

DP2025-05349 - 132 Varsity Estates Place NW

Date: October 28, 2025

To: Reza Bacchus, File Manager, City of Calgary

From: Jo Anne Atkins, Director of Civic Affairs
Varsity Community Association

Re: DP2025-05349 - Summary of Concerns & Request for Refusal

Request for Refusal of DP2025-05349

We understand this development permit application has been submitted on the assumption that the property will be redesignated to H-GO. Our comments often refer to the H-GO land use and why it is inappropriate on this small laneless cul-de-sac.

For numerous reasons as outlined below the Varsity Community Association **strongly opposes** this application for a development permit and requests refusal of DP2025-05349 at 132 Varsity Estates Place NW.

Architectural Features

The architecture of the proposed rowhouse is not even remotely compatible with the community. Varsity Estates is known for its country residential character with large lots, traditional two storey homes with low lot coverage, mature trees, and generous setbacks. The homes in this area were built as part of a well-planned, comprehensive development surrounding the Silver Springs Golf Course which includes several townhouse developments as well as the golf club house and Varsity Execucentre which are also low-profile, traditional buildings with exceptional and extensive soft landscaping and many mature trees.

In short, what is proposed does not belong in this part of Varsity and will stick out like a sore thumb.

The Municipal Development Plan, Section 2.2.5 states: "The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods."

The outpouring of concern and opposition from the community is indicative of the fact that this proposal is not sensitive, compatible or complementary. Varsity residents are the people who will have to live with this long after the developers have gone.

General

- the 100 Varsity Estates Place cul-de-sac was the location of the original show homes for the Varsity Estates area
- these exceptional homes have been well cared for and upgraded and include some of the most beautiful homes in the community – this stability is put at risk with this rezoning proposal
- H-GO was approved by Council to increase housing supply, choice, and affordability. Varsity already has significantly more density, diversity, and affordable housing options than most other communities with more housing to be built. This project is not needed.
- it was assumed that this type of redevelopment would occur in areas with older, tear-down housing stock. This is not the case in Varsity. While some homes have been replaced with larger new homes, the vast majority have been well maintained and renovated.
- I was very involved with the working group for the South Shaganappi Local Area Plan and can attest that there were flaws in the engagement process and affected residents were blind-sided by the designation of Neighbourhood Flex – this was a serious error which was vehemently opposed by the Varsity Community Association
- the H-GO land use does not respect the context of the community and existing homes in the immediate vicinity
- there are no rowhouses in Varsity; the existing townhouses are low profile and architecturally compatible with the single family homes in the area
- the proposed building is an island with no green spaces or trees to act as a buffer to neighbouring properties
- this increase in density and massing is damaging to the character of the community and does not follow the guidelines in the Municipal Development Plan which envision development that respects the local context and contributes to local identity and community pride

Quality of Life and Property Values

- a rowhouse development on this site will have a major negative impact on the quality of life and property values of all other nearby homes
- this rezoning would increase uncertainty and anxiety for prospective purchasers who want to ensure they are not impacted by a rowhouse in the future – this can destabilize the entire community
- inappropriate nearby development and uncertainty discourages homeowners from investing in and upgrading their homes
- higher density on one lot can precipitate a slow decline of the street
- several realtors have advised that the nearby homes will be less desirable and harder to sell as has been experienced in numerous other communities
- the impact is even more noticeable in a cul-de-sac location

Increase in Intensity of Use

- an increase from 1 unit to 10 units or more as would be allowed under H-GO is unreasonable on a single family cul-de-sac; the developer does not show secondary suites on the draft plans but this is a customary form of development and to be expected in a DP application
- a land use redesignation is not tied to plans and more units could be included in plans submitted at the development permit stage
- the increase in noise, activity levels, and parking will be disruptive to the neighbours
- the noise from air conditioning units, the balconies, and the use of back decks or patios will greatly reduce the quality of life for the adjacent neighbours
- this is not a gentle increase in density and is not respectful of the existing neighbours or the community
- the Varsity community in this area is well served by a variety of commercial development and multi-family housing including the Groves of Varsity (2 x 12 storey + 1 x 8 storey residential buildings, 1 x 6 storey seniors' residential building, and 1 x 4 storey commercial building), Crowchild Square commercial building (redesignated for 12 storeys in 2018), Bow Valley Church (identified for 27 storeys in the SSLAP), Silvera for Seniors townhouses (identified for 12 storeys in the SSLAP), Cathedral Manor (3 storey subsidized seniors' building for low income seniors), the Varsity Execucentre (3 storey commercial and residential building), Chateaux on the Green townhouse development, and the Silver Springs Golf Club
- in addition, there is the Dalhousie Station Regional Shopping Centre immediately to the north and the Dalhousie LRT parking lot is undergoing plans for redevelopment
- the multi-family residential buildings cover all price points allowing for great diversity for all ages and income levels
- additional density in the single family area of Varsity Estates is not warranted

