# REPORT TO THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD

| | |
|---|---|
| **DATE: August 11, 2026** | **APPEAL NO.: SDAB2026-01358**<br>**FILE NO.: DP2026-0113** |
| **APPEAL BY: A. Chris Bardell & Co-appellants (see Notice of Appeal)**<br>**B. Bruce Brander** | |
| **FROM A DECISION OF THE DEVELOPMENT AUTHORITY where a**<br><br>**New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)**<br><br>**was approved at 3858 (previously 3840) Brighton Drive NW.** | **LAND USE DESIGNATION: R-CG**<br><br>**Discretionary** |
| **COMMUNITY OF: Brentwood** | **DATE OF DECISION: June 24, 2026** |
| **APPLICANT: Nines Design represented by Rick Grol** | **OWNER: Dixiao Lu** |

**Notes:**

- Notice has been given of the hearing pursuant to the *Municipal Government Act* and Land Use Bylaw, including notices to parties who may be affected by the appeal. The final determination of whether a party is an "affected person" will be made by the Board if required.

- This Report is provided as a courtesy only. The Board's record may include additional materials, including notifications to affected parties and correspondence of a procedural or administrative nature. The Board's record may be viewed at the Appeal Board office at: 4th Floor, 1212 31 Avenue NE, Calgary, Alberta during regular office hours.

Subdivision & Development APPEAL BOARD

# Subdivision and Development Appeal Board - Notice of Appeal

CC 821 (R2023-03)

**In accordance with Sections 678 and 686 of the Municipal Government Act and The City of Calgary Bylaw 25P95, as amended, an appeal to the Subdivision and Development Appeal Board must be filed within the legislated time frame and each Notice of Appeal must be accompanied by the legislated fee.**

| | |
|---|---|
| Municipal Address of Site Under Appeal [required] | 3840 Brighton Drive NW |
| Development Permit/Subdivision Application/File Number [required] | DP 2026-01358 |
| Name of Appellant [required] | Chris Bardell (see file for additional Appellants) |
| Agent Name (if applicable) | Carol McClary |
| Street Address [required] | 3851 Brighton Drive NW |
| hdnFullAddress | 3851 Brighton Drive NW Calgary AB T2L1G7 |
| City [required] | Calgary |
| Province [required] | Alberta |
| Postal Code [required] | T2L 1G7 |
| Residential Phone # [required] | (403) 510-3554 |
| Business Phone # | |
| Email Address [required] | bardellc@telus.net |

## APPEAL AGAINST

Required field. Check one item only: for multiple appeals you must submit another Notice of Appeal.

Development Permit Approval



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Jul 18, 2026

10:38:45 AM

SDAB2026-0113

Subdivision & Development APPEAL BOARD

**Subdivision and Development Appeal Board - Notice of Appeal**

CC 821 (R2023-03)

| | |
|---|---|
| I do hereby appeal the decision of the Subdivision/Development Authority for the following reasons [required] | 1. The proposed three-unit Townhouse, Semi-detached Dwelling and five Secondary Suites for a total of 10 units is out of character with the adjacent single detached dwellings located on the block and within our community.<br><br>2. The proposed buildings are taller, longer, protrude forward than any other house on the block face or in the immediate area. The three-unit Townhouse and Semi-detached Dwelling do not sensitively integrate with the existing development.<br><br>3. The proposed buildings are massive in comparison with the existing bungalow single detached dwellings in the community and will remove any tree canopy, have spill-over parking on adjacent streets, and negatively impact all of the surrounding properties.<br><br>4. Any other matters that will arise after close examination of the development permit and review of the floor plans.<br><br>See attached. |

In order to assist the Board in scheduling, please answer the following questions to the best of your ability:

| | |
|---|---|
| Estimated Presentation Time | 8 hours |
| Will you be using an agent/legal counsel? [required] | Unknown |
| Do you anticipate any preliminary issues with your appeal? (i.e. jurisdiction, parties status as affected persons, adjournment, etc.)? [required] | Unknown |
| If yes, what are the issues? | |
| Do you anticipate bringing any witnesses/experts to your hearing? [required] | Unknown |
| If yes, how many will you be bringing? | |



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Jul 18, 2026

10:38:45 AM

**SDAB2026-0113**

Subdivision & Development APPEAL BOARD

**Subdivision and Development Appeal Board - Notice of Appeal**

CC 821 (R2023-03)

*I confirm and acknowledge that*

- *I have read and understood this form;*
- *The information I have provided is accurate to the best of my knowledge; and*
- *I am responsible for paying the appeal fee and my notice of appeal will not be considered filed until my appeal fee has been received.*

Submission Date 2026-07-18 10:38:19 MST

*The Board collects and uses personal information under the authority of sections 4(a) and (c) and 13(1) of the Protection of Privacy Act, SA 2024, cP-28.5 and sections 678 and 686 of the Municipal Government Act, RSA 2000 c. M-26 for the purposes of administering and adjudicating appeals before the Board. By clicking the link, calling the phone number, or otherwise participating, you are acknowledging and agreeing that your name, phone number, email address, image, or other personal information may be displayed during the videoconference, referenced in the Board's publicly available written decision, and/or included in the recording of the proceedings. If you make written or verbal submissions to the Board, those submissions including personal information contained in those submissions such as your name, phone number, email address, and an audio, visual, or audio-visual recording of verbal submissions will be publicly available (and may be posted on the Board's website as part of a public report) and may be referenced in the Board's publicly available written decision. The Board may use your contact information in the future for follow-up consultation for feedback regarding the appeal process. All information will be kept by the Board in accordance with the Board's information retention policies from time to time. If you have any questions regarding the collection, use, or retention of this information, contact the Tribunal Coordinator of the City Appeal Boards at 403-268-5312, or info@calgarysdab.ca.*

If you require further information regarding appeal deadlines and procedures, please contact the SDAB office at:
**Website:** calgary.ca/sdab **Phone:** (403) 268-5312 **Email:** info@calgarysdab.ca



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**SDAB2026-0113**

July 18, 2026

Re: DP2026-01358, 3840 Brighton Dr NW

Appellants
Chris and Sarah Bardell – 3851 Brighton Drive
David and Angelika Murray - 3839 Brighton Drive
Marvin and Barb Wiebe - 3843 Brighton Drive
Dave Norris, and Paula Sherman - 3847 Brighton Drive
Yan Wu - 3855 Brighton Drive
Jason Quenneville and Kimberly Coutts - 3859 Brighton Drive
Ron Newborn - 3864 Brighton Drive
Mike and Arlene Rogers - 3832 Brighton Drive
Zhe (David) Zhang - 3836 Brighton Drive

Affected
Andrew Hayes and Lynn Situ - 3832 Brighton Drive
Vicki Sanderson - 3827 Brighton Drive
Amanda and Shane Sutherland - 3831 Brighton Drive
Elaine and Glen Jensen - 3835 Brighton Drive
Peter and Lisa Florence - 3824 Brighton Drive
Sarah and Ben Francis - 3807 Brighton Drive
Sarah Nielsen – 3808 Brighton Drive
Janie and Adrian Smith – 3811 Brighton Drive
Marie and Victor Wong – 3812 Brighton Drive
Ruth Diaz – 3816 Brighton Drive

## Reasons for Appeal

1. The proposed three-unit Townhouse, Semi-detached Dwelling and five Secondary Suites for a total of 10 units is out of character with the adjacent single detached dwellings located on the block and within our community.

2. The proposed buildings are taller, longer, protrude forward than any other house on the block face or in the immediate area. The three-unit Townhouse and Semi-detached Dwelling do not sensitively integrate with the existing development.

3. The proposed buildings are massive in comparison with the existing bunglalow single detached dwellings in the community and will remove any tree canopy, have spill-over parking on adjacent streets, and negatively impact all of the surrounding properties.

4. Any other matters that will arise after close examination of the development permit and review of the floor plans.

Subdivision & Development APPEAL BOARD

# Subdivision and Development Appeal Board - Notice of Appeal

CC 821 (R2023-03)

**In accordance with Sections 678 and 686 of the Municipal Government Act and The City of Calgary Bylaw 25P95, as amended, an appeal to the Subdivision and Development Appeal Board must be filed within the legislated time frame and each Notice of Appeal must be accompanied by the legislated fee.**

| | |
|---|---|
| Municipal Address of Site Under Appeal [required] | 3840 Brighton Dr. N.W. |
| Development Permit/Subdivision Application/File Number [required] | DP2026-01358 |
| Name of Appellant [required] | Bruce Brander |
| Agent Name (if applicable) | N/A |
| Street Address [required] | 3861 Brighton Dr. N.W. |
| hdnFullAddress | 3861 Brighton Dr. N.W. Calgary AB T2L 1G7 |
| City [required] | Calgary |
| Province [required] | Alberta |
| Postal Code [required] | T2L 1G7 |
| Residential Phone # [required] | (403) 870-6716 |
| Business Phone # | (403) 870-6716 |
| Email Address [required] | rbb@branderlaw.ca |

## APPEAL AGAINST

Required field. Check one item only: for multiple appeals you must submit another Notice of Appeal.

Development Permit Approval



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Jul 22, 2026

9:24:03 PM

SDAB2026-0113

Subdivision & Development APPEAL BOARD

**Subdivision and Development Appeal Board - Notice of Appeal**

CC 821 (R2023-03)

| | |
|---|---|
| I do hereby appeal the decision of the Subdivision/Development Authority for the following reasons [required] | See Attachment 1 |

In order to assist the Board in scheduling, please answer the following questions to the best of your ability:

| | |
|---|---|
| Estimated Presentation Time | 8 hours |
| Will you be using an agent/legal counsel? [required] | No |
| Do you anticipate any preliminary issues with your appeal? (i.e. jurisdiction, parties status as affected persons, adjournment, etc.)? [required] | No |
| If yes, what are the issues? | |
| Do you anticipate bringing any witnesses/experts to your hearing? [required] | Yes |
| If yes, how many will you be bringing? | 2 |

*I confirm and acknowledge that*

- *I have read and understood this form;*
- *The information I have provided is accurate to the best of my knowledge; and*
- *I am responsible for paying the appeal fee and my notice of appeal will not be considered filed until my appeal fee has been received.*

| | |
|---|---|
| Submission Date | 2026-07-22 21:23:43 MST |



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Subdivision & Development APPEAL BOARD

**Subdivision and Development Appeal Board - Notice of Appeal**

CC 821 (R2023-03)

*The Board collects and uses personal information under the authority of sections 4(a) and (c) and 13(1) of the Protection of Privacy Act, SA 2024, cP-28.5 and sections 678 and 686 of the Municipal Government Act, RSA 2000 c. M-26 for the purposes of administering and adjudicating appeals before the Board. By clicking the link, calling the phone number, or otherwise participating, you are acknowledging and agreeing that your name, phone number, email address, image, or other personal information may be displayed during the videoconference, referenced in the Board's publicly available written decision, and/or included in the recording of the proceedings. If you make written or verbal submissions to the Board, those submissions including personal information contained in those submissions such as your name, phone number, email address, and an audio, visual, or audio-visual recording of verbal submissions will be publicly available (and may be posted on the Board's website as part of a public report) and may be referenced in the Board's publicly available written decision. The Board may use your contact information in the future for follow-up consultation for feedback regarding the appeal process. All information will be kept by the Board in accordance with the Board's information retention policies from time to time. If you have any questions regarding the collection, use, or retention of this information, contact the Tribunal Coordinator of the City Appeal Boards at 403-268-5312, or info@calgarysdab.ca.*

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Jul 22, 2026
9:24:03 PM

**SDAB2026-0113**

**ATTACHMENT 1**

**CALGARY SUBDIVISION AND DEVELOPMENT APPEAL BOARD**

**APPEAL BY BRUCE BRANDER OF DP2026-01358, 3840 BRIGHTON DR. N.W.**

# BRUCE BRANDER – REASONS FOR APPEAL

# (July 22, 2026)

**Reasons for Appeal Include:**

1. There is no infrastructure assessment of the proposed site – in particular with respect to potable water. The proposed site is served via a water main running along the lane and across Brighton Dr. between adjacent dwellings (including that of the Appellant). City data appears to show this line be at risk of rupture.

2. The proposed development is to have (a) a Rowhouse building (6 units: 3 up and 3 down); a semi-detached dwelling (4 units: 2 up and two down) and a 5-car garage. This is a huge development in the context of Brighton Dr. which comprises some 25 bungalows, 2 split levels and one 2 story dwelling. It is impossible for the proposed development to integrate into the neighbourhood.

