



Your Community, Your Association, Your Voice

May 8, 2016

Dear City Councillors:

Thank you so much for listening to our concerns regarding Bylaw 23P2016 at the May 2 Council Meeting. We understand the intent of the changes is to open up some smaller parcels to secondary suites. **Unfortunately, two of these changes open up all low density residential areas to intense densification:**

1. **Reducing the minimum lot width in any district to 7.5 m;** 9 m is reasonable, and the very minimum would be 8.2 m, as long as 3 stalls are required for all secondary suites and 1P2007 subsection 122 (1.1) is revised to reflect something like this--

(1.1) The minimum width of a *motor vehicle parking stall* when it abuts a physical barrier or side property line, is:

- (a) 3.1 metres when a physical barrier or side property line abuts both sides; and
- (b) 2.85 metres when a physical barrier or side property line abuts only one side.

2. **Increasing the maximum suite size above grade to 100 sq m.** The maximum suite size above grade needs to be no more than 75 sq m, or all of our R-C1 lots become targets for second dwellings which are almost 1100 sq ft (and potentially have a basement/accessory residential building of 75 sq m below them). **To add insult to injury, currently all secondary suites in Calgary can be turned into a condo plan with the primary dwelling and sold separately.**

If need be, the maximum suite size below grade could equal the main floor square footage of the primary residence without having a huge impact on surrounding properties.

We would like to see the side property line specifically mentioned in the LUB so that parking stall widths can be accurately calculated by both laypeople and planners.

We would also like to see specific wording added to the LUB which does not allow secondary suites to be titled and sold separately from the primary dwelling (possibly even in the definition for secondary suite).

As we move towards a secondary suite policy, we need to be extremely careful that the guidelines on which the policy is overlaid, are ones that will not destroy the very nature of our low density residential neighbourhoods. The inclusion of secondary suites should be a subtle progression spread throughout the City, to minimize the impact on established communities.



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Council has repeatedly brought up the fact that Edmonton has a secondary suite policy, yet the changes proposed in Bylaw 23P2016 would have an extremely negative impact when they are compared with the moderate intensification permitted by Edmonton's policy:

Edmonton does not permit secondary suites to form part of a condo plan and be sold separately. Their garage suites are also a maximum of 60 sq m and only allowed to be 6.5 m in height. Their minimum width for backyard suites is 15 m and ALL secondary suites require a minimum of 3 on-site parking stalls. Secondary suites below grade can be as large as the main floor of the house, but only 40% of the main dwelling up to 70 sq m if above grade.

Please request the amendments we are proposing to Bylaw 23P2016 to help reinforce the character, quality and stability of our established neighbourhoods and lessen the impact of densification on these stable, low density areas.

(As a follow up to the picture of the Currie Barracks garage suites that was presented at the Council meeting, I am attaching a side view of the garage suites to give you a clearer indication of their impact—notably, the only place you really see Currie Barracks residents outside, is in the public playground.)

Thank you for your support.

Regards,

Leanne Ellis

RPCA VP Development and Traffic