Lot Coverage

- lot coverage of 60% in comparison to the very low lot coverage in Varsity Estates is inconsistent with neighbouring homes and community character
- this part of Varsity is valued for its large, landscaped lots with mature trees on single family lots and this development would be out of context with the area
- homes in the area have large front and rear setbacks with large mature trees so a severe reduction in soft landscaping disrupts a unique and important community feature
- this development would result in very little soft landscaping

Large Building Envelope & Excessive Massing

- the very large building envelope including the 12 metre height and 60% lot coverage allowed under H-GO results in significant massing and overshadowing and would be in stark contrast to neighbouring homes which average 6.5-8 metres in height and 25-35% lot coverage
- the reduced setbacks for a rowhouse damage the streetscape and the views from neighbouring homes which is particularly important on a cul-de-sac with a concave road configuration

- the building will extend far in front of the house of the neighbour to the south at 128 Varsity Estates Place
- instead of looking at the lawn and trees of the existing 2 storey home which has the same front setback, they will be faced with a three storey wall extending almost 20 feet beyond the front of their attached garage and an additional 20 feet beyond the front of their house – this is unreasonable and insensitive
- this damages the streetscape and views for the other homes on the cul-de-sac
- the impact on the home to the east at 911 Varsity Estates Drive is also severe
- the rowhouse will jut far in front of the attached garage and well past the front of the home
- this also creates a safety issue for the homeowners on 911, 907, and 903 Varsity Estates Drive as it eliminates visibility of eastbound traffic as they are backing out of their driveways
- currently, there is a spacious treed back yard between 911 VE Drive and the existing home at 132 VE Place; this will be replaced with a 12 metre tall building with a 1.2 metre side yard – again, this is unreasonable and insensitive
- this zoning is a drastic change and will cause major overshadowing and undesirable massing
- all nearby homes are one and two storeys and were built in an era with lower ceiling heights so the difference between built forms would be jarring
- not only will the building stick out like a sore thumb in a beautiful area, it does not integrate properly with its neighbours to create a sense of community
- the massing also has a negative impact on the golf course behind this cul-de-sac which is used year round by the public for golf, walking, cross country skiing, and snow shoeing

Overshadowing

- overshadowing and massing from a 12 metre building would significantly reduce sunlight for the neighbouring homes as well as in their front and rear yards
- this reduces the viability of landscaping and gardens, creates a cold, dark environment on decks and patios, and harms enjoyment of neighbouring properties by their owners
- the shadows cast towards the northeast will increase icing on Varsity Estates Drive
- see morning and evening shadow diagrams in Appendix A (2 pages)

Overlooking/Privacy

- the numerous windows on a large 3 storey building facing the neighbouring homes to the south, east and west will result in overlooking and reduced privacy
- in addition, there are balconies on the third storey overlooking nearby properties
- this is not something a homeowner in this community would anticipate
- overlooking may be a common feature of the inner city but privacy is a valued characteristic of this community and this style of building does not respect the existing context

Parking

- there is no back lane on this cul-de-sac
- there is very little on-street parking in a cul-de-sac with wide front driveways
- on this cul-de-sac there are only 5 on-street parking spots for 8 homes
- between the cul-de-sac and the T-intersection there are 7 on-street parking spots for the existing 3 homes on Varsity Estates Drive but the design of the rowhouse eliminates 5 spots leaving just 2 spots in front of three homes and no parking for the proposed 5-10 units
- on Varsity Estates Drive to the west of the cul-de-sac there are only 3 on-street parking spots for 3 houses
- parking is not permitted within 5 metres of the 3-way stop
- there are a few parking spots across Varsity Estates Drive but this is an extremely dangerous location to walk across the road and the crosswalk at the t-intersection is too far away for most people to access
- despite the availability of transit, car ownership in Calgary is approximately 1.8 vehicles per household so it is reasonable to assume that five on-site parking stalls is insufficient to serve the demand from a site with the density of H-GO
- there is inadequate on-site and on-street parking to allow for the increase in the number of units on this site
- Varsity Estates Drive is a snow route with periodic parking restrictions and the cul-de-sac is close to a very busy three way stop where Varsity Estates Drive meets 53rd Street
- the City's new proposed Zoning Bylaw includes the Open Option Parking Strategy which eliminates minimum on-site parking requirements – this could result in even more units on the site and significantly increase parking congestion in the area
- lack of parking creates conflict between neighbours, greatly reduces visitor parking, and has a negative impact on quality of life

Rowhouses - Permitted vs Discretionary Use

- rowhouses are permitted uses under H-GO which eliminates community input into the building design and prohibits appeals to SDAB
- due to the significant impact a development such as this would have in the area, it is important the ability to appeal is retained as it is under the R-CG zoning

Traffic Volumes & Safety Issues

- while the increase in traffic does not put Varsity Estates Drive over its environmental design capacity, the property is very close to the 3-way stop at 53 Street and Varsity Estates Drive that experiences very high traffic volumes especially during rush hour, school drop off and pick up times (for 3 schools further south on Varsity Drive), and high volumes of traffic generated by Market Mall particularly during the Christmas season
- this T-intersection is extremely busy and the entire road network will be under pressure from a very high increase in density proposed in the SSLAP for the area close to the Dalhousie LRT Station