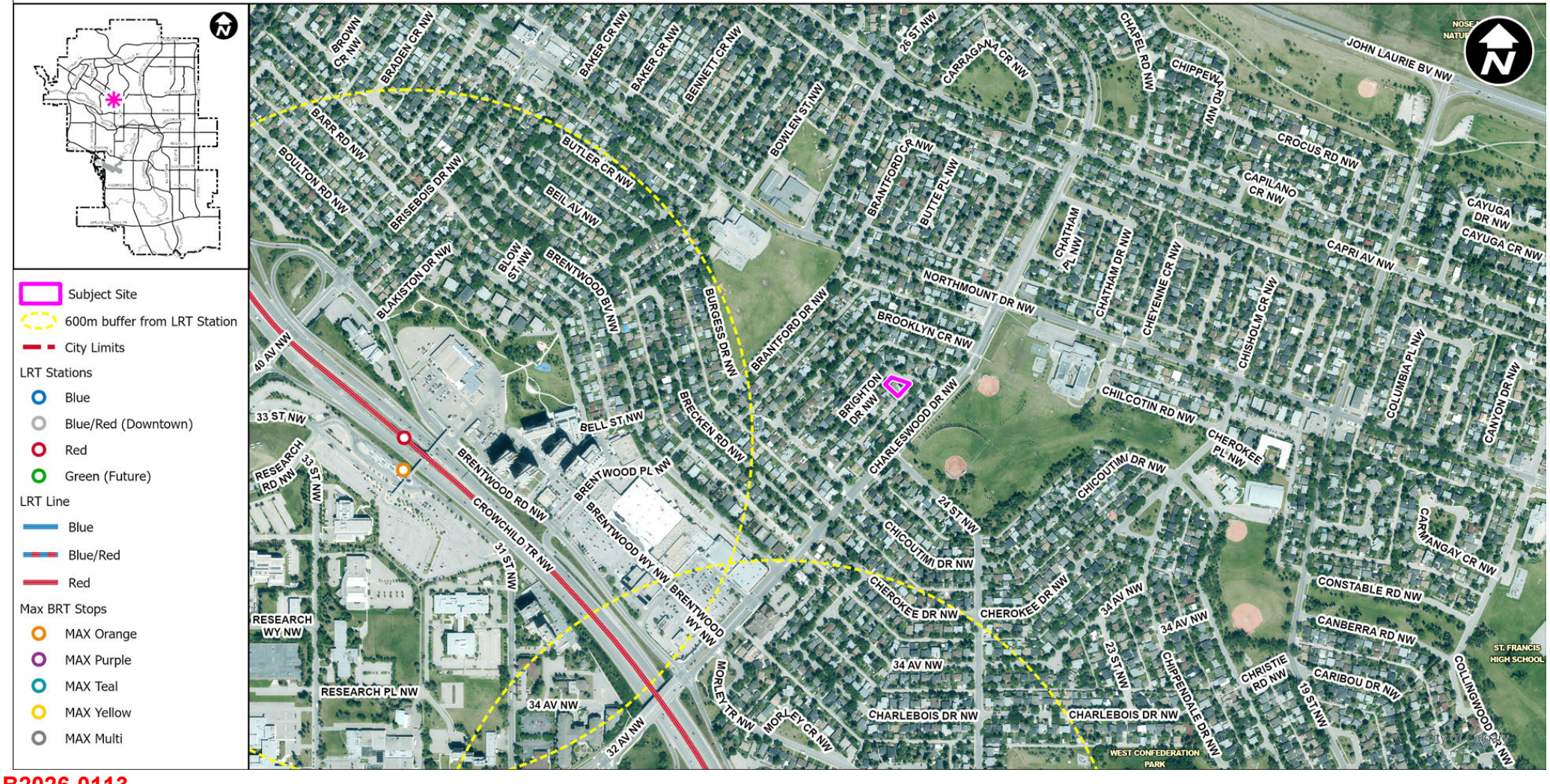
3. Aside from its sheer size, the proposed development makes no attempt to minimize impact: (a) the proposed development is 11 m high – much more than the surrounding bungalows, (b) the proposed buildings are to be much closer to the street, and (c) landscaping is lost.

4. The proposed development also brings in a different aesthetic. It creates the look of a walled encampment. The proposed site is on a curve in Brighton Dr. Although the curve is not sufficiently acute to be an intersection it still creates four sides to the development: (a) west facing Rowhouse, (b) north facing Rowhouse/semi-detached, (c) east facing 5 car garage and side of semi-detached, and (d) south facing (side of garage and rowhouse). It is more reminiscent of a medieval keep than a modern suburban development.

5. The size of the project, with 10 dwelling units and perhaps up to 50 residents, will put significant additional traffic at the intersection of Charleswood Drive and Brighton drive – already a difficult intersection due to the speed and volume of traffic on Charleswood Drive.

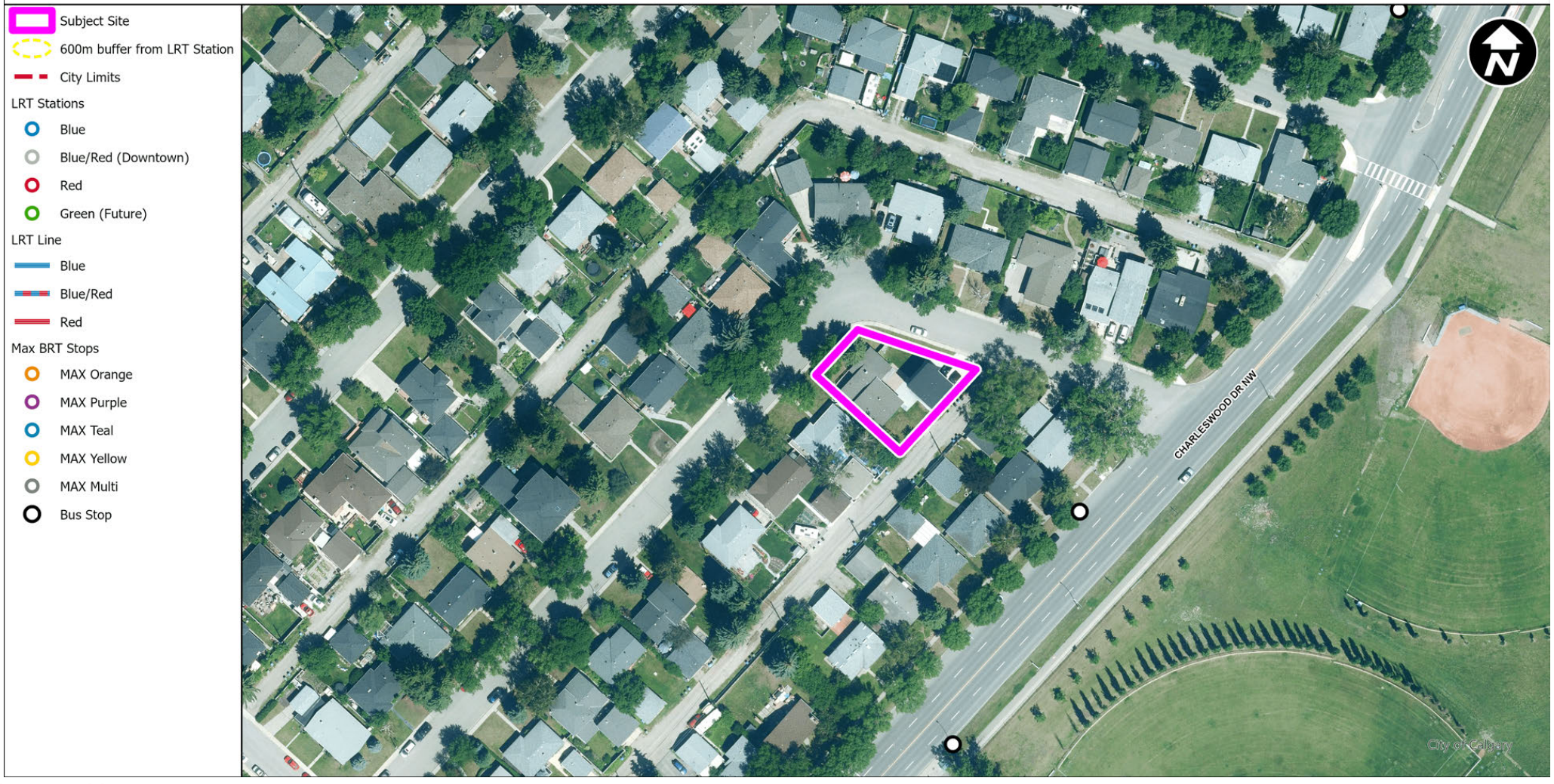
6. Such other matters as may be identified once it is possible to do a detailed review of the development permit and plans.

