

West Hillhurst Planning Committee Meeting Minutes September 16, 2024 7:00pm Zoom Meeting

Attendance

Chairperson: Interim Chair Marc Rosso
Coordinator: Karen Dahl
Members present: Deborah Kowbel, Ken Hersen, Leigha Pidde, Wayne Newby
Guests present: Nathan Stelfox, Zach Hoefs (CivicWorks),
Michael Vine, Daniel Jansen, Dana Assen, Carole Elliot

1. 7:00pm LOC2024-0183: 206-218 19 Street NW, Land Use Amendment to accommodate MU-1 f3.9h24

DP2024-06339: 206-218 19 Street NW, New: Dwelling Unit, Retail and Consumer Service (1 building)

- Many reasons listed in the successful SDAB Appeal 2021-0091 regarding File DP2020-7757 remain valid for this location. Please review items 122-154 in the attached document on pages 19-26.
- The WHPC requests an encompassing traffic study that includes all major intersections of access and egress (Crowchild Trail at Kensington Rd NW, 5th Ave NW, 19 St at Kensington Rd NW, 19 St at 5/6th Ave NW). The study should include DP2021-06339, DP2019-0979, DP2024-03857, DP2023-08098, DP2022-01135, DP2024-06227, DP2024-05258 and the National Arts Center on Brownsea Dr NW.
- The Primary Transit designation allows the developer to reduce parking by 25%. It is important to note that West Hillhurst does not have Primary Transit. West Hillhurst does not currently have any transit routes (including the newly revised Route 1 as of Fall 2023) that satisfy the City's own definition of "Primary Transit". In the 2020 Calgary Transportation Plan, this is defined as i) <10min frequency ii) 15 hrs a day iii) 7 days a week.
- West Hillhurst also does not have a BRT Route such as Route 305 BRT service as providing Primary Transit to West Hillhurst. This route was discontinued in Fall of 2023. As background, this route was always incorrectly classified as "BRT" service - its name a relic from 2018 when it was replaced by the MAX Orange Route on 16th Ave. Previously, Route 305 ran 3 buses during the AM & PM rush hours periods respectively, on a 30 minute frequency. This was more properly classified as "express bus" service.
- RouteAhead - Strategic Plan for Transit in Calgary (2023) and RouteAhead Annual Status Update (2023) indicated that only a small portion of Primary transit has been implemented and that the full

implementation will take 10 years. Neither document has indicated that the West Hillhurst Primary Transit path is being addressed in the near future. There are no 2024 updates on primary transit infrastructure and existing priority projects, such as the Greenline, have been canceled.

- The intent of the Primary Transit requirement is to ensure there is adequate transit allowing for parking reductions of 25%. The intent is for it to exist now. The community of West Hillhurst cannot be developed assuming that a primary transit network will be available.
- Information from the City of Calgary website and Alberta Registries shows that Calgary has a per capita vehicle ownership of 0.735 and 0.75 respectively. West Hillhurst has an average of 2.6 persons per household. Based on 0.5 parking spots per dwelling, every development in the area is adding 1.45 vehicles to street parking. New developments on 19 St and Kensington Rd NW indicate they will provide minimum parking requirements for the bylaw. Based on current development permits and approved permits it is estimated that 450 to 500 vehicles will require street parking in the area. The Frontier Building on Kensington Rd NW is currently listing parking spot prices at \$50,000. This may lead to even more cars parking on the streets than anticipated. For these reasons a minimum of one parking spot per dwelling is necessary.
- The City of Calgary website tracks cyclists using bike paths to commute to the downtown area: <https://maps.calgary.ca/BicycleCount2016/> Use of the bike path significantly declines from October to the end of April. Lack of residential parking does not improve year-round bicycle commuting.
- The Riley LAP did not undertake a community wide transportation study as requested by the community.
- The WHPC does not support the requested relaxation for loading zones. This development requires two loading zones given the traffic congestion and lack of street parking in the area.
- The schools in the community are at their maximum enrollment. We are concerned with the lack of thoughtful infrastructure support with the increase in density our community is experiencing.
- Of the 101 units in this development, nine are three bedrooms. This development does not provide a solution to missing middle housing.

2. 8:00pm Development Permit Applications

DP2024-05875: 2624 1 Ave NW, New: Multi-Residential Development (1 building), Secondary Suites (4 suites), Accessory Residential Building (garage)

- This development proposes side entrances that are in violation of the Community Standards Bylaw 32M2023, section 42, which states all addresses shall be visible from the street or the alley.
- The amenity space is insufficient and not in accordance with Bylaw 1P2007 which requires 40 sq meters for this proposed development. Please show the total of all amenity spaces.
- The Molok bins are not properly placed for disposal access. Please provide a clearance area to deploy the crane/garbage truck that is unobstructed.
- Please provide and indicate the location of mobility lockers per the Land Use Bylaw.
- Please indicate the appropriate clearances and location of water meters, electrical meters, gas meters and irrigation valve assembly/control panel. Ensure utilities are accessible and unobstructed.
- Please indicate a location for snow storage or provide a plan to remove snow to an off site location in accordance with community standards Bylaw 32M2023, the Municipal Development Plan and the Riley Park LAP.
- We request the east and west facing windows be frosted or removed to mitigate privacy concerns.
- The committee is concerned over the lack of green landscaping on the site.
- We expect assurances from the builder that sidewalk remediation will be followed. Sloping driveway cuts represent a significant wintertime slip-fall hazard. Such hazards are a matter of public health, for which the City is responsible, and should be prohibited.
- New developments are required to plant trees to enhance our neighbourhood's urban canopy. We expect the tree schedule to be followed and monitored as per the City's tree requirements for new homes bylaw:
<https://www.calgary.ca/development/home-building/new-home-trees.html>
- Please see the attached letter regarding treeless homes in West Hillhurst.