- there is very poor visibility when drivers exit the cul-de-sac onto Varsity Estates Drive and drivers approaching from the west often do so at a high rate of speed
- there is a significant curve on Varsity Estates Drive immediately west of the cul-de-sac which results in a blind corner
- this road is heavily used by pedestrians and cyclists of all ages who walk and cycle around the drive for recreation or to the commercial area or LRT station
- this development will add 5 driveways onto a section of Varsity Estates Drive with a high volume of traffic - the existing 3 homes to the east already have great difficulty exiting out of their driveways
- adding 5 additional driveways in this location increases the risk of collisions with drivers, cyclists, and pedestrians
- we note the City of Calgary requested reconfiguration of the driveways in their comments on the land use redesignation application but these recommendations were ignored by the applicant
- this section of road is prone to icing and snow accumulation which will be worsened if a 12 metre building replaces a two storey single family home
- a 2007 DA Watt Traffic Study indicated major roadway improvements will be necessary on Varsity Estates Drive and 53 Street to accommodate the increase in density as proposed in the Varsity Land Use Study
- the increase in density proposed in the SSLAP is more than double which is one of numerous reasons the VCA opposed Neighbourhood Flex category for VE Court and 100 VE Place
- the additional traffic generated by the total development proposed will overwhelm the existing and future improved road infrastructure

Waste Disposal

- the applicant is proposing 5 dwelling units which will likely have secondary suites, however, the final number of units is yet to be determined
- H-GO zoning would allow more dwelling units than what has been shown on the applicant's preliminary plans so this number could and likely would increase at the development permit stage
- this would increase the number of bins from 3 to 15-30 on a site with very little storage space – a large number of storage bins would be unsightly
- because there is no back lane the pickups occur on Varsity Estates Drive further limiting parking and visibility on this roadway

South Shaganappi Local Area Plan

1. The Varsity community consistently opposed the designation of Neighbourhood Flex in the South Shaganappi Local Area Plan throughout the planning process as it was highly inappropriate for the area. We remain strongly opposed to this classification which we feel isn't reflective of the community context and the community will be requesting amendments to the SSLAP in 2026 to correct this. We will be requesting amendments to the SSLAP to correct these grievous errors.
2. There is a significant amount of high and medium density development in the immediate area which provides a wide variety of owned and rental housing of varying price points including

attainable and affordable housing. There are more multi-family dwelling units than single family homes in this part of Varsity. In fact, according to the City's website, only 45% of dwelling units in all of Varsity are single family homes. It is crucial that the integrity and stability of this neighbourhood be maintained.

3. It is important to preserve the integrity of the unique contiguous single-family area known as Varsity Estates. Two cul-de-sacs (VE Court and 100 VE Place) and 3 homes on Varsity Estates Drive should not be separated from the rest of the Varsity Estates community by an artificial planning boundary in the local area plan. The natural dividing line between the high density development south of the Dalhousie LRT Station and the low density single family area to the west is 53rd Street. Both cul-de-sacs should be designated as Neighbourhood Local along with their neighbours. There is a very large amount of high and medium density development (built and approved to be built) in the immediate vicinity that is much closer to the LRT station.

Requested Recommendation

- If years down the road, this area would be finally ready for redevelopment, it would make more sense to comprehensively develop the entire cul-de-sac and nearby homes on Varsity Estates Drive to a greater height and density than 3 storeys. Piecemeal redevelopment of individual lots to rowhouses doesn't accomplish the City's goals for densification or affordability and it actually prevents better future development to a higher density at a time when it might be suitable.
- Rowhouses are a discretionary use that are not appropriate in all locations. This was acknowledged and stressed several times by members of Council during the debate on blanket rezoning.
- The Planning Department has discretion when they evaluate development permits for rowhouses. Please use your discretion to refuse DP2025-05349.
- ***We respectfully request refusal of the application for a Rowhouse Building (2 buildings) at 132 Varsity Estates Place NW.***