# Community Context SDAB2026-0113



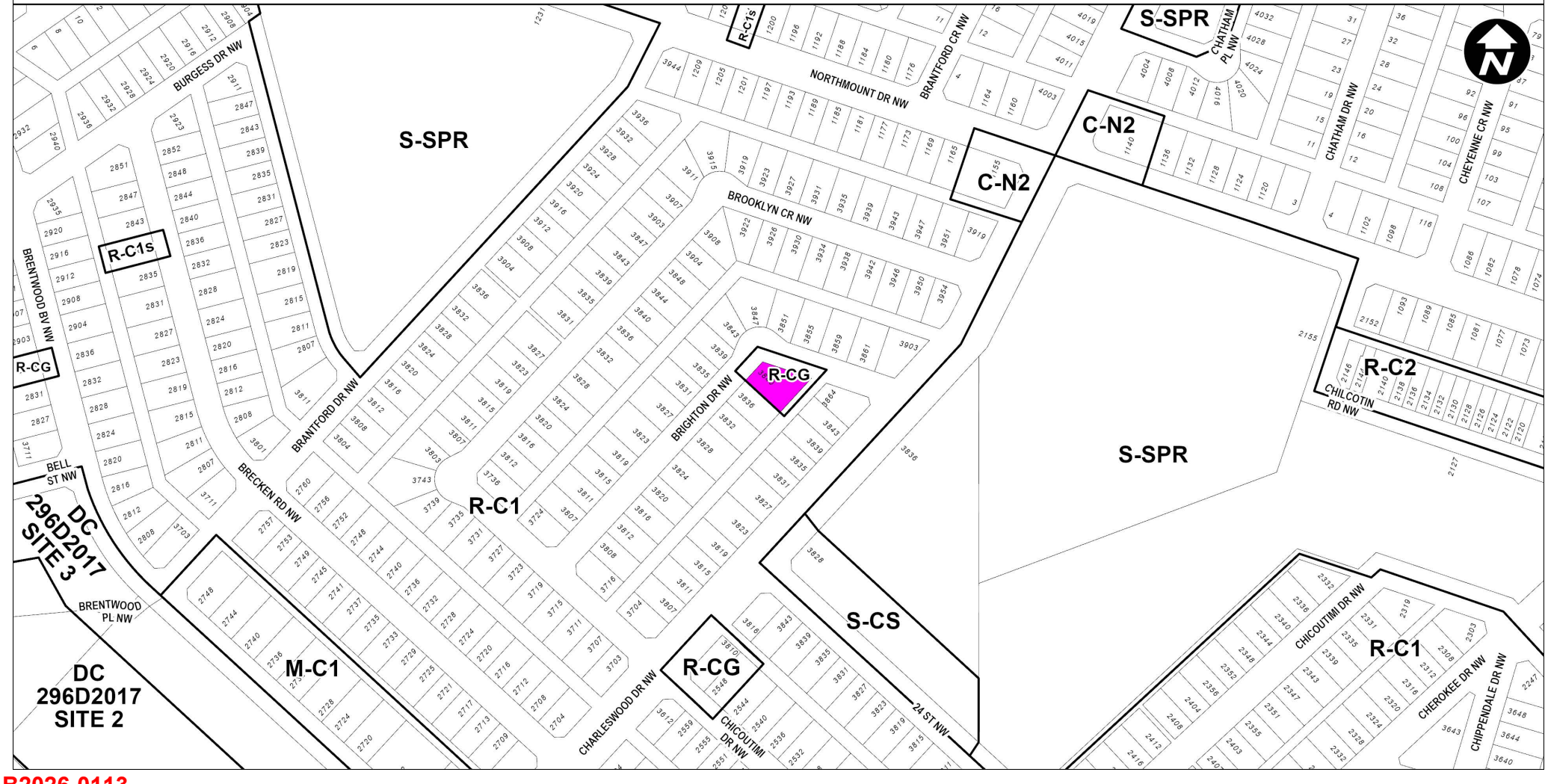

SDAB2026-0113

# Site Context SDAB2026-0113



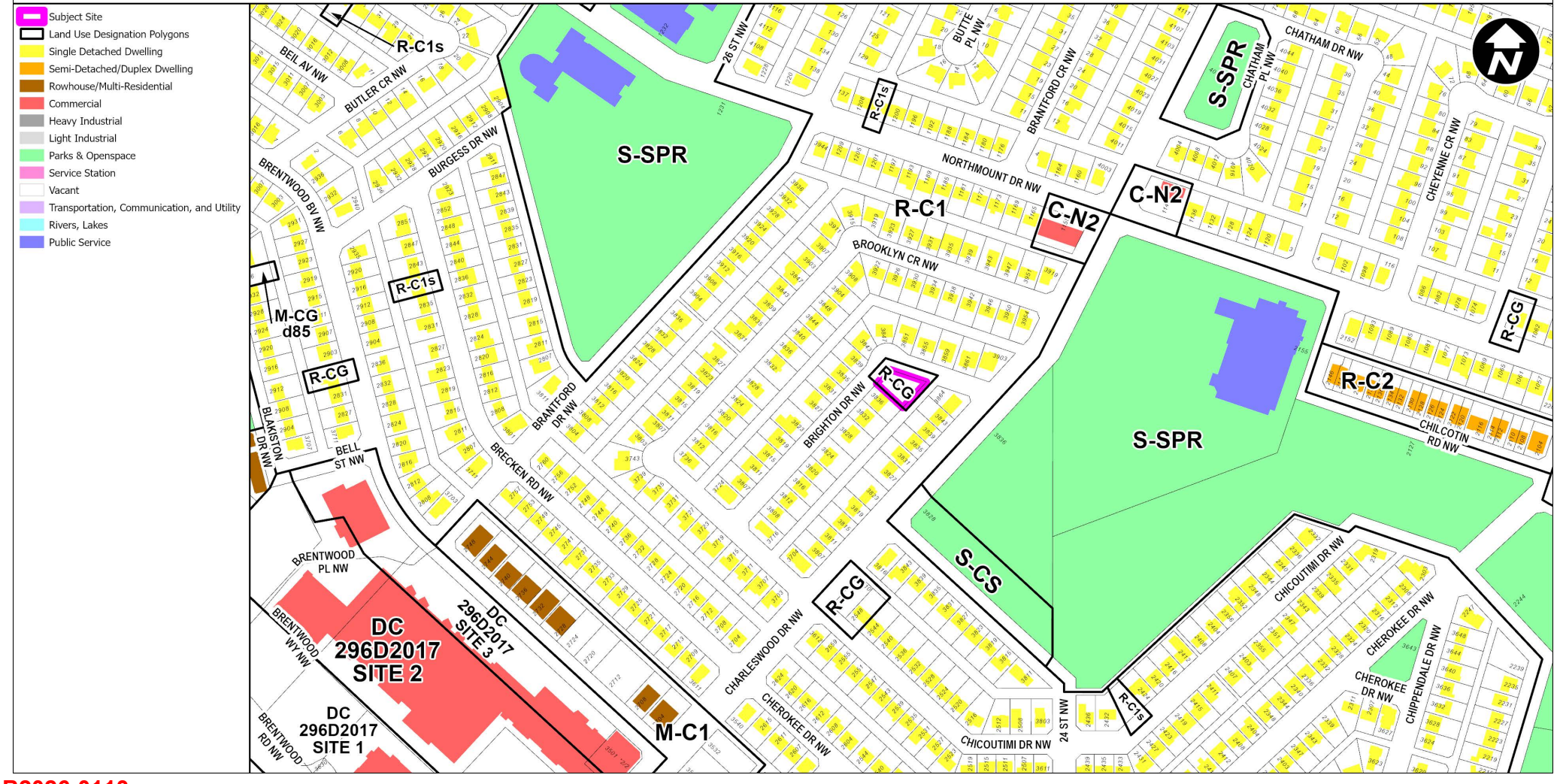

SDAB2026-0113

# Land Use Districts SDAB2026-0113




SDAB2026-0113

# Surrounding Land Use SDAB2026-0113




SDAB2026-0113

June 24, 2026

NINES DESIGN
Tubo Borjigin
[redacted]

Dear Applicant:

**RE: Notification of Decision: DP2026-01358**
**Subject: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)**
**Address: 3840 BRIGHTON DR NW**

This is your notification of decision by the Development Authority to approve the above noted application on June 24, 2026.

Read all of the Permanent Conditions of approval carefully as they form part of the approval decision. The Prior to Release Requirements must be met to the satisfaction of the Development Authority before your Development Permit will be released to you. The Permanent Conditions form part of the approval decision. Advisory Comments, if applicable, are also attached and are intended to be of assistance in obtaining additional permits and supplementary information for the successful completion of your development.

Development approved by this permit must commence by June 24, 2028 or the development permit shall cease to be valid. The decision will be advertised beginning July 2, 2026 at www.calgary.ca/publicnotices, which is the start of the mandatory 21-day appeal period. This appeal period will conclude at midnight July 23, 2026. Release of the permit will occur within 2-4 business days following the conclusion of the appeal period and upon receipt of all Prior to Release requirements.

If you wish to appeal, submit your appeal with reasons and the $200.00 filing fee to the Subdivision and Development Appeal Board within 21 days of this notice of decision being given. The appeal may be filed online at www.calgarysdab.ca or in person or by mail.

Please note that this letter is to advise you of the conditions of approval, the mandatory advertising appeal period and the timeframe in which you may appeal this decision. If no appeals have been filed during the appeal period, and the Prior to Release conditions have been met, your Development Permit will be released. Should you require clarification of the above or further information, please contact me at (825) 945-8857 or by email at Christian.LePichouron@calgary.ca and assist me by quoting the Development Permit number.

Yours truly,

Christian Le Pichouron
Planner 2
Planning and Development
Attachment(s)

**DEVELOPMENT PERMIT**
**LAND USE BYLAW NO 1P2007**

**DP2026-01358**

This permit relates to land in the City of Calgary municipally described as:

**3840 BRIGHTON DR NW**

Community: **Brentwood** L.U.D.:**R-CG**

and legally described as:

**1796HV;8;1**

and permits the land to be used for the following development:

**New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)**

The present owner and any subsequent owner of the above described land must comply with any attached conditions.

The development has been approved subject to any attached conditions and to full compliance with the approved plans bearing the stamp of approval and the above development permit number.

Decision By: **Development Authority**

Date of Decision: **June 24, 2026**

Development Authority: **Matt A. Rockley**

File Manager: **Christian Le Pichouron**

Release Date: _____

**This permit will not be valid if development has not commenced by: June 24, 2028**

This Development Permit was advertised on: **July 02, 2026**

## This is NOT a Building Permit

In addition to your Development Permit, a Building Permit may be required, prior to any work commencing. further information, you should contact the City of Calgary, Planning, Development & Assessment - Building Regulations Division.

## WARNING

**This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.**

Applicant: **NINES DESIGN**
Address: **999 WOODVIEW CR SW**
City: **CALGARY, AB, T2W4X5**
Phone:



SDAB2026-0113

**DEVELOPMENT PERMIT**
**LAND USE BYLAW NO 1P2007**

**DP2026-01358**

**Complete Address and Legal Description listing for Development Permit DP2026-01358**

| Address Type | Address | Legal Description |
|---|---|---|
| Parcel | 3840 BRIGHTON DR NW | **1796HV;8;1** |



SDAB2026-0113

# Conditions of Approval – Development Permit

| | |
|---|---|
| **Application Number:** | **DP2026-01358** |
| **Application Description:** | New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage) |
| **Land Use District:** | Residential - Grade-Oriented Infill |
| **Use Type:** | Discretionary |
| **Site Address:** | 3840 BRIGHTON DR NW |
| **Community:** | BRENTWOOD |
| **Applicant:** | NINES DESIGN |
| **Development Applications Review Team** | |
| **Planning:** | CHRISTIAN LE PICHOURON (825) 945-8857 Christian.LePichouron@calgary.ca |
| **Utility Engineering:** | BRAD O'KEEFE (403) 966-6846 Brad.O'keefe@calgary.ca |
| **Mobility Engineering:** | NABILA HAQUE Nabila.Haque@calgary.ca |

## Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

**Planning**

1. Submit a complete digital set of the amended plans in PDF format and a separate PDF that provides a point-by-point explanation as to how each of the Prior to Release conditions were addressed and/or resolved. The submitted plans must comprehensively address the Prior to Release conditions as specified in this document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact your File Manager directly.

**Utility Engineering**

2. Submit a Development Site Servicing Plan for review and acceptance from Utility Specialists, as required by Section 5 (2) of the Utility Site Servicing Bylaw 33M2005. Contact Utility Specialists for additional details. For further information, refer to the following:



SDAB2026-0113

Development Site Servicing Plan Webpage
https://www.calgary.ca/uep/water/specifications/water-development-resources/development-site-servicing-plans.html

Development Site Servicing Plans CARL (requirement list)
http://www.calgary.ca/PDA/pd/Pages/Permits/carl-building-development-permit-search.aspx

3. The subject property requires a storm sewer connection (main extension) and is within the storm re-development levy area. As the parcel is larger than 700m2 the applicant has the following options:

1.
a. Enter into Indemnification Agreement for the storm sewer extension.
b. Provide documentation that extension is completed and the storm redevelopment fee ($84 / m frontage) will be waived.
c. The subject property is required to control the stormwater to the specified release rate and volume targets.

OR

2.
a. Conduct a percolation test and provide results to Utility Specialists for review and approval (contact Utility Specialists for testing protocols 403-268-6449).
b. If the percolation test confirms that a drywell system is adequate to service the site in the interim a drywell design is to be provided at the Development Site Servicing Plan (DSSP) stage and must be sized to store the 1:100 year 24 hr storm event in the gravel drainage rock. The volume must be restored within 72 hrs through infiltration and/or re-use.
c. Submit storm re-development levy payment ($84 / m frontage) at the DSSP stage, and
d. Provide block profiles that conform to the Standard Block Profile Specifications for CAD and Manual Formats for the proposed storm sewer extension as a part of the DSSP submission for approval by Utility Specialists. Onsite storm service must be stubbed by the Developer at the property line adjacent to the proposed main extension. The main extension and service to the stub will be done by the City of Calgary using the re-development levy funds.
e. If the percolation test proves that a drywell system is inadequate to service the site in the interim, the storm main extension must be done at the applicants expense or a water reuse system for toilet flushing, irrigation or other forms of low impact developments may be used to restore 1:100-year storage volume. Details are to be provided at the DSSP stage, and are subject to approval by Utility Specialists.

4. After the Development Permit is approved but prior to its release, the landowner shall make payment of off-site levies pursuant to Bylaw 1H2024.
The off-site levy is based on a 2026 development approval date and on the following:

| Phase | Description | Unit(s) |
|---|---|---|
| 1 | 3840 BRIGHTON DR NW | Existing Single: 1/New Grade: 5 |

Based on the information above, the preliminary estimate is $19,627.00.

Final estimate and payment instructions will be sent via email upon Development Permit approval.
Should the landowner wish to defer the payment of the offsite levies to Development Completion Permit (DCP), an Offsite Levy Agreement will be required.

To obtain an off-site levy agreement or for further information, contact the Infrastructure Strategist (VALERIE GIBBONS at 403-617-5947 or valerie.gibbons@calgary.ca).

**Mobility Engineering**

5. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

   The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

   Roads
   a. Removal of existing sidewalk and construction of a new monolithic sidewalk (1.5m) on Brighton Drive NW, for the full extent of the site frontage, including new curb and gutter, along both the northwest and northeast property lines. (Please note that for 1.5 m monolithic sidewalk with standard curb the actual sidewalk width is 1.61m)
   b. Construction of a new wheelchair ramp at the north corner of the site on Brighton Drive NW,
   c. Closure and removal of existing driveway crossing on Brighton Drive NW (on the east side).
   d. Construction of a new driveway crossings on Brighton Drive NW on the east side (lane access),
   e. Rehabilitation of existing driveway crossings, sidewalks, tree trenches, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel.

   * This application may be eligible for The City of Calgary's Missing Middle Sidewalk Incentive Program. More details are located in the following Advisory conditions of this document.
   Missing Middle Sidewalk Incentive Program

6. Remit payment (certified cheque, bank draft) for the proposed street light upgrades adjacent to the subject site within the public right-of-way to address the requirements of the Roads Business Unit. The amount is calculated by Roads the respective Business Unit and is based on 100% of the estimated cost of construction.

   The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

## Permanent Conditions

The following permanent conditions shall apply:

**Planning**

7. All rules of Land Use Bylaw 1P2007 apply, subject to any relaxations approved by the Development Authority in this development permit.

8. The development shall be completed in its entirety, in accordance with the approved plans and conditions. The stamped and signed plans are a legal document.

9. No changes to the approved plans shall take place unless authorized by the Development Authority. If changes to the development occur or are proposed, a new development permit or revised plan application may be required.

10. A development completion permit must be issued for the development before the use is commenced or the development occupied. A development completion permit is independent from the requirements of City of Calgary Building Regulations inspections and permission for occupancy. Request a development completion permit inspection by visiting inspections.calgary.ca or call 403-268-5311.

11. When the main floor is constructed, submit the surveyed geodetic elevation to Geodetic.Review@Calgary.ca

12. A letter of confirmation from a certified electrical engineer or Master Electrician shall be provided to the Development Authority, prior to the issuance of the Development Completion Permit, certifying that all Electric Vehicle Parking Stall - Capable stalls identified on the approved plans have been completed and are capable of supporting Level 2 Electric Vehicle Supply Equipment (charger) in the future.

13. A letter of confirmation from a certified electrical engineer or Master Electrician shall be provided to the Development Authority, prior to the issuance of the Development Completion Permit, that the building(s) has been constructed to be 'solar ready' and able to accommodate solar photovoltaic (PV) panels for the purpose of electricity generation. A conduit (or equivalent) that allows wires to be routed from the roof to the main electrical panel.

