjacent properties to be over densified and unfairly, negatively impact adjacent R-C1 properties. While we recognize the merit of increasing density adjacent to the 45 St LRT station, the potential densities and building heights of the proposed rezoning is greatly out of character with the area, exceeds parking, green space and road capacities offered by a back lane. Thank-you for the opportunity for my voice to be heard on this proposal. Sincerely, Graham Riley Glendale resident since 1979

Rowe, Timothy S.

From: emailforme47@gmail.com
Sent: Monday, April 30, 2018 11:55 AM
To: Public Submissions
Subject: May 7, <web submission> LOC2017-0210

April 30, 2018

Application: LOC2017-0210

Submitted by: Barbara Riley

Contact Information

Address: 4524 25 Ave SW

Phone: (403) 249-9567

Email: emailforme47@gmail.com

Feedback:

Community Feedback on REDESIGNATION APPLICATION LOC2017-0210 Glendale Change from R-C1 to M-C2 Many people have said "You can't fight City Hall". I agree; those fights are as senseless as brawls in a hockey game "to get the team going". Instead, let's have a reasoned discussion on zoning and let's agree to redesignations of zoning that are appropriate changes in communities. The proposal to change from R-C1 to M-C2 for Glendale/Glendale Meadows is not the answer. The "Planning People" recommend this redesignation. They don't live here. They don't deal with the intrusion that this redesignation puts on the existing community. According to the "formula" it is supposed to be a fit, but M-C2 is not a fit for this area. Several factors in the formula have been "fudged" or overlooked to make it appear to fit. So much about this application IS NOT RIGHT. A parcel of land this size in a new area may fit a formula for M-C2 but not this parcel in the context of an existing community. This is NOT a MODEST INFILL DEVELOPMENT as outlined in the Municipal Development Plan. Going from five single family homes to well over 75 units is extreme. The density is too high. The location has NO PARKING or TRAFFIC routes to handle the proposed density. The building height allowed is NOT in a manner that reflects the immediate context. In addition it has NEGATIVE IMPACT on QUALITY OF LIFE of nearby residents. Glendale is FAMILY ORIENTED community. The developer has indicated that few three bedroom units are planned; citing condo buyers don't usually want three bedrooms. Modest increased density makes sense, but the monstrous buildings allowed in M-C2 do not. Instead, apply a designation for this parcel that allows design for ten, fifteen, or maybe twenty single level condos; minimum two bedroom units with a reasonable numbers of three bedroom units; to a maximum of two stories adjacent to a property line or lane and only three stories further from the edge that are designed to ensure the sustained privacy of homes and backyards of surrounding homes. Single level condos are a better idea vs multi-level "Point McKay style" to appeal to people wanting to downsize or for families moving in. The applicant can build their complex in TOD areas that are already vacant and have a more appropriate location for the size of complex they want to build. They choose not to because those locations don't have the ambience that the Glendale/Glendale Meadows community provides. The applicant disrupts an existing community for their own advantage (read profit), instead of building where such a complex is more appropriate, or seeking a more appropriate redesignation for the area in which they want to build. Communities of R-C1, like Glendale/Glendale Meadows need to be preserved so they are available for residents could come along with an Amazon or other major employer seeking such locations to live. Approval of the application to change to a density that allows such an ill-fitting development is short sighted and only benefits the developer rather than the community. This application is outside the parameters of the discussions

on zoning that Glendale/Glendale Meadows agreed to in the West LRT landuse discussions. M-C2 does not fit the context for this area. Let's come up with something better, please.

Rocco Vita
11 Glenside Dr. SW
Calgary, AB, T3E 4K4

April 29th, 2018

Office of the City Clerk
The City of Calgary
P.O. Box 2100
Postal Station 'M'
Calgary, Alberta T2P 2M5
Email: cityclerk@calgary.ca

Re: Glendale Rezoning Application LOC2017-0210 M-CE

Dear Honorable City of Calgary Counsellors:

As proposed, the Glendale rezoning application will have more negative impacts than positive impacts for the residents of Glendale. If you respect the process, the majority of all residents have communicated through letters, open houses, and other feedback forums, that the rezoning proposal does not make sense for this community, despite City Planning department recommending approval based on City Council's higher density report near LRT stations. Does the City of Calgary Planning department and if approved by City of Calgary Counsel know what is better for residents than residents themselves. As I understand, the members of City Counsel are representatives of the community and approving this rezoning would not be supporting the residents of Glendale.

The following is a summary of the impacts that have not been addressed to the community:

- The question of whether the infrastructure in the neighborhood could support this development without major investments from the City has never been fully addressed (ie: water, sewer and roads)
- There have been no traffic studies conducted
- There has not been any analysis on the effect of property values in Glendale by this development
- No studies for visual and noise impacts studies for Glendale
- Development is in middle of the block and not at a corner site and does this make sense

The above questions were raised by the community and recorded but were never addressed. I have reviewed all the online information and have not found any analysis on the above issues. Therefore it would be premature for City Council to approve this rezoning.

In my opinion, the compromise would be to rezone for 2-3 story townhouses that would fit into the neighborhood character and have acceptable negative impacts from noise, traffic, reduction in property values and diminishment of enjoyment of adjacent properties. There have excellent models of developments on Bow Trail, Killarney, Wildwood, and Shagnappi, with 2-3 story townhouses that are responsible methods of urban densification. The proposed Carlyle Group development is more suited for a downtown urban environment and not an outlying residential neighborhood.

I find the behavior of Carlyle group interesting since, the initial application was for 6 story which most likely could not be built with concrete economically and then revised the application for a 5 story building when residents provided opposition to the project. My understanding is that the building code allows a wood frame building up to 5 stories (revised from 4 stories recently). Therefore, if the Carlyle group is claiming it responded to Glendale resident concerns by reducing height of building, my conclusion is that Carlyle was always planning a 5 story building according to building codes and reduced building height as a tactic to claim that it responded to the community.

Overall, the residents of Glendale have been very clear, the development as proposed is not acceptable. At this point, I hope City Counsel takes an informed view of this application and does not take the view that all densification is good at any cost. We all believe that densifying the city is an important goal but the policy has to be implemented responsibly.

Regards,

A handwritten signature in black ink, appearing to read 'Rocco Vita', with a stylized, cursive script.

Rocco Vita