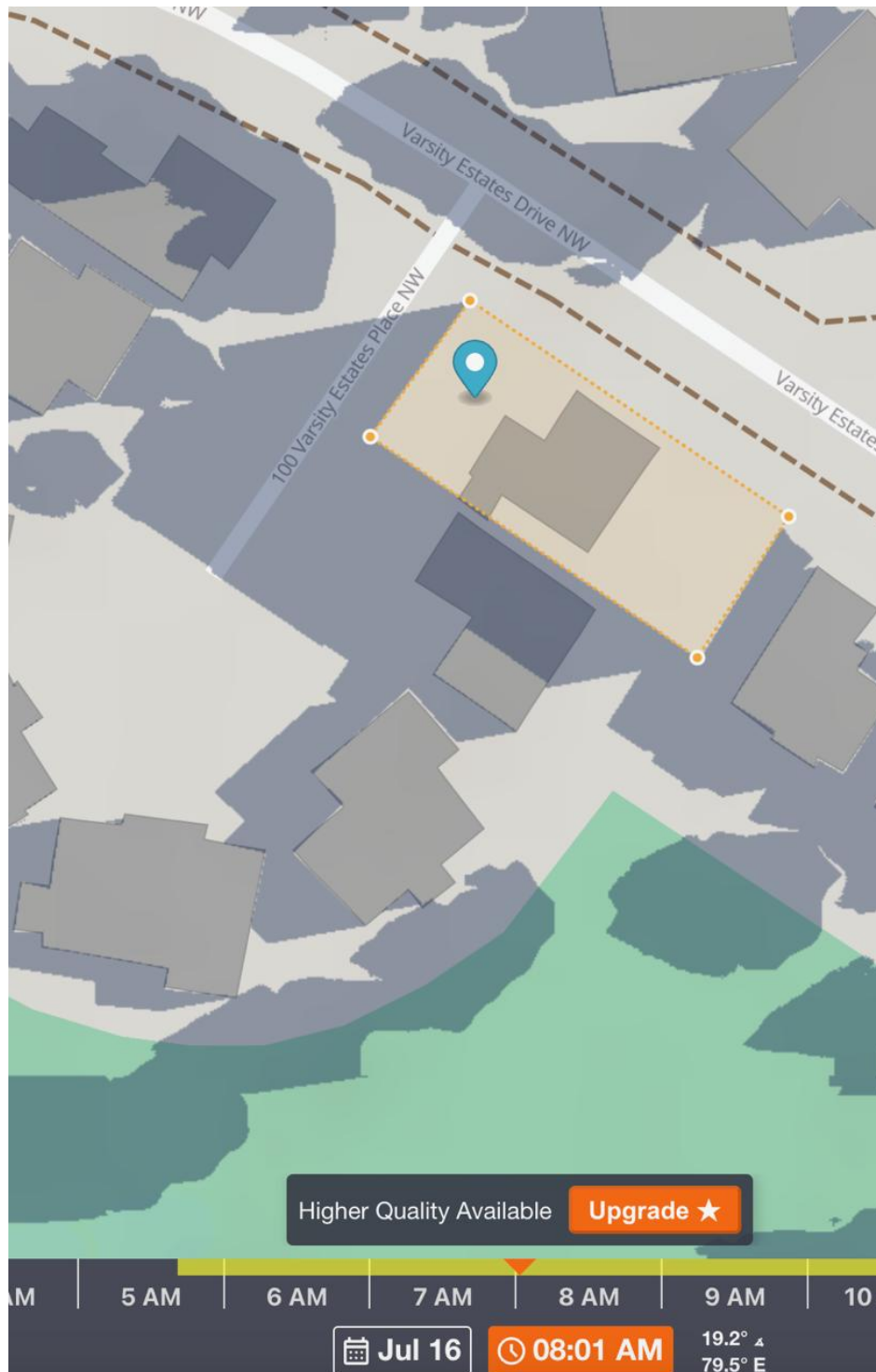
ATTACHMENTS

Appendix A – Shadow Study

Appendix B – Background Information - Excerpts from Varsity Community Association Submission to Council re: SSLAP – March 4, 2025

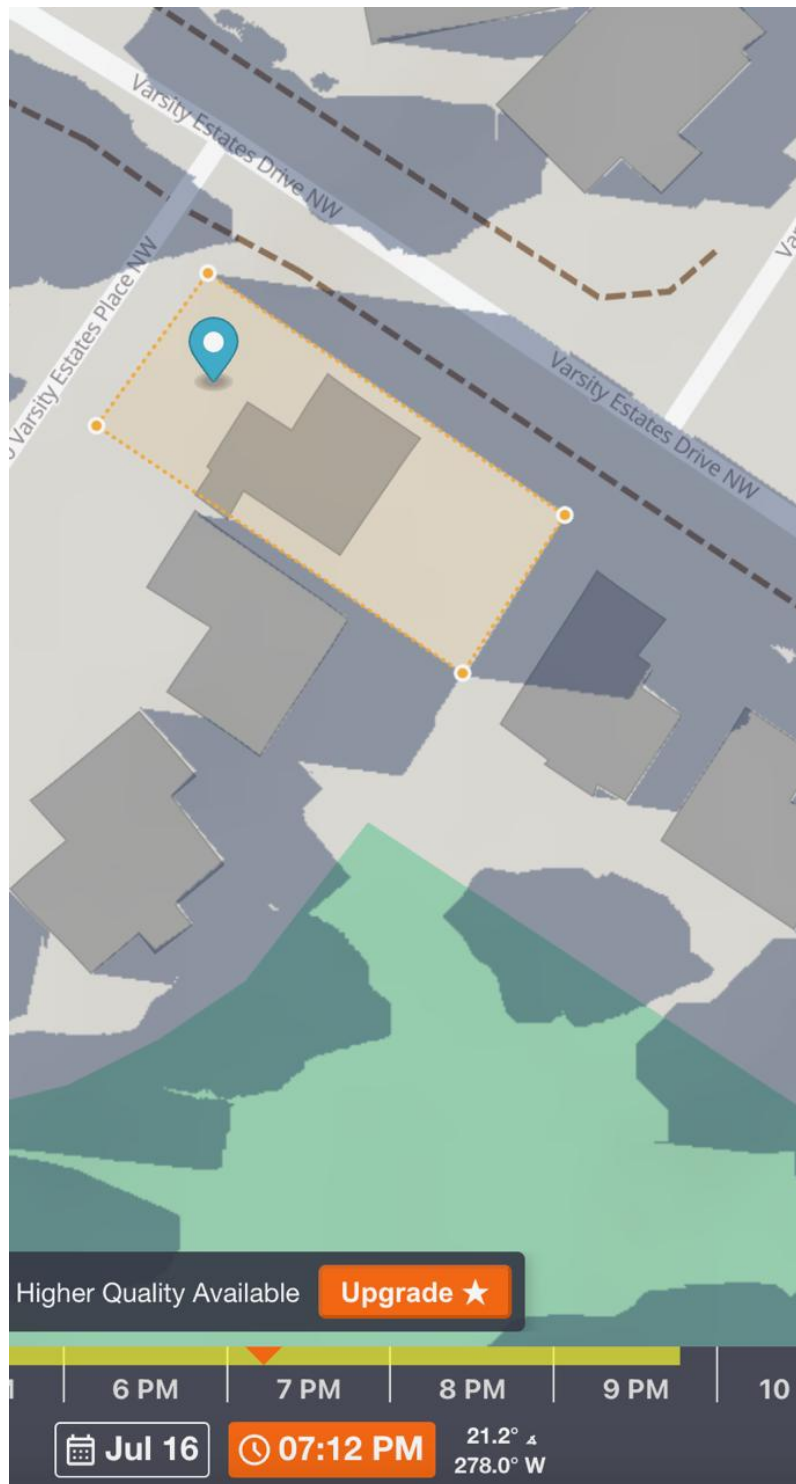
LOC2025-0141 - Appendix A
132 Varsity Estates Place Shadow Study