14. An Urban Forestry Technician must be on-site to mitigate possible root damage to adjacent public trees during all open excavation. Prior to construction, contact Urban Forestry at 311 and ask to speak to an Urban Forestry Technician. Urban Forestry requires minimum two business days' notice prior to meeting onsite.

15. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense. The disturbed area shall be maintained until planting is established and approved by the Parks Development

Inspector. Contact the Development Inspector Annie Rodrigues at 403-804-9397 for an inspection.

Any surface or subterranean damage to public parks resulting from the installation of building construction tie-backs or other construction practices requires remediation at the developer's expense, to the satisfaction of the Director, Parks. All materials associated with the encroachments must be removed and any subterranean and surface disturbances to the parcel must be remediated. All site remediations must be approved by the Parks Development Inspector. Contact the Development Inspector Annie Rodrigues at 403-804-9397 for an inspection.

16. In order to ensure the integrity of existing public trees and roots, construction access is only permitted through the rear lane and outside the dripline of public tree(s), per the approved Tree Protection Plan.

17. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.

18. In order to ensure the integrity of existing public trees and roots, no grade changes are permitted in the boulevard within the drip lines of the trees.

19. In order to ensure the integrity of existing public trees and roots, there shall be a minimum 3 metre separation, ideally the full length of the canopy, between the trunk and any new/proposed structures, (i.e. driveways and walkways).

20. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit www.calgary.ca, call 311, or email tree.protection@calgary.ca for more information.

**Utility Engineering**

21. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping include stabilization of

stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

For all soil disturbing projects, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions. The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

22. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment and Protected Areas and The City of Calgary (311).
b. on City of Calgary lands or utility corridors, The City of Calgary, Climate and Environment (Contaminated Sites Section) must be immediately notified (311).

23. The development shall be built and operated in functional compliance with the Stormwater Management measures outlined for the parcel.

24. Stormwater runoff must be contained and managed in accordance with the Stormwater Management & Design Manual all to the satisfaction of the Coordinator, Utility Specialists.

25. The grades indicated on the approved Development Site Servicing Plan must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.

26. After approval of the Development Permit but prior to issuance of a Development Completion Permit or any occupancy of the building, payment shall be made for off-site levies pursuant to Bylaw 1H2024.

27. Pursuant to Bylaw 1H2024, off-site levies are applicable.

**Mobility Engineering**

28. No direct vehicular access is permitted to or from Brighton Drive NW.

29. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Development Engineering. All work performed on public property shall be done in accordance with City standards.

30. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager, Development Engineering, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at roadsia@calgary.ca

# Advisory Comments

The following advisory comments are provided as a courtesy to the Applicant and registered property owner. The comments represent some, but not all of the requirements contained in the Land Use Bylaw that must be complied with as part of this approval.

**Planning**

31. The Applicant may appeal the decision of the Development Authority, including any of the conditions of the development permit. If you decide to file an appeal, please refer to the notification of decision letter for the appropriate appeal body and appeal process.

32. The approval of this development permit does not limit in any way the application of any federal, provincial, or municipal law, policy, code, regulation, bylaw, and/or guideline, nor does it constitute any permit or permission under any federal, provincial, or municipal law, policy, code, regulation, bylaw, and/or guideline.

33. In addition to this development permit, building permits may also be required. Building permit applications may be submitted upon approval of the associated development permit. Contact Building Regulations at 403-268-5311 for further information.

34. This development permit has not been reviewed for potential issues with the National Building Code - current Alberta Edition. You may require a Building Permit in addition to this development permit in which case compliance with the Code will be assessed through a Building Permit application. Should a Building Permit review require changes to the approved development permit, the changes must be to the satisfaction of the Development Authority and are potentially subject to a new development permit.

35. There are many types of caveats and other agreements that can be registered on the title of the property that can restrict the ability to develop. The City has not reviewed or considered all instruments registered on the title to this property. Property owners must evaluate whether this development is in compliance with any documents registered on title.

36. BenchmarkYYC is a free and voluntary program that assists Building Owners and Operators with:

    • collecting aggregated, whole-building energy use information;
    • creating an ENERGY STAR Portfolio Manager account;
    • sharing data to obtain a digital Energy Performance Scorecard;
    • monitoring available building retrofit funding and financing opportunities; and
    • accessing free and discounted training on building decarbonization.

    Continuous benchmarking of your building energy and emissions performance promotes continuous optimization of building systems and can help decision-makers prioritize decarbonization projects while planning capital investments.

Your participation in BenchmarkYYC will also help the City of Calgary further its commitment to our Climate Strategy, while contributing to affordability through potential energy cost savings.

Contact energybenchmarking@calgary.ca to confirm if your proposed development is a suitable candidate for this program.

37. Net zero ready construction standards are encouraged to generate substantial energy and cost savings over the lifecycle of the development, and to align the development with the targets of the Calgary Climate Strategy.

38. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land. No person shall remove, move, cut, or prune a Public Tree or cause a Public Tree to be removed, moved, cut or pruned without prior written authorization from the Director, Parks. A copy of the bylaw can be found at www.calgary.ca. Parks does not permit the removal of public trees to facilitate development unless all options to retain and protect are exhausted.

39. If clearance pruning of public trees is required, Urban Forestry must be notified (minimum two business days notice) and an indemnified contractor must be used at the applicant's expense. Please contact Urban Forestry at 311 for more information.

40. An Urban Forestry Technician must be on-site to mitigate possible root damage to adjacent public trees during any open excavation within 4.0m of the public trees. Prior to construction, contact Urban Forestry at 311 and ask to speak to an Urban Forestry Technician. Urban Forestry requires minimum two business days' notice prior to meeting onsite.

41. As part of the Tree Protection Bylaw, a Tree Protection Plan will be required when a development, construction activity, or a disturbance occurring on the City Boulevard is within 6 metres of a boulevard tree. For more information about submitting your tree protection plan visit www.calgary.ca and search protecting trees during construction and development; alternatively, call 311 or email tree.protection@calgary.ca. Applicant is to apply for tree protection plan prior to demolition.

42. The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. Individual Public Trees can have values ranging in the thousands of dollars depending on size and species. For example, a 50-cm diameter American Elm can have a value of **$11,500**. For further information on tree value and compensation please call 311 or visit www.calgary.ca/parks. Applicants that are unfamiliar with tree protection or tree appraisal are advised to consult an arborist.

43. Services should be shown on the plans in accordance with the Grade Slip granted by the City. If the servicing trench will be located within the dripline of an existing public tree, the applicant shall contact Urban Forestry or contact Development Site Servicing through 311 in attempt to avoid this conflict.

44. No stockpiling or dumping of construction materials is permitted on the adjacent boulevard.

**Utility Engineering**

45. The developer is responsible for ensuring that:

a. The environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation, exposure control or risk management is undertaken.

b. Appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable Remedial Action Plan, Exposure Control Plan and/or Risk Management Plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Protected Areas.

c. The development conforms to any reviewed and accepted Remedial Action Plan, Exposure Control Plan and/or Risk Management Plan.

d. All reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.

e. The development is in compliance with applicable environmental approvals, for example from Alberta Environment and Protected Areas, Alberta Energy Regulator and/or Natural Resources Conservation Board; as well, any related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.

If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.

Issuance of this permit does not absolve the developer from complying with and ensuring the property is developed in accordance to applicable environmental legislation.

46. A new water connection is required to service the development and is available from rear lane.

47. Show details of servicing and metering on Development Site Servicing Plan. Provide adequate water meter locations (100mm or larger, room adjacent to an exterior wall; 50mm or less, label water meter location) where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter.

48. Maintain a 3.0m separation between Enmax facilities (power poles, light standards, transformer pads, catch basins, etc.) with the proposed water service.

49. Review with Fire Prevention Bureau at 403-268-5378 for on-site hydrant coverage and Siamese connection location(s). A site servicing (hydrant location plan) stamped by the Fire Prevention Bureau is to be submitted at the Development Site Servicing Plan stage. Principal entrance(s) are to be labeled on the plan.

50. Redundant services are to be disconnected at the source and new service installed at the owners expense.

51. Each unit must be individually metered.

52. Ensure that the water service separation from the foundation wall or piles is:
a. 4.0m (100mm service or larger), or
b. 3.0m (50mm service or smaller), or
c. 2.0m when the foundation wall or piles extends vertically a minimum of 2.0m below the invert of the water pipe.

53. The applicant must apply for water and sewer connections as per City Standards.

54. A new sanitary connection is required to service the development and is available from rear lane.

55. Storm sewers are unavailable for connection.

56. It has been determined that a stormwater main extension is required to service the subject proposal. The work is to be constructed by the developer and will be 100% at the developer's expense, subject to the terms and conditions of the Indemnification Agreement, to the satisfaction of the Coordinator, Development Commitments. Potential reimbursement from the Stormwater Incentive Program may be available. This program provides the potential for the repayment of the costs associated with construction of these types of extensions. The Stormwater Main Extension Pilot project uses funds from the Housing Accelerator Fund to fund extensions to residential developments. For more information and to apply please contact Stormwater@calgary.ca.
Please refer to the Stormwater Incentive Program website for more information.

57. Best Management Practices (BMPs) are activities or practices that are designed to reduce runoff volume and prevent or reduce the release of pollutants to receiving waters. Operation and maintenance manual and sample maintenance log shall be provided to the owner in case there are any BMPs located within the property as per the current Stormwater Management & Design Manual Section 4.13. Appropriate Source Control Practice checklists must be completed and submitted to Development Approvals (http://www.calgary.ca/UEP/Water/Pages/Specifications/Submission-for-approval-/Development-Approvals-Submissions.aspx). For more information contact Development Planning at 403-268-6449.

58. The allowable stormwater run-off coefficient shall be 50 L/s/ha.

59. Surface ponding (trapped lows) should be designed to contain all the flow generated from the 100-year storm events.

60. Where possible, discharge of roof leaders should be directed onto grassed or pervious areas to help reduce the volume of runoff. Alternatively, the roof leaders may be directed to the on-site storm sewer system.

61. Each building shall be separately serviced from an on-site sanitary main except for ancillary buildings that are required and form an integral part of the development.

62. Storm Redevelopment Fees ($84 / m frontage) will be required at the service connection stage.

63. Ensure elevations of building slab and/or any building openings are 0.3m minimum above trap low spill elevations or the 100-year elevation, whichever is higher. The minimum grade within the lot adjacent to the trap low must be 0.3m higher than the 1:100-year elevation in the trap low or spill elevation, whichever is higher. This minimum grade must be achieved within a 6.0m distance from the common property line of the lot and the road right-of-way.

64. Weeping tile is required to tie to the storm sewer unless a qualified soils consultant has determined otherwise. The consultant shall use the criteria set out in Section 3.3.6.8 of the Stormwater Management & Design Manual. A letter with the appropriate elevations (in metric geodetic) and information will be required by Utility Specialists.

65. The gravel blanket below footing and basement slab will not be considered a substitute for weeping tile around the building footing.

66. As per The City of Calgary Drainage Bylaw 37M2005, the developer, and those under their control, are responsible for ensuring that a Drainage Permit is obtained from Utility Specialists prior to discharging impounded runoff (caused by rainfall and/or snowmelt) seepage or groundwater from construction site excavations or other areas to a storm sewer. The developer, and those under their control, is responsible for adhering to all conditions and requirements stipulated in the Drainage Permit at all times. For further information, contact the Corporate Call Centre at 311 or visit http://www.calgary.ca/UEP/Water/Pages/Watersheds-and-rivers/Erosion-and-sediment-control/Report-and-Drawings-Templates-and-Guides.aspx (Drainage Permit applications can be downloaded from this website).

67. Stormwater emergency escape routes must be to a public roadway.

68. A minimum depth of 300mm topsoil for all sodded areas and 600mm for shrub and tree beds is to be used.

69. For questions and concerns regarding waste storage facilities, refer to the Development Reviews: Design Standards for the Storage and Collection of Waste
Found at: http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx

OR

Contact the Waste & Recycling Services Specialist/Development Engineering Generalist at 403-268-8445 for further site specific details.

70. Waste storage enclosures and collection areas shall be maintained and clear of snow and ice.

71. The waste and recycling enclosure shall be kept in a good state of repair at all times and the doors shall be kept closed while the enclosures are not actively in use for delivery or removal of refuse.

72. Secondary suites may not be eligible to receive a separate set of waste and recycling containers from the City of Calgary. Suites are expected to share the waste storage with the associated primary dwelling unit.

**Mobility Engineering**

73. The development site is located within a residential parking zone as defined by the City of Calgary Traffic By-law and, as such, no long term non-residential parking is permitted on-street.

74. The applicant is advised that the site is located within ~50m of an existing pathway running along Charleswood Drive NW, providing connectivity to the surrounding extensive cycling and pathway network. The applicant is encouraged to incorporate enhanced bicycle parking facility in the proposed development to support and facilitate the residents in accessing the surrounding bicycle infrastructure and to provide a reasonable and viable alternative mode of transportation.