- The West Hillhurst Planning and Transportation Committees request the City of Calgary prioritize the lack of transit infrastructure within our community to accommodate the increase in population density.
- The Primary Transit designation allows the developer to reduce parking by 25%. It is important to note that West Hillhurst **does not have Primary Transit**. West Hillhurst does not currently have any transit routes (including the newly revised Route 1 as of Fall 2023) that satisfy the City's own definition of "Primary Transit". In the 2020 Calgary Transportation Plan, this is defined as i) <10min frequency ii) 15 hrs a day iii) 7 days a week.
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- RouteAhead - Strategic Plan for Transit in Calgary (2023) and RouteAhead Annual Status Update (2023) indicated that only a small portion of Primary transit has been implemented and that the full implementation will take 10 years. Neither document has indicated that the West Hillhurst Primary Transit path is being addressed in the near future. There are no 2024 updates on primary transit infrastructure and existing priority projects, such as the Greenline, have been canceled.
- The intent and spirit of parking reduction for Primary Transit is based on existing service. West Hillhurst cannot be developed assuming that a primary transit network will be available.
- Information from the City of Calgary website and Alberta Registries shows that Calgary has a per capita vehicle ownership of 0.735 and 0.75 respectively. West Hillhurst has an average of 2.6 persons per household. Based on 0.5 parking spots per dwelling, every development in the area is adding 1.45 vehicles to street parking. New developments on 19 St and Kensington Rd NW indicate they will provide minimum parking requirements for the bylaw. Based on current development permits and approved permits it is estimated that 450 to 500 vehicles will require street parking in the area. The Frontier Building on Kensington Rd NW is currently listing parking spot prices at \$50,000. This may lead to even more cars parking on the streets than anticipated. For these reasons a minimum of one parking spot per dwelling is necessary.

- The development does not appear to meet the Calgary Fire Department Access Standard for Primary and Emergency access routes width and clearance requirements.
 - "AFC – 2.5.1.1. (1) Access to a Building Fire department vehicles shall have direct access to at least one face of every building by means of a street, yard or roadway in conformance with the Alberta Building Code 2006."
 - "Primary Access -The primary access is considered to be the principal access to a site used by occupants of a development on a daily basis. Primary access will be connected to a thoroughfare that has a minimum 9-meter width."
- Please indicate the Fire Department access locations and dimensions on the development.
- The schools in the community are at their maximum enrollment. We are concerned with the lack of thoughtful infrastructure support with the increase in density our community is experiencing.

DP2024-06227: 2133 Kensington Rd NW, Change of Use: Child Care Service (40 Children) Sept 27

- The WHPC requests an encompassing traffic study that includes all major intersections of access and egress (Crowchild Trail at Kensington Rd NW, 5th Ave NW, 19 St at Kensington Rd NW, 19 St at 5/6th Ave NW). The study should include DP2021-06339, DP2019-0979, DP2024-03857, DP2023-08098, DP2022-01135, DP2024-06227, DP2024-05258 and the National Arts Center on Brownsea Dr NW.

DP2024-05258: 2034 Kensington Rd NW, New: Multi-Residential Development (2 buildings), Accessory Residential Building (garage) Oct 2

- In accordance with the Community Standards Bylaw 32M2023, section 42, all addresses shall be visible from the street or the alley. Building 2 is not facing the street or lane.
- We request safety covers for window wells.
- Would like the developer to consider Molok bins to reduce clutter in the rear lane.
- We expect assurances from the builder that sidewalk remediation will be followed. Sloping driveway cuts represent a significant wintertime slip-fall hazard. Such hazards are a matter of public health, for which the City is responsible, and should be prohibited.

- There does not appear to be enough space to shovel the snow from walkways, while keeping it within the property boundaries in accordance with the City of Calgary Street Bylaw (20M88) section 67.
- The schools in the community are at their maximum enrollment. We are concerned with the lack of thoughtful infrastructure support with the increase in density our community is experiencing.
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- New developments are required to plant trees to enhance our neighbourhood's urban canopy. We expect the tree schedule to be followed and monitored as per the City's tree requirements for new homes

bylaw:

<https://www.calgary.ca/development/home-building/new-home-trees.html>

- Please see the attached letter regarding treeless homes in West Hillhurst.

DP2024-06572: 2540 6 AV NW, New: Rowhouse Building, Secondary Suite

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3. 8:25pm Other Items/Updates:

- Approve June 17, 2024 Meeting Minutes
- New business

4. Information Items:

- SB2024-0343: 2011 7 Ave NW, Proposed Use - Other

Adjourned 9:15pm