Morning Shadow Impacting Neighbour to the South



LOC2025-0141 - Appendix A
132 Varsity Estates Place Shadow Study

Evening Shadow Impacting Neighbour to the East



APPENDIX B - LOC2025-0141 – Background - Excerpts from SSLAP Submission

132 Varsity Estates Place

It is important to note that throughout the 2.5 year planning process for the South Shaganappi Local Area Plan (SSLAP), the Varsity Community Association (VCA) **strongly opposed** the designation of 100 Varsity Estates Place, a portion of Varsity Estates Drive, and Varsity Estates Court as anything other than Neighbourhood Local. There is no sound planning rationale for designating this area as Neighbourhood Flex and the VCA will be urging Council in 2026 to amend the SSLAP to correct this inappropriate designation. We have included excerpts from our submission to the SSLAP for background information.

Excerpts from the Varsity Community Association Submission regarding the South Shaganappi Local Area Plan dated March 4, 2025:

Introduction

The Varsity Community Association appreciates the opportunity to comment on the final draft of the South Shaganappi Communities Local Area Plan. We would like to thank Calvin Chan and his entire team for their professionalism and hard work on the Plan.

We are supportive of increasing density around LRT stations and Activity Nodes and Corridors such as Market Mall but we believe changes to urban form and building scale need to be done with great care and attention to detail to enhance the community while respecting existing homes as well as the limitations of road infrastructure to support increased traffic generation.

It is important to have a sensitive transition from low density residential development to higher density development, particularly with respect to height. Sensitive transitions will reduce overshadowing and allow community members to protect the special character of Varsity including the mature tree canopy. Therefore, the existing context needs to be respected and there needs to be a balance between increasing density, massing, and height and preserving the highly valued existing low density residential areas within Varsity.

We would like to suggest some amendments to the Plan that takes into account the unique circumstances in the Varsity community in order to ensure the best possible future development.

Background

Varsity is a stable, diverse, dynamic, thriving community which already demonstrates many of the goals in the Municipal Development Plan and other planning policies. Varsity has a population of 12,000 in over 5,400 dwellings, 55% of which are multi-family units in comparison to the city average of 45%. Unlike many other communities, Varsity has experienced population growth as

shown in Attachment 2. Varsity has a wide variety of housing types at all price points including attainable, affordable housing, and market and subsidized seniors housing. Varsity has 38% renter households compared to the City average of 31%. We have a wide variety of commercial businesses, amenities, schools, and 2 LRT stations. Our parks and mature tree canopy are extremely important to Varsity residents.

The life cycle experienced by most communities is not Varsity's reality. Our community was developed over several decades from the early 1960s up to the early 2000s with several additional new developments since that time including the Groves of Varsity and the 4 storey affordable apartment building at the fire hall on 32 Avenue. There has been a gradual, continuous turnover and updating of homes from long-time homeowners to new families. We have not experienced a population decline and our schools and businesses have been thriving over the years. The majority of the housing stock is in excellent condition.

I would refer you to the Attachments for more detailed background information on the community of Varsity.

It is important to identify where redevelopment makes sense within the 30 year time frame of a local area plan. Forward planning needs to be thoughtful and pragmatic. There's no point identifying a quiet residential street with homes in excellent condition for future apartment buildings. This type of redevelopment is unlikely to happen in comparison to other sites within the community that are more suitable. However, being designated for higher density can precipitate a slow decline of the street.