The City of Calgary
**Planning & Development Services**
**Community Planning**

# Reasons for Decision for DP2026-01358

The Reasons for Decision document is intended to provide a short summary of the development permit process; response to concerns raised by neighbours, other affected parties and the Community Association; and rationale for any relaxations of the Land Use Bylaw granted by the Development Authority. Only the approved plans and conditions of approval are the subject of an appeal.

## Scope and Process

**Development Scope:**

This application is for the construction of two (2) buildings, in the form of a rowhouse and semi-detached dwelling, at 3840 Brighton Drive NW in the community of Brentwood. The proposed development includes a total of five (5) units and five (5) secondary suites.

**Circulation and Notice Posting:**
The following referees were circulated:

1. Ward Councillor: No comments received
2. Community Association: Comments provided
3. Enmax: No conflict
4. Utility Engineering: Comments provided
5. Mobility Engineering: Comments provided
6. Parks: Comments provided
7. Urban Forestry: Comments provided
8. Urban Design: Comments provided

**Notice Posting:** 14 days, two smalls signs along the northern and eastern frontages (corner parcel).

**Timeline:**

- Application Submission: 2026-03-12
- Notice Posting: 2026-04-01
- Final Bylaw Check: 2026-06-23
- DTR 1: 2026-04-15
- DTR 1 Response: 2026-05-25
- DP Decision: 2026-06-24
- Advertising: 2026-07-02

The City of Calgary
**Planning & Development Services**
**Community Planning**

## Comments on Relevant City Planning Policies

**MDP/ARP/ASP**

Per Map 1: Urban Structure, the subject lands are located within the Developed Residential – Established area. The Established area is characterized as primarily residential communities with limited redevelopment potential. Policies encourage modest redevelopment and identify Neighbourhood Activity Centres as the focus for redevelopment opportunities, whereas other sites may provide for opportunities for redevelopment over time.

**Land Use Bylaw 1P2007**

The subject site is designated as Residential – Grade-Oriented Infill (R-CG) District which allows for this type of development. No Bylaw Discrepancies were identified in the final Bylaw review.

## Bylaw Discrepancies

| Regulation | Standard | Provided |
|---|---|---|
| None noted. | | |

## Planning Review

During the review, the Development Authority considered the rules and intent of the 1P2007 Land Use Bylaw, as well as the appropriateness of the proposed development in the context of the neighbourhood. The proposal is low density residential development in a low-density residential area and is not expected to unduly impact the enjoyment or use of adjacent properties. The proposed development meets the goals of the Municipal Development Plan to provide more choice within complete communities, increase density near transit, and support a range of housing opportunities in terms of type, tenure, unit size, and affordability.

This application is supported by the MDP land use policies noted in the previous ‘Comments on Relevant City Planning Policies’ section of the Detailed Review.

In addition to the above, the application includes climate adaptation elements including rough-ins for electric vehicles, solar ready design (incl. accommodation for future solar photovalic panels), and the use of resilient building materials.

The table below summarizes the primary areas of concern noted in submissions of opposition received from members of the public, and how they were addressed or considered as part of this review:

| | |
|---|---|
| **Availability of parking and impacts to on-street parking** | We generally don’t recommend refusing new homes or businesses on parking grounds. Limiting new housing has negative effects on |

| | |
|---|---|
| | affordability, economic growth, the environment and public health, and limits Calgarians ability to choose for themselves how to meet their transportation needs.<br><br>On-street parking is for everyone and the City has parking requirements that are intended to minimize any impacts to offsite (street) parking. If the area starts to experience significant parking congestion, it may be a good idea to put a residential parking program in place. |
| **Increase in scale and density will result in shadowing and privacy impacts** | Following revisions to the plans in response to Detailed Review 1, a Shadow Analysis was completed to demonstrate possible shadowing impacts as a result of the proposed development. Based on the details illustrated in the Shadow Analysis, minimal impact is expected on neighbouring parcels. In addition, the proposed building height complies with the requirements of the Land Use Bylaw.<br><br>New development, whether it is new single-detached homes, semi-detached homes, rowhouses or apartments, has the potential to have impacts on adjacent properties. Restricting new development to only new single-detached homes can have the same potential impacts, but does not address population growth, affordability, or climate concerns. The land use bylaw has several regulations that address these concerns.<br><br>The proposed development includes a mix of frosted windows for second and third story windows facing adjacent properties in addition to privacy screening on upper floor balconies / private amenity spaces. |

| | |
|---|---|
| **Aging infrastructure does not have the capacity for increased density** | These concerns are captured and mitigated through the Development Site Servicing Plan process which details the playout for water, sanitary, and storm water servicing for a development and is required following the Development Permit approval. |
| **More waste and recycling bins should be required to accommodate the increase in density** | The proposed number of waste and recycling bins have been reviewed by utility specialists and are in compliance with City requirements. |
| **Loss of Tree Canopy and impact on trees on adjacent properties** | The City of Calgary does not have statutory requirements on the retention of private trees. In response to Detailed Review 1, revisions were made to ensure the retention of trees within the public boulevard and limit the disturbance on neighbouring trees. A total of three (3) trees are proposed to be removed on the subject site, whereas seven (7) new trees and 21 new shrubs are proposed. |
| **Decrease in property values** | Housing prices and rents are impacted by many factors and different levels of government. Municipalities can significantly affect the cost of housing by enabling or restricting supply. Demographic changes, population growth, taxation, and monetary policy are also key factors, but outside of municipal control.<br><br>The provision of a diverse house supply provides choices for all Calgarians regardless of socioeconomic background to have access to suitable housing. |
| **The proposed development is not compatible with the character of the neighbourhood** | The character of a healthy neighbourhood is never stagnant but is one that evolves over time. This is reflective in the 110 Development Permits within the Brentwood Community District, of which 86 have been released and seven (7) are under review. |

| | |
|---|---|
| | This includes applications for townhouse, rowhouse, and multi-residential development.<br><br>The proposed development includes a mix of rowhouse and semi-detached dwelling units that are considered a form of low-density residential development, in a neighbourhood that is predominately comprised of low-density residential development. In contrast, the proposed development assists in diversifying a housing stock dominated by single-detached dwellings, contributing to the continued evolution of the neighbourhood.<br><br>Plans were revised in response to Detailed Review 1 as well as comments from the public. Revised plans include a modest reduction in development area, together with refinements to upper-storey interface conditions, landscaping, and supporting shadow analysis to be more consistent with the existing built form in the neighbourhood. As noted above, minimal shadowing impact is expected on adjacent properties as a result of the proposed development. |

**FILE:** **DP 2026-01358**

**DATE RECEIVED:** May 25, 2026

| **Bylaw Discrepancies** | | |
|---|---|---|
| **Regulation** | **Standard** | **Provided** |
| No discrepancies noted | | |

Calgary

**APPLICATION FOR A DEVELOPMENT PERMIT**
**LAND USE BYLAW NO 1P2007**

657299367-001
Taken By:

Application Date **Mar 12, 2026**

## APPLICATION NO DP2026-01358

I/We hereby make application for a Development Permit under the provisions of the Land Use Bylaw in accordance with these plans and supporting information submitted herewith and which form part of this application.

**Total Fees: $1,293.00**
**Cart #:**

Applicant: **NINES DESIGN**
Address: **999 WOODVIEW CR SW**
City: **CALGARY, AB, T2W4X5**
Phone:

Contact: **Borjigin, Tubo**
Phone: [redacted]
Fax:
e-mail:

Parcel Address: **3840 BRIGHTON DR NW**
Legal: **1796HV;8;1**

L.U.D.: **R-CG**

Community: **BRENTWOOD**
Sec. Number: **31C** Ward: **04**

Description: **New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)**

Gross Floor Area: 9236.96 feet - squared\r\nDwelling Units: 5

Proposed Development is: **Discretionary**

Proposed Use: **Accessory Residential Building**
**Semi-Detached Dwelling**
**Rowhouse Building**
**Secondary Suite**

I agree to receive correspondence via electronic message related to this application.

By signing below, I confirm that the contact information provided above is accurate and further, acknowledge the ability of the General Manager - Planning and Development to inactivate and cancel incomplete applications.

Applicant / Agent Signature: _____ Date: _____

The personal information on this form is being collected under the authority of The Municipal Government Act, Section 640, and The City of Calgary Land Use Bylaw 1P2007 (Part 2) and amendments thereto. It will be used for the permit review and inspection processes. It may also be used to conduct ongoing evaluations of services received from Planning, Development & Assessment. The name of the applicant and the nature of the permit will be available to the public. Please send inquiries by mail to the FOIP Program Administrator, Planning, Development & Assessment, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.

Development Permit Complete Application Requirement List

# Addition or New Multi-Residential Building:

Three of more unit development in a Multi-Residential, R-CG or H-GO Land Use District

The following **Development Permit Complete Application Requirement List** outlines all of the information necessary to evaluate and provide a timely decision on your application. Only applications that are complete will be accepted. Applications and materials submitted must be clear, legible and precise. Plans submitted must be to a professional drafting standard. All plans must be clear of any previous approval stamps and/or notations. Please review the **Processing Times and Deemed Refusal** section.

**NOTE:** Building and Development Permit applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. Failure to follow this requirement may result in an incomplete application. If you consider the information to be personal, do not put it on the plans.

The Development Authority may require additional material considered necessary to properly evaluate the proposed development (as stated in Part 2, Section 26(3) of the Land Use Bylaw 1P2007).

## Processing Times and Deemed Refusals

Applicants are advised of their option under the Municipal Government Act to treat their application as being refused if the Development Authority fails to make a decision within 40 days of the application being accepted by the Development Authority, or at the expiry of an extended review timeframe specified by a time extension agreement between the Development Authority and Applicant. Time extension agreements must be initiated by the Applicant.

To exercise the "deemed refusal" option, an appeal to the Subdivision and Development Appeal Board must be filed within 14 days of the latest specified date for the review, or the right to an appeal is lost until such time as a decision is rendered on the application by the Development Authority.

## SECTION 1: Applicant Details

❑ Property Owner ❑ Representing Owner

| Applicant's Name: | Company Name (if applicable): |
|---|---|
| Applicant's Email: [redacted] | Applicant's Phone Number (during business hours): |

**NOTE:** Correspondence and approval notification will be sent to only the applicant

## SECTION 2: Project Details

| | | | |
|---|---|---|---|
| Project Address: | | | |
| Cumulative gross floor area: | ❑ Addition<br>❑ New Building | | ❑ ft² ❑ m² |
| New dwelling units created: | ❑ Yes ❑ No | If yes, number of new dwelling units: | |

## SECTION 3: Application Requirements for Development Approval (Development Permit)

### Supporting Documents

| | |
|---|---|
| A. | A copy of the current **Certificate(s) of Title** |
| B. | Current copies of any **Restrictive Covenants, Utility Rights-of-Way, Easements, or City Caveats** registered on the Title(s) |
| C. | **A Letter of Authorization*** from the registered owner of the land, their agent, or other persons having legal or equitable interest in the parcel.<br>*You may use this sample letter of authorization template or you can provide your own letter, but it must contain all information indicated on the sample letter |



SDAB2026-0113

**D.** **Colour Photographs** (minimum of four different views, label and identify each photographs)
- Site from front and rear
- Two adjoining parcels on either side
- Unique features and aspects of significance to development of the parcel
- Details of curbs, driveways, sidewalks, waste enclosures and overhead poles
- Indicate on a key plan or the site plan, the direction and location of photos

**E.** Development Permit fee (Fee Schedule)

**F.** Completed Site Contamination Statement

**G.** Completed Public Tree Disclosure Statement
If public trees are identified one additional site plan may be required

**H.** Completed Abandoned Well Declaration

**I.** Completed Use Questionnaire
*This is only required if there is a Commercial Use being proposed within the building or addition

**J.** Completed Climate Resilience Inventory form

**K.** **Applicant's Submission Planning Analysis (recommended)**

The purpose of the Planning Analysis is to provide key information about the project; information that cannot be communicated in a set of plans (i.e. the thought process behind the proposal). This information will reduce the number of conditions in the first Detailed Team Review form and speed up the application processing time. Where relevant, the Planning Analysis will be circulated to the Community Association for comment as part of the development permit circulation process.

While this is **not a mandatory requirement**, we strongly encourage applicants to provide this key information.
- Provide an explanation of the proposal/project and how it fits with the surrounding context
- Describe how the landscaped areas and amenity spaces are configured and programmed. For small residential developments refer to the Landscape Design Guide for Small Residential Sites
- Identify and provide rationale for any variation from the relevant City of Calgary policies
- identify and provide rationale for any proposed relaxations to the Land Use Bylaw

## Renderings

**L.** **Rendering or Elevation for Notice Posting**

At least one (1) **rendering** matching the specifications below, **OR** one (1) elevation of the proposed development
**Note:** the purpose of this is to include a visual for the notice posting and is encouraged. This is discretionary upon discussions between the file manager and the applicant.

**1** **Perspective:**
- For single-building projects, the view must be:
  - From the perspective of the sidewalk across the street from the subject site's primary frontage
  - From the perspective of the midpoint of the subject site's primary street frontage
  - At a 90-degree angle, perpendicular to the sidewalk, and
  - From the perspective of 1.5 metres (average human eye-level) above the sidewalk; OR
- For multiple building projects, the rendering:
  - Should be from an aerial angle; and
  - Must show the entire project area.

**2** **Depiction must:**
- Match site plans, landscape plans, and elevations with no removed nor additional items
- Depict the exterior finishing materials of all parts of proposed and existing neighbouring buildings depicted accurately, including freestanding signs, and retaining walls visible in the frame
  - Views through clear windows for proposed buildings may depict interiors, blinds, or curtains
  - Views through clear windows for neighbouring buildings must be of blinds or curtains
- Depict the landscaping and paving materials of all landscaped and paved areas visible in the frame
- Depict trees and shrubs
- Not depict people nor vehicles; and
- Have the lighting of September 21 at 4:00pm.

**3** **Technical Requirements:**
- Be 2431 pixels in width by 2243 pixels in height, landscape view; and
- Be a Portable Graphics (.PNG) file.

| **Plans** (preferred scale is Metric 1:100 or Imperial ¼" = 1'0") | |
|---|---|
| **NOTE:** Plans must be uploaded as one complete drawing set. Plans should not be uploaded as separate documents. | |
| **M.** | One (1) copy of a **Site Plan** |
| Your **Site Plan** should include the following: | |
| **1.** | **North arrow**, pointing to top or left of page |
| **2.** | **Municipal address** (i.e. street address) and legal address (i.e. plan/block/lot) |
| **3.** | All elements of plan labelled as **existing** or **proposed** |
| **4.** | **Plot and dimension property lines:**<br>▪ Label existing and proposed<br>▪ Label parcel area in square meters |
| **5.** | **Easements, Utility Rights-Of-Way:**<br>▪ Dimension (width, depth and location)<br>▪ Label type of easement and registration number) |
| **6.** | **Utilities on and adjoining the parcel (deep, shallow and overhead):**<br>▪ Water, storm and sanitary sewer<br>▪ Gas<br>▪ Electrical<br>▪ Cable, telephone |
| **7.** | **If an abandoned gas or oil well is identified on the site,** indicate the necessary setback area for each well |
| **8.** | **Plot Rights-of-Way setback lines required in Section 53, Table 1:**<br>▪ Dimension depth of Rights-of-Way<br>▪ Dimension distance from Rights-of-Way to building |
| **9.** | **Floodway, Flood Fringe and Overland Flow:**<br>▪ Indicated on the Floodway/Flood Fringe maps [Section 3 (c) & (d)]<br>▪ Dimension distance to buildings and structures |
| **10.** | **Adjacent to parcel:**<br>▪ City streets, label street names<br>▪ Sidewalks, City and public paths (Regional Pathway System)<br>▪ Curb cuts, medians and breaks in medians<br>▪ Existing and proposed pedestrian crosswalks<br>▪ Bus zones and bus shelters (including signage & route number)<br>▪ Light standards, utility poles, street signage, street furniture<br>▪ Paid parking equipment (parking meters, ticket dispensers, Pay-and-Display) |
| **11.** | **Provide Land Use Designation of adjacent parcels** (Land Use Designation can be found at calgary.ca/myproperty) |
| **12.** | **Dimension to property line:**<br>▪ Back of sidewalk and curb<br>▪ Lip of gutter<br>▪ Width of sidewalk and public paths (Regional Pathway System) |
| **13.** | **Parcel Setbacks:**<br>▪ Dimension front, side and rear building setbacks from property lines<br>▪ Draw, label and dimension required setback areas (as prescribed in the Land Use Bylaw) |
| **14.** | **Parcel and building coverage:**<br>▪ Calculate area of each building (include all covered structures) |
| **15.** | **Location of all:**<br>▪ Catch basins<br>▪ Utility poles<br>▪ Guy wires/pole anchors<br>▪ Hydrants, utility fixtures or boxes<br>▪ At-grade mechanical equipment (parkade vents, air conditioning) |
| **16.** | **Corner parcels only:**<br>▪ Outline and dimension corner visibility triangle |
| **17.** | **Geodetic datum points/contours:** |

- All the corners of the parcel
- At the back of sidewalk or curb
- At primary corners of the building
- geodetic contours at 0.5 metres intervals including berming for site
- label existing and proposed geodetic datum points

**18. Outline and dimension buildings:**

- Projections and structures (bay windows, cantilevers, deck, window wells)
- Detached buildings and structures (sheds, garages)
- Mobility storage lockers
- Mechanical equipment (parkade vents, air conditioners)
- Label existing and proposed buildings (or portions of buildings)
- Location of all openings (windows, doors, overhead doors)
- Label use area within the building (tenant locations)
- Label uses to be located in each use area (see uses listed under Use CARLs)

**19. Gross Floor Areas (GFA is the total area of all above-grade floors) of:**

- Proposed and existing buildings
- Each distinct use area in buildings (tenant location)
- Calculate Floor Area Ratio (FAR) (GFA divided by Parcel Area)

**20. Density:**

- Calculate number of existing and proposed units
- Calculate the density in units per hectare (UPH) (Units divided by Parcel Area)

**21. Parking areas, drive aisles and circulation roads:**

- Include curbs and sidewalks
- Crosswalks (provide detail if raised)
- Speed bumps (provide detail)
- Label all surface material of areas accessible by motor vehicles
- Dimension widths of all aisles and roads
- Provide details on vehicle circulation (direction of travel, signage and fire lanes)

**22. Waste and collection and loading areas:**

- Details of garbage, recycling, and organics containers (i.e. method of collection, types, size and volume)
- Types of waste containers on site
- Volume of waste containers
- Waste storage area location and dimensions; including geodetic elevations at all corners and grades of the collection area
- Screening or enclosure details and dimensions
- Sweep paths for collection vehicles and dimensions of clearance
- Vehicle weight supported in collection area (minimum 25,000kg)
- Refer to the Development Reviews Design Standards for the Storage and Collection of Waste

**23. Firefighting Access**

- Sweep paths for the firefighting vehicle access route and dimensions of clearance
- Indication that the fire access route is designed to a 12.0 metre centerline of the roadway turning radius
- Vehicle weight supported in firefighting vehicle access route (minimum 38,556kg (85,000 lbs))
- Grades of the firefighting vehicle access route
- Indication that the access is designed to support the NFPA 1901 point load of 517kPa (75 psi) over a 24" by 24" area which corresponds to the outrigger pad size
- Any lockbox location, firefighting service connection, and alarm panel locations
- Refer to the Fire Department Access Standard

**24. Motor vehicle parking stalls:**

- Label as Commercial, Dwelling, Live/Work or Visitor
- Total each type of motor vehicle parking stall by use
- Dimension width and depth
- Dimension overhead clearance
- Dimension column size and distance between columns
- Dimension angle or parking stall (if less than 90 degrees)
- Location and size of wheel stop (provide next to sidewalk)
- Provide calculations for motor vehicle parking stall requirement by use

**25. Driveways:**

- Label proposed or existing

- Label curb cuts to be removed and rehabilitated
- Dimension length from back of curb or sidewalk
- Dimension width of driveway at throat and flare (adjacent to street)
- Dimension distance to adjoining driveways

**26. Parking and loading area geodetic grades:**

- Driveways grades and parkade ramp grades
- Detail any areas over 2 per cent slope

**27. Bicycle parking:**

- Location of bicycle parking stall - class 1 (secure) and class 2 (un-secure)
- Label surface material of bicycle parking stalls
- Dimension separation to surrounding structures
- Dimension separation of devices (bike racks) and rows of devices
- Dimension of bicycle parking area
- Location of signage related to bicycle parking
- Cross reference to a detail drawing (for each type of parking device)
- Total each type of bicycle parking stall (class 1 or class 2)
- Calculate bicycle parking stall requirement

**28. Internal sidewalks:**

- Label surface material
- Dimension height from grade or parking areas
- Dimension width

**29. Fencing:**

- Label height (include height of retaining walls)
- Cross reference to an elevation (for each type of fence)

**30. Retaining walls:**

- Label height (provide height of fences on top of wall)
- Provide geodetic datum points at top and bottom of wall
- Cross reference to elevation (for each wall)
- If one metre in height or higher, provide engineered, stamped structural design drawings, including cross-sections
- Provide geodetic datum points of grade on each side of the wall

**NOTE**: height of retaining wall measured as the vertical difference between the ground levels on each side of the wall)

**31. Lighting:**

- Plot locations of light fixtures and light standards
- Plot maximum wattage of fixtures
- Provide detail of light fixtures (drawing or specification)

**NOTE:** Site lighting plan, showing compliance with Part 3, Division 4 of Bylaw 1P2007, may be requested during the review of this application.

**32. Signage:**

- Outline and label the location of all proposed canopy, fascia and freestanding signage (for all other types of signage, obtain the appropriate requirement list for that sign)
- Label the source of power for the signage (underground, etc.)
- Plot location of all existing signage on the parcel
- Dimension distance from property lines to signage
- Dimension distance to all freestanding signs on the parcel or within 30 metres of the parcel

**33. Phasing for multi-building developments must be included:**

- Outline areas encompassed by each phase
- Label the sequence of phasing

**N.** One (1) copy of a **Landscaping Plan(s)** (landscaping and site plans may be combined provided all elements of the plan are clear and legible)

Note: for small residential development, refer to Landscape Design Guide for Small Residential Sites

Your **Landscaping Plan** should include the following:

**1. North arrow**, pointing to top or left of page

**2. Municipal address** (i.e. street address) and legal address (i.e. plan/block/lot)

**3.** All elements of plan labelled as **existing** or **proposed**

| | |
|---|---|
| 4. | **Plot and dimension property lines** |
| 5. | **Draw, label and dimension required setbacks** |
| 6. | **Easements, Utility Rights-Of-Way:**<br>▪ Dimension (width, depth and location) on or abutting the parcel<br>▪ Label type of easement and registration number) |
| 7. | **Utilities on and adjoining the parcel (deep, shallow and overhead):**<br>▪ Water, storm and sanitary sewer<br>▪ Gas<br>▪ Electrical<br>▪ Cable, telephone |
| 8. | **Corner parcels only:**<br>▪ Outline and dimension corner visibility triangle |
| 9. | **Geodetic datum points/contours:**<br>▪ All the corners of the parcel<br>▪ At the back of sidewalk or curb<br>▪ At primary corners of the building<br>▪ Geodetic contours at 0.5 metres intervals including berming for site<br>▪ Label existing and proposed geodetic datum points |
| 10. | **Outline and dimension buildings:**<br>▪ Include projections and structures (bay windows, cantilevers, deck, window wells)<br>▪ Include detached buildings and structures (sheds, garages)<br>▪ Include mechanical equipment (parkade vents, air conditioners)<br>▪ Label existing and proposed buildings (or portions of buildings) |
| 11. | **Outline and dimension all at grade amenity spaces (including courtyards):**<br>▪ Label amenity space as private or common<br>▪ Indicate the associated unit and/or suite for each private amenity space<br>▪ Indicate access to amenity spaces<br>▪ Indicate surface treatment or surface materials<br>▪ Indicate how the common amenity spaces will be used (seating, dining areas, play areas, urban agriculture, etc.) |
| 12. | **Plot and label:**<br>▪ Fencing, retaining walls, sidewalks (dimension width)<br>▪ Waste storage areas and screening |
| 13. | **Trees and shrubs**<br>▪ Plot location of trees by symbol (each symbol should be unique to size and type of tree)<br>▪ Plot shrubbed areas<br>▪ Label number of shrubs in each shrubbed area (only include shrubs greater than 0.6 metres in height or spread)<br>▪ Indicate trees and shrubs to be added, removed or retained |
| 14. | **Landscape legend:**<br>▪ Label by symbol (each symbol should be unique to size and type of tree and shrub)<br>▪ Provide species<br>▪ Provide caliper of deciduous trees<br>▪ Provide height of coniferous trees<br>▪ Provide height and spread of shrubs (greater than 0.6 metres)<br>▪ Provide total of each type of tree and shrub (by height and size) |
| 15. | **Landscaped area:**<br>▪ Surface treatment of all soft surfaced landscaped areas (e.g. grass, plant cover)<br>▪ Surface treatment of all hard surfaced landscaped areas (e.g. decorative pavers, brick, stamped concrete)<br>▪ Label surface material of bicycle parking area<br>▪ Curb details to separate landscaping<br>▪ Label new landscaped areas and areas to be retained |
| 16. | **Irrigation:**<br>▪ Method of irrigation (specify if using Low Water Irrigation System)<br>▪ Label all soft surface landscaping to be irrigated or plot specific areas (zones) |
| 17. | **Provide Land Use Designation of adjacent parcels** (Land Use Designation can be found at calgary.ca/myproperty) |
| 18. | **If a landscape area reduction, listed in Section 553 of the Bylaw, is being requested,** clearly indicate which reduction is being applied for and provide any additional information required by Part 6 of the Bylaw. |