Instead of increasing predictability, this type of designation actually increases uncertainty and destabilizes the affected streets. Realtors have advised that prospective purchasers will be more willing to spend money on a home on a street that is not designated as a future apartment building as it would be safer than investing in a home where the context may change significantly. Not only does this uncertainty reduce the desirability of a street and affect sale prices, it discourages investment in those homes. For existing home owners on an affected street, decisions to make renovations, improve landscaping, install solar panels, or even spend money on regular maintenance become fraught with anxiety and indecision. If there is risk of a negative impact on their home from nearby redevelopment or a deterioration of other homes on their street as neighbours hesitate to invest in their homes, property values and quality of life could be adversely affected.

The Local Area Plan should demonstrate a vision that respects the existing context with great attention to detail in each and every community.

Infrastructure

The City states that existing infrastructure and amenities can handle increased density. Specifically, the City states that: "Most mature communities, especially those built prior to 1980, are below their historical peak population, so most communities are already designed to handle

more people than live here today. Due to the decline in population and higher efficiency houses being built, there is now infrastructure capacity. This includes roads, transit stops, water and wastewater management, etc. to handle more types of housing.”

As noted previously, Varsity is not below its historical peak population but has instead maintained peak population levels. Increases in population will inevitably require significant investments to upgrade and modernize local infrastructure.

The DA Watt Traffic Study conducted in 2007 for the Varsity Land Use Study provides a detailed analysis of the impact of future redevelopment of the lands south of the Dalhousie LRT station. Since it would be extremely difficult to increase the capacity of the roads in the area, the maximum densities that can be accommodated in this area have been established and this should be respected. See excerpts from the VLUS in Attachment C.

The Traffic Study states: *“In conclusion, traffic generated by redevelopment of the Varsity Land Use study area to its maximum potential (as governed by the maximum F.A.R. within the guiding policies) can be supported by the surrounding road network with improvements along Varsity Estates Drive and 53 Street. As select intersection movements are at capacity, no additional land use over and above the maximum F.A.R., can be supported by the surrounding road network within the context of Transit Oriented Development.”*

Higher density development can strain the ability of City infrastructure to handle the increased load. Therefore, careful evaluation will be required with each proposed redevelopment project. Traffic studies and shadow studies are essential to ensure roads can accommodate the traffic generated by increased density and to preserve the quality of life for homeowners and park users.

ADDITIONAL COMMENTS AND RECOMMENDATIONS ABOUT SPECIFIC AREAS OR STREETS WEST OF SHAGANAPPI TRAIL

Area South of Crowchild Trail & Dalhousie LRT Station:

The policies contained in the Varsity Land Use Study should be incorporated into the South Shaganappi Local Area Plan. The proposed density needs to be reduced in order to accommodate manageable traffic volumes.

The Groves of Varsity has been developed with two 12 storey buildings, one 8 storey building, one 6 storey building (The Manor seniors’ residence), and one 4 storey building (commercial). Crowchild Square has been rezoned for 12 storeys.

The Bow Valley Church is identified as Neighbourhood Flex with a height of up to 26 storeys. The DA Watt Traffic study indicated this density would overwhelm adjacent roadways and the height should be reduced to 12 storeys. Excerpts from the Varsity Land Use Study can be found in Attachment 1.

Varsity Land Use Study

The Varsity Land Use Study, a non-statutory plan, which was approved in 2007 has clear policies for the lands south of the Dalhousie LRT Station, excerpted as follows:

“Policy 4 - The highest buildings should be located immediately adjacent to Crowchild Trail NW and shall be no higher than 12 storeys. The height of buildings should progressively step down in a southward direction from Crowchild Trail NW to a height limit of 8 and then 4 storeys (Refer to Plan 3).

Policy 5 - Developments immediately fronting Varsity Estates Drive NW and 53 Avenue NW should be no more than 4 storeys high. Buildings should be set back a minimum of 5 metres from the property line at these frontages.

Policy 6 - Development immediately fronting onto Valencia Road NW or the Park Space east of the study area should be no more than 3 storeys high. Buildings should be set back a minimum of 6 metres from the property line at these frontages.

Policy 7 - A shadowing study shall be provided when required by the Approving Authority. Planning applications should not be approved for proposals which, in the opinion of the Approving Authority, have an unreasonable shadowing impact on surrounding areas.

Policy 26 - Planning applications should not be approved where, in the opinion of the Approving Authority, proposals are likely to generate vehicle movements which cannot be satisfactorily accommodated by the road network.”

The DA Watt Traffic Impact Study is attached to the VLUS as “Appendix 2 – Transportation Study” and clearly indicates that the density and heights proposed in the SSLAP are excessive and will overwhelm the existing transportation network. There has been extensive research in Canada and the USA regarding the negative impact of air and noise pollution from high traffic volumes. In addition, traffic congestion can create safety issues for residents and especially seniors and children in Varsity.

Recommendations:

- 1. As the Local Area Plan replaces all existing planning policy documents in the plan area, we would like the policies of the Varsity Land Use Study to be incorporated into the Local Area Plan.** We note in particular that a maximum height of 3 storeys and generous setbacks are indicated where there is an impact on low density residential housing and parks.
- 2. That the church site at 5300 – 53 Avenue NW be changed from High to Mid in Building Scale Map 4.**

Area North of Crowchild Trail:

It is important to note that there is a large amount of land available for future redevelopment north of Crowchild Trail at the Dalhousie LRT Station. If increasing density at this LRT station is to receive comprehensive, thoughtful planning, this area should be included in the discussions. This area has much better access and egress than south of Crowchild Trail including a right-in/right-out directly off Crowchild Trail and 4 lane divided roads to the north (Dalhousie Drive) and west (53 Street) of the site. The access onto Dalhousie Drive is a signalized intersection.

It is important to recognize that the amount of density south of Crowchild Trail is limited by an unusual road network that was a retrofit from changing transportation plans in the 1960s (the abandonment of a through road to Silver Springs on 40 Avenue). The maximum density that can be accommodated in Varsity close to the LRT station was determined by a DA Watt Traffic Study done in 2007 and attached to the Varsity Land Use Study. A much greater amount of density on a larger parcel of land can be accommodated north of Crowchild Trail and a similar study should be conducted in Dalhousie.

We believe Dalhousie and Brentwood should have been included in this local area plan. For future LAPs, we would recommend that all communities surrounding an LRT station or activity centre should be included to allow for comprehensive planning.

Redevelopment Projects Close to Varsity

In addition to two new 15 storey apartment buildings in Dalhousie, it is important to note there are many mixed-use projects that have been approved in close proximity to Varsity, some of which are nearing completion. This includes University District (200 acres), Northland Mall (two 6 storey apartments plus commercial), Stadium Shopping Centre (14 storey residential tower and 8 storey medical office building), and the University Innovation Quarter (76 acres).

Varsity Estates Village (Silvera for Seniors), 5200 – 53 Avenue NW

(refer to page 3)

The existing two storey townhouses owned by Silvera are subsidized housing units for low income families and are located on the west side of the Varsity Ravine Park. They are identified as Neighbourhood Flex with a height up to 12 storeys. This height would overshadow the park and regional bicycle and pedestrian pathway immediately to the east. As the asphalt pathway is on a steep slope in this location where it connects to the pedestrian overpass over Crowchild Trail, icing is a significant safety concern.

Any redevelopment on this site should be a maximum of 6 storeys at the western and northern edges and needs to step down to a maximum of 3 storeys at the eastern and southern edges. It is important to create a sensitive transition to the single family homes on Valencia Road and Valencia Place and the two storey townhouses south of 53 Avenue.

A shadow study must be required for future development applications to ensure there is no overshadowing of the pathway and park.

Requested Amendment to the Plan:

Change the Building Scale Map (Map 4) from Mid (up to 12 storeys) to Limited (maximum of 3 storeys) on the east and south property lines, Low-Modified (up to 4 storeys), in the middle of the site, and to Low (maximum of 6 storeys) on the west and north portions of the site.

As this site is at the end of a dead-end road with no direct access to Crowchild Trail, the Urban Form Category (Map 3) should be changed from Neighbourhood Flex which is more commercially-oriented to Neighbourhood Connector which is more oriented to residential development while still allowing some commercial uses.

In Section 2.5.4.4. Dalhousie Station Area, this site should be down in mauve as opposed to dark purple. It should be shown in the Dalhousie Transition Zone not in the Dalhousie Core Zone.

The following policies contained in the Varsity Land Use Study should be incorporated into the SSLAP.

Varsity Land Use Study

The Varsity Land Use Study, a non-statutory plan, which was approved in 2007 has clear policies for the lands south of the Dalhousie LRT Station, excerpted as follows:

Policy 6 - Development immediately fronting onto Valencia Road NW or the Park Space east of the study area should be no more than 3 storeys high. Buildings should be set back a minimum of 6 metres from the property line at these frontages.

Policy 7 - A shadowing study shall be provided when required by the Approving Authority. Planning applications should not be approved for proposals which, in the opinion of the Approving Authority, have an unreasonable shadowing impact on surrounding areas.

Varsity Estates Court

Single family cul-de-sac and part of a continuous low density residential area with 12 large, well-maintained homes. It has been identified as Neighbourhood Flex with a height of 6 storeys. A modifier is essential to ensure the entire cul-de-sac is redeveloped as one unit property without isolating individual homes. The access point for a new building would need to be moved further west onto Varsity Estates Drive to avoid conflict with the T-intersection. A multi-storey building would create undesirable massing for the homes across Varsity Estates Drive to the south. **It**

would be more appropriate for this cul-de-sac to be designated Neighbourhood Local with a maximum height of 3 storeys.