**19. If trees are existing on public lands adjacent to the site:**
- Specify the species of each tree (e.g. Green Ash, Colorado blue spruce, American Elm). Note that identification of deciduous or coniferous is not sufficient. If you require assistance in identifying the species of a tree, call 311 to obtain additional information.
- Diameter of each tree, measured at a height of 1.4 metres above the ground
- Estimated mature height of each tree (e.g. less than 3 metres, 3-6 metres, 6-9 metres, etc.)
- Location of the centre point of the trunk of each tree
- Outline of the "drip line" of each tree (i.e. the outline of the outer reach of the branches of the tree)

**O.** On **M-CG, M-C1 and M-C2** designated parcels, provide one (1) copy of **Block Plan(s)** (block and site plans may be combined provided all elements are clear and legible)

Your **block plans** should include the following:

1. **North arrow**, pointing to top or left of page
2. **Municipal address** (i.e. street address) and legal address (i.e. plan/block/lot)
3. All elements of plan labelled as **existing** or **proposed**
4. **Plot and dimension property lines**
5. **Outline** subject parcel
6. **Draw, label and dimension required setbacks**
7. **Outline and dimension all buildings:**
   - Eaves, porches, projections and exterior walls
   - Plot location of exterior openings (windows, doors, overhead doors)
   - Label geodetic datum of roof peak of adjacent buildings
8. **Adjacent parcels:**
   - Indicate two parcels on either side of the subject parcel that are located on the same block face (total of four parcels)
   - If there are fewer than two parcels on either side of the subject parcel, provide all the parcels on the block face
   - Where a building is on a corner parcel, the block plan should extend to include the parcels on both streets within the block.
   - If there are no buildings located on the parcels adjoining the subject parcel, plot all parcels to the closest two parcels with buildings contained in the block face (including the parcels containing the buildings)
9. **Provide Land Use Designation of adjacent parcels** (Land Use Designation can be found at calgary.ca/myproperty)

**P.** One (1) copy of **Floor Plan(s)**

Your **floor plans** should include the following:

1. **Municipal address** (i.e. street address) and legal address (i.e. plan/block/lot)
2. All elements of plan labelled as **existing** or **proposed**
3. **Outline and dimension walls:**
   - Include exterior dimensions (dimension to centre line of common walls)
   - Plot location of interior and exterior openings (windows, doors, overhead doors)
   - Internal motor vehicle, bicycle parking, mobility storage, loading and waste collection facilities (see site plan requirements)
   - Label use in each use area (tenant space)
   - Label the purpose of spaces (e.g. Kitchen, living room, bathroom, interior/exterior stairways, mechanical rooms, meter room, corridors, washrooms, laundry facilities)
   - Label private and common amenity spaces on balconies and rooftop terraces
   - Label existing and proposed rooms and portions of the building
   - Label units as dwelling units, live/work units or secondary suites

**Q.** One (1) copy of **Elevation(s)**

Your **elevations** should include the following:

1. Municipal address (i.e. street address) and legal address (i.e. plan/block/lot)
2. All elements of plan labelled as **existing** or **proposed**

**3. Include elevations for:**
- Buildings
- Fences
- Retaining walls (over 0.6 metres in height)
- Waste collection facilities
- Screening (e.g. Service meters, privacy screens, mechanical equipment)
- Additional walls or structures (e.g. Exhaust fan shed)
- Cross reference with other plans, where applicable

**4. Include on elevations:**
- Doors, windows, overhead doors
- Projections, service meters, decorative elements, rooftop equipment
- Screening (e.g. Service meters, rooftop equipment, privacy screens)
- Dimension all doors, windows and overhead doors

**5. Label finishing materials:**
- Exterior materials (brick, stucco, vinyl siding, metal siding)
- Roof materials (asphalt, cedar shakes, concrete tile)
- Colours of all major exterior materials

**6. Lighting:**
- Plot location of light fixtures
- Dimension height of fixtures from grade to bottom of fixture

**7. Grade:**
- Plot existing and proposed grade extending to property lines
- Plot property lines (extending vertically)
- Plot all geodetic datum points required on site plan

**8. Building height (indicate on all elevations):**
- Plot line for main floor
- Plot line for roof when concealed by parapet
- Dimension height of building from existing and proposed grade
- Dimension height of main floor from existing and proposed grade
- Dimension height of structures (fences, retaining walls) from existing and proposed grade

**9. Signage (where appropriate, provide separate sign elevation):**
- Label materials, lettering details, copy and colours
- Dimension sign and signable area
- Dimension distance from grade to bottom of sign
- Label means of supporting sign (structures, guy wires, brackets, bracing)
- Label physical form of sign (cabinet, box, individual letters)
- Provide details on exterior lighting, label if internally illuminated

**R.** One (1) copy of **Cross-sections**

Your **cross-sections** should include the following:

**1.** If the parcel is designated M-CG, M-C1 or M-C2, provide two (2) horizontal cross-sections at the distances above average grade prescribed by the Building Height Rule.

**2. Label width** of any roof structure, mechanical rooms, projections

**3. Dimension** to outermost limits of the cross-section

**4. Calculate the area** of the cross-section, including all elements of buildings

**5. For landscaped areas with building below (e.g. parkade):**
- Detail location of underlying slabs and abutting walls
- Dimension depth of the growing medium for each planting area
- Detail the waterproofing membranes, protection board, insulation and drainage layer

**6. Cross-section of sloping driveways and parkade ramps**
- Indicate slope and include transition lengths
- Provide geodetic datum points at transition points in ramp (including top and bottom)
- Dimension overhead clearance

**7. Cross-sections may be required if there are retaining walls on the parcel that are 1.2 metre or higher, or to provide more information on the impact of the proposed building on the adjacent properties, showing:**
- Existing and proposed grade of parcel

- Grade of adjacent parcels and city streets
- Cross-sectional outline of the building
- Geodetic datum points

## SECTION 4: Supporting Information

**A.** **If the site is within the Airport Vicinity Protection Area (AVPA),** please note that additional copies of plans may be required during the review of this application.

**B.** When the proposal **does not comply with council approved policies, bylaw standards or technical guidelines,** provide a **written planning rationale** in support of such deficiencies.

**C.** **If the application is being submitted concurrently with an existing Land Use Amendment, a completed Concurrent Submission Declaration Form is required.**

❑ Yes, this application is being submitted concurrently with a Land Use Amendment, LOC20___ -_____

❑ No, this application is not being submitted concurrently with a Land Use Amendment

**D.** **Slope Stability Report where:**

- Slope across the property is fifteen (15) per cent or greater; and/or
- Development is to be located within a zone where an imaginary line, drawn from the toe to the top of an embankment, exceeds a slope of one in three, and
- Required by city engineer

**E.** **Where a residential development is adjacent to a major road, expressway, railway, LRT line, or any other transportation and/or utility corridor:**

- Provide information confirming the provision for sound attenuation meets The City's standards (for information on such standards, contact the Transportation Department)
- **Transportation Impact Assessment:** where required by the Land Use Bylaw and at the discretion of the approving authority

**F.** **When proposed development is to be phased** (i.e. portions are to be occupied prior to the completion of the entire development)

- Provide a phasing plan showing the sequence of the phases and the area encompassed by each phase
- Provide information detailing how the site will function throughout the phasing; detailssuch as access to waste facilities

**G.** **Off-site Levy Bylaw**

Review the Off-site Levy Bylaw at calgary.ca/offsitelevy to determine if additional chargesare applicable to the application.

**H.** **Energy Code Compliance Declaration**

By submitting this application, the applicant acknowledges that the proposed development will be designed to comply with either NECB or Alberta Building Code Section 9.36 for energy efficiency as required. This compliance will be verified as a condition of Building Permit issuance. At the time of application for the Building Permit, the applicant will declare a compliance path as described on the appropriate Building Permit requirement list.

## SECTION 5: Use Application Requirement Lists

I. Please **list all Uses*** that are being proposed as part of the Development Permit application below. A list of Uses, and their definitions, are available online under Schedule A at calgary.ca/landusebylaw.

Proposed or Existing Use(s):

*If the use being proposed is listed below, a completed additional information form is required at the time of application.

- Agriculture and Animal - Use
- Automotive Use
- Eating and Drinking Use
- Residential, Care and Health Use
- Commercial Use
- Commercial Multi-Residential Uses
- Industrial Use
- Care Facility Information Form
- Child Care Service Information Form
- Instructional Facility Information Form
- Medical Treatment Letter of Intent
- Payday Loan /Pawn Shop Information Form
- Public School Information Form

## SECTION 6: Applicant's Declaration

❑ By submitting this application to The City of Calgary (the "City"), I understand and acknowledge that, as part of the City's process in reviewing, evaluating, and processing this application, the City will be required to circulate hard or electronic copies of my application materials to members of City Administration, members of the public who may be affected by the application's approval, and to relevant Community Associations' Boards of Directors, including their Planning Committees. The City will also make my application materials available online for public viewing through its website, www.calgary.ca. I hereby consent to the City's copying of these application materials, solely for the purposes of such circulation, dissemination and online viewing as aforesaid, provided that those parties to whom the copies are circulated or made available online are made aware that their use of the copies is specific and limited to providing input on my application and that any further reproduction and distribution of the plans is strictly prohibited.

If you do not want to make your application materials available online for public viewing, you must send an email to planninghelp@calgary.ca within 48 hours of submitting your application and we will consider your request. If your request is accepted our website will reflect that the applicant has chosen not the have their application materials online for public viewing.

The personal information on this form is being collected under the authority of The Calgary Building Permit Bylaw 64M94 (Section 5) and amendments thereto, as well as section 33(c) of the FOIP Act. This information is being collected for the purpose of permit review and inspection processes and may be communicated to relevant City Business Units, utility providers, and Alberta Health Services. It may also be used to conduct ongoing evaluations of services received

from Planning & Development. **The name of the applicant and the nature of the permit will be available to the public through general inquiries, paid subscription reports for permit data and resources found online, as authorized by the FOIP Act.** You may direct questions about the collection, use or disclosure of your personal information by the City of Calgary at 800 Macleod Trail SE Calgary, Alberta in relation to this program by contacting the FOIP Program Administrator for Planning and Development through telephone at 403-268-5480 or by writing to PO Box 2100, Station M, Calgary, AB T2P 2M5.

**NOTE:** This application does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

**Need help or have questions? Contact the Planning Services Centre.**

Checklists are updated periodically. Please ensure you have the most recent edition.



SDAB2026-0113

LAND TITLE CERTIFICATE

S

| LINC | SHORT LEGAL | TITLE NUMBER |
|---|---|---|
| 0020 274 288 | 1796HV;8;1 | 161 247 117 |

LEGAL DESCRIPTION
PLAN 1796HV
BLOCK 8
LOT 1
EXCEPTING THEREOUT ALL MINES AND MINERALS

ESTATE: FEE SIMPLE
ATS REFERENCE: 5;1;24;31;E

MUNICIPALITY: CITY OF CALGARY

REFERENCE NUMBER: 051 323 643

REGISTERED OWNER(S)

| REGISTRATION | DATE(DMY) | DOCUMENT TYPE | VALUE | CONSIDERATION |
|---|---|---|---|---|
| 161 247 117 | 18/10/2016 | TRANSFER OF LAND | $688,000 | $688,000 |

OWNERS

DIXIAO LU
OF 3840 BRIGHTON DRIVE NW
CALGARY
ALBERTA T2L 1G8

ENCUMBRANCES, LIENS & INTERESTS

| REGISTRATION NUMBER | DATE (D/M/Y) | PARTICULARS |
|---|---|---|
| 221 262 854 | 23/11/2022 | MORTGAGE<br>MORTGAGEE - BANK OF MONTREAL.<br>ROAL OAK 8888 COUNTRY HILLS BLVD NW<br>CALGARY<br>ALBERTA T3G5T4<br>ORIGINAL PRINCIPAL AMOUNT: $500,000 |

TOTAL INSTRUMENTS: 001

( CONTINUED )

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN ACCURATE REPRODUCTION OF THE CERTIFICATE OF TITLE REPRESENTED HEREIN THIS 9 DAY OF JANUARY, 2023 AT 04:09 P.M.

ORDER NUMBER: 46211129

CUSTOMER FILE NUMBER: 21944 LU




*END OF CERTIFICATE*

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THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER, SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION, APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).

owner(s)
DIXIAO LU

contact name
501 Aspen glen place sw calgary T3H 0E9

contact address

[redacted]

contact email

City of Calgary
Planning & Development
P.O. Box 2100, Stn. M, # 8108
Calgary, AB, Canada T2P 2M5

To Whom It May Concern,

With regards to 3840 Brighton drive nw calgary T2L 1G8
property address

Please be advised that I, DIXIAO LU am:
full name

(select one)

- (●) the owner of the above mentioned property, and that I authorize
- ( ) an officer or director of the owner(s) of the above mentioned property, and that I am authorized by that owner to authorize

Nines Design & Visualization Ltd. and/or its Tubo Borjigin
agent or company name — applicant, consultant, contractor (if applicable)

to apply for any and all Demolishing Permit, Development Permit and Building Permit
permit type

for the above mentioned property.