100 Varsity Estates Place

This is a single family cul-de-sac and part of a continuous low density residential area with 8 large, well-maintained homes. It has been identified as Neighbourhood Flex with a height of 6 storeys. At a minimum, a modifier would be essential to ensure the entire cul-de-sac is redeveloped as one unit without isolating individual homes. **It would be more appropriate for this cul-de-sac to be designated Neighbourhood Local with a maximum of 3 storeys.**

Varsity Estates Drive (north)

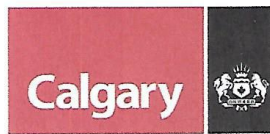
These are 3 single family homes that are a part of a continuous low density residential area with large, well-maintained homes. They have been identified as Neighbourhood Flex with a height of 6 storeys. **It would be more appropriate to be identified as Neighbourhood Local with a maximum height of 4 storeys. A modifier is essential to ensure all three homes are redeveloped as one unit without isolating individual homes.**

Cathedral Manor Estates, Varsity Estates View

This is a 3 storey subsidized residence built in 1982 with 115 units for independent low-income seniors. It provides parking for those seniors who are driving and is heavily treed with a large garden. The walking distance to the Dalhousie LRT Station is 16 minutes which is outside the 5-10 minute desired walking time. It is bordered by Crowchild Trail and sound attenuation barrier to the north with single family homes on the other three sides and its access is off a quiet residential street. It has been identified as Neighbourhood Flex with a height of 6 storeys. This building is unlikely to deteriorate sufficiently within 30 years to warrant replacement and it provides a valuable and unique type of housing in the community which is well integrated with the low density residential neighbourhood. **This property should be designated Neighbourhood Local with a maximum height of 3 storeys.**

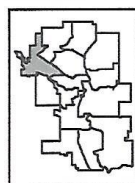
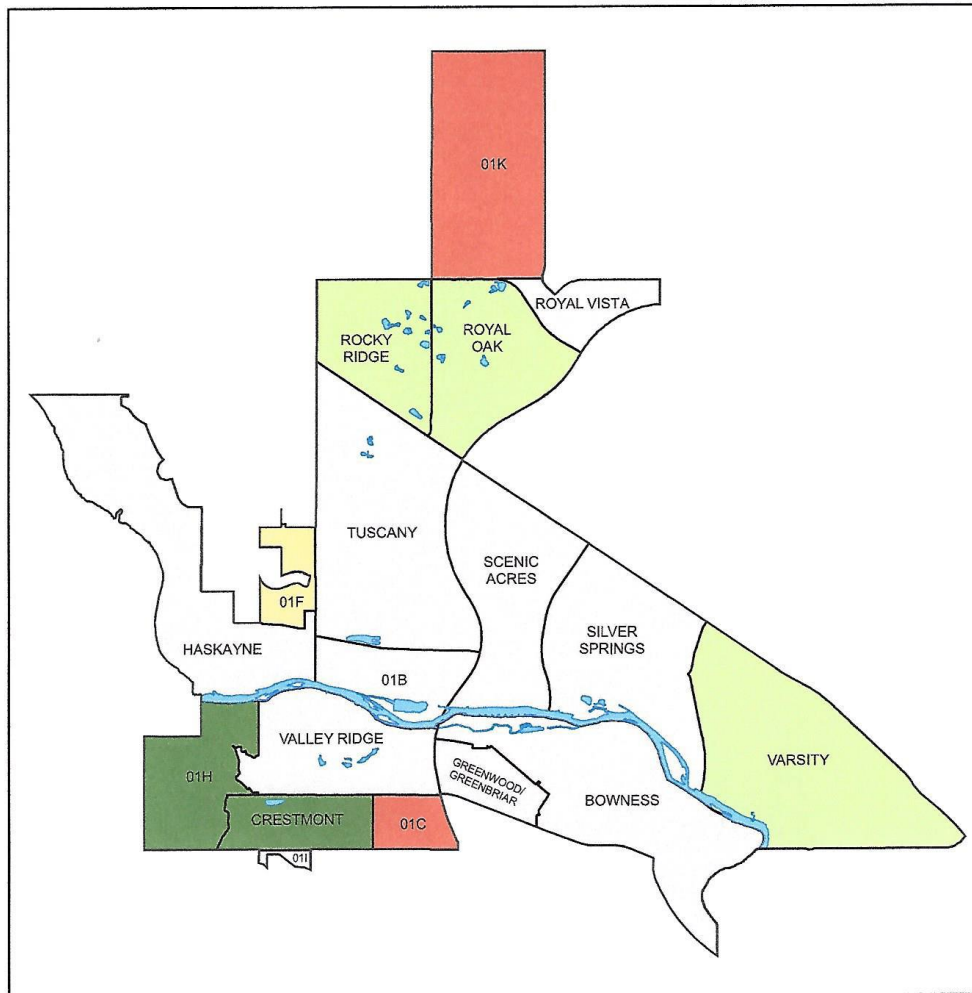
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ATTACHMENT C – 2019 CENSUS – POPULATION CHANGE - PAGE 1



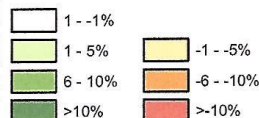
2019 Census - Population Change

Ward 1 & Community Boundaries



Percentage Population Change

2018 - 2019



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Date Printed: July 25, 2019
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ATTACHMENT 3 – SSLAP – VARSITY SUBMISSION – FEBRUARY 2025