I further agree to immediately notify The City of Calgary, in writing, of any changes regarding the above information.

2026.Mar.09
date signed

signature of owner

DIXIAO LU
name of owner (printed)

**FOIP DISCLAIMER:** The personal information on this form is being collected under the authority of The Freedom of Information and Protection of Privacy (FOIP) Act, Section 33(c). It will be used to provide operating programs, account services and to process payments received for said services. It may also be used to conduct ongoing evaluations of services received from Planning & Development. Please send inquiries by mail to the FOIP Program Administrator, Planning & Development, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.



# 3840 Brighton Dr NW– Site Photos
















KEY MAP


















Updated 2016 June 15

# Site Contamination Statement

Application # _____
for office use only

Site Address: 3840 Brighton Dr NW

Legal Description: LOT 1, BLOCK 8, PLAN 1796 HV

The information provided in this disclosure statement will assist the Development, Land Use and Subdivision Authorities in processing planning applications. The Authorities rely on the information provided in this statement to assist in determining the potential for site contamination, which may have been caused by current or historic activities.

You are responsible for the accuracy of the information provided in this statement. The questions must be answered to the best of your knowledge based upon diligent inquiry and the thorough inspection and review of all documents and other information pertaining to the subject property. **Please be aware that further site assessments may be required as part of the review of your application.**

1. Are you aware of any environmental investigations (audits, assessments, tests, surveys or studies) for this site? ☐ Yes ☑ No

   If yes, please provide copy(s).

2. Are you aware of any environmental requirements associated with any previous planning applications on this site? ☐ Yes ☐ No
   (i.e. development permit, land use redesign or subdivision)

   If yes please provided a brief description and the associated development application number(s):

3. Has there been site remediation or a request for such on the site? ☐ Yes ☑ No

   If yes, please provide a brief description:

4. Are you aware of any regulatory actions, past or current, which have been applied to this site? ☐ Yes ☐ No

   Examples include (but are not limited to):
   - Environmental Protection Orders
   - Reclamation Orders or Certificates
   - Control / Stop Orders, fines, tickets or prosecutions
   - Violations of environmental statutes, regulations and bylaws
   - Administrative penalties and warning letters

   If yes, please describe and provide copies of relevant documents:

   _____

   _____

5. Have any permits been issued or are you currently operating under a license or approval issued by federal or provincial authorities (including, but not limited to the Natural Resources Conservation Board, Energy Resources Conservation Board, Alberta Energy Regulator, Alberta Energy and Utilities Board, Alberta Utilities Commission, Minister of Environment and Parks) or the Calgary Fire Department for activities which may impact the property? ☐ Yes ☑ No
   (e.g. certificates of approval, storage tank regulations, plant operating permits)

   If yes, please describe:

   _____

   _____

6. Has there been contact with Alberta Environment or Calgary Regional Health Authority regarding possible contamination on the site? ☐ Yes ☐ No

   If yes, please provided a brief description:

   _____

   _____

**NOTE:** This form is to be signed by the titled owner(s) of the property or their authorized agents or consultants.

***I, the ☐ owner, ☑ authorized agent, ☑ authorized consultant, state that, to the best of my knowledge, the information provided in this statement is accurate, complete and is based on diligent inquiry and thorough inspection and review of all the documents and other information reasonably available pertaining to the subject property. I am not aware of any other information that may indicate that the subject property is potentially contaminated.***

March 8, 2026
Date

Applicant Signature

Tubo Borjigin
Applicant Name (Please Print)

Nines Design & Visualization Ltd.
Company Name (Please Print)

**FOIP DISCLAIMER:** The personal information on this form is being collected under the authority of The Freedom of Information and Protection of Privacy (FOIP) Act, Section 33(c). It will be used to provide operating programs, account services and to process payments received for said services. It may also be used to conduct ongoing evaluations of services received from Planning, Development & Assessment. Please send inquiries by mail to the FOIP Program Administrator, Planning, Development & Assessment, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.

# Public Tree Disclosure Statement

The City of Calgary Street Bylaw (20M88) and the Tree Protection Bylaw (23M2002) protect trees growing on City (public) land. An approved Tree Protection Plan is required when construction activities occur within 6m of a public tree. More information regarding protecting trees during construction and development is found here. Public trees are required to be shown on plans submitted for this application.

1. Are there public trees on the City lands within six meters of and/or overhanging the development site? ◉ Yes ○ No

**If you answered yes, ensure all trees identified are shown on the submitted plans.**

Note: if you are not sure how to determine which trees are yours and which are public, you can:

a. Use the City's tree map (may not be up to date for your property)
b. Contact 3-1-1 to put in a "development tree inquiry" to get confirmation from an Urban Forester
c. Send inquiries to tree.protection@calgary.ca

2. Who will be submitting the Tree Protection Plan for this development?

○ Applicant ○ Owner ○ Builder ○ Other:

If Other: Name: _____ Phone: _____

Email: _____

The Tree Protection Plan must be submitted directly to Urban Forestry at tree.protection@Calgary.ca following the Tree Protection Plan Guidelines.

**FOIP DISCLAIMER:** The personal information on this form is being collected under the authority of The Freedom of Information and Protection of Privacy (FOIP) Act, Section 33(c). It will be used to provide operating programs, account services and to process payments received for said services. It may also be used to conduct ongoing evaluations of services received from Planning, Development & Assessment. Please send inquiries by mail to the FOIP Program Administrator, Planning, Development & Assessment, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.

Updated 2016 July 15

# Abandoned Well Declaration

Application # _____
for office use only

Site Address: 3840 Brighton Dr NW

Legal Description: Lot 1, Block 8, Plan 1796 HV

The *Municipal Government Act's Subdivision and Development Regulations (Alberta Regulation 160/2012)* requires developers to identify abandoned oil and gas wells and, where present, to comply with setback requirements as identified in the Energy Resources Conservation Board (ERCB) Directive 079: Surface Development in Proximity to Abandoned Wells.

You are responsible for the accuracy of the information provided in this statement. The questions must be answered to the best of your knowledge based upon diligent inquiries and a thorough inspection and review.

1. Provide a map of the subject parcel showing the presence or absence of abandoned wells.
   - User Guide to Finding Abandoned Wells on GeoDiscover Alberta's Map Viewer
   - Abandoned Well Locations on GeoDiscover Alberta's Map Viewer

   **NOTE:** The map must show the actual well location, as identified in the field, including the surface coordinates (available on the Abandoned Well Map Viewer or by contacting the ERCB Customer Contact Centre at 1-855-297-8311) and the 5 metre setback established in ERCB Directive 079 in relation to existing or proposed building sites.

2. Are there abandoned Oil/Gas wells located within 5 m of the site? ☐ Yes ☐ No
   **If you answered 'yes', please answer question 3 and include the well location(s) on the site plan.**

3. Have you contacted the licensee of the well(s) to confirm the exact location? ☐ Yes ☐ No
   **If you answered 'yes', you must have written confirmation included with your application.**

   Licensee Company Name_____ Licensee Contact _____

   **NOTE:** Where a well is identified, the Development Authority must refer a copy of the application to the Licensee(s) of Record. The referral will include the applicant's contact information.

4. Who is submitting the Abandoned Well Declaration for this development?

   ☑ Applicant ☐ Owner ☐ Builder ☐ Other _____

   Company Name Nines Design & Visualization Ltd. Contact Person Tubo Borjigin

   Address 999 Woodview Cr SW

   Phone _____ Cell Phone [redacted]



SDAB2026-0113

5. Will the development result in construction activity within the setback area? ☐ Yes ☐ No
**If you answered 'yes':**

- Provide a statement confirming that the abandoned wells will be temporarily marked with on-site identification to prevent contact during construction; and
- Describe what measures will be taken to prevent contact during construction.

**NOTE:** This form is to be signed by the titled owner(s) of the property or their authorized agents or consultants.

***I, the ☐ owner, ☑ authorized agent, ☑ authorized consultant, state that, to the best of my knowledge, the information provided in this statement is accurate, complete and is based on diligent inquiry and thorough inspection and review of all the documents and other information reasonably available pertaining to the subject property.***

March 8, 2026
Date

Applicant Signature

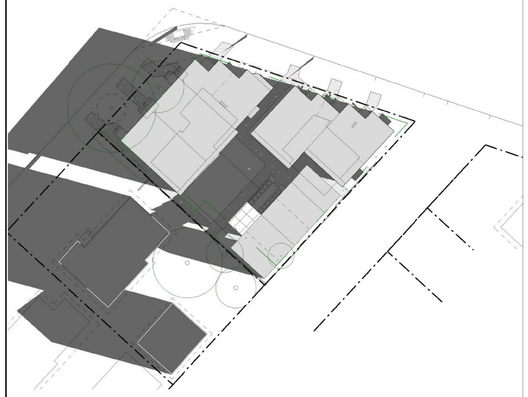
Tubo Borjigin
Applicant Name (Please Print)

Nines Design & Visualization Ltd.
Company Name (Please Print)

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SDAB2026-0113



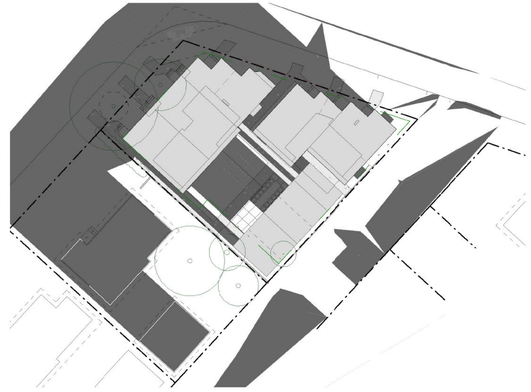
1 Spring Equinox at 8am
1" = 30'-0"



4 Summer Solstice at 8am
1" = 30'-0"



7 Fall Equinox at 8am
1" = 30'-0"



10 Winter Solstice at 9am
1" = 30'-0"



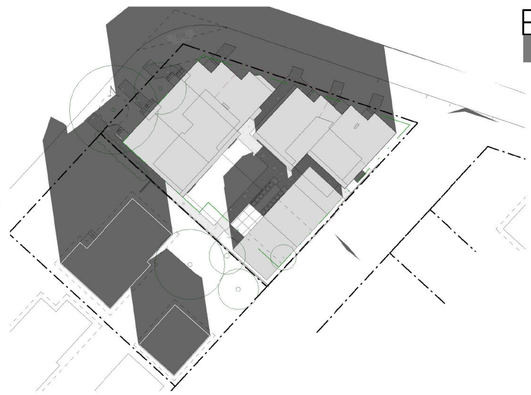
2 Spring Equinox at 12pm
1" = 30'-0"



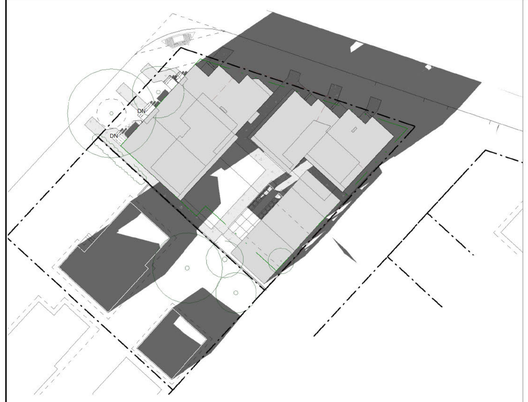
5 Summer Solstice at 12pm
1" = 30'-0"



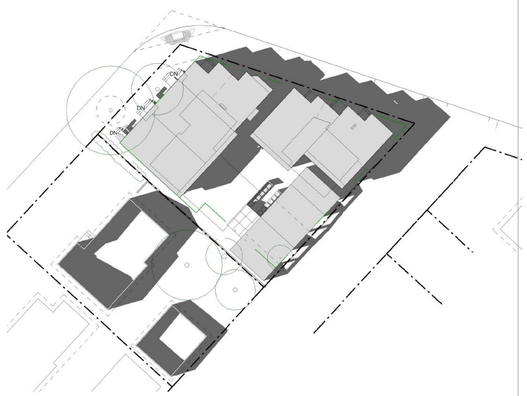
8 Fall Equinox at 12pm
1" = 30'-0"



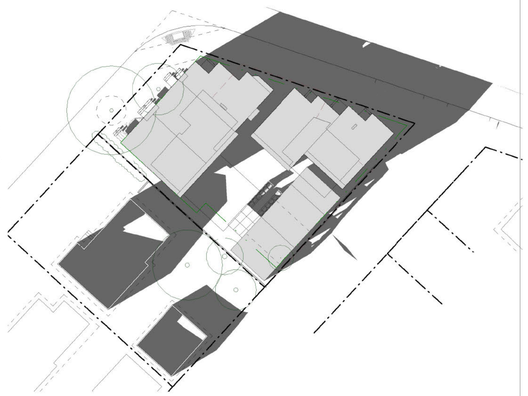
11 Winter Solstice at 12pm
1" = 30'-0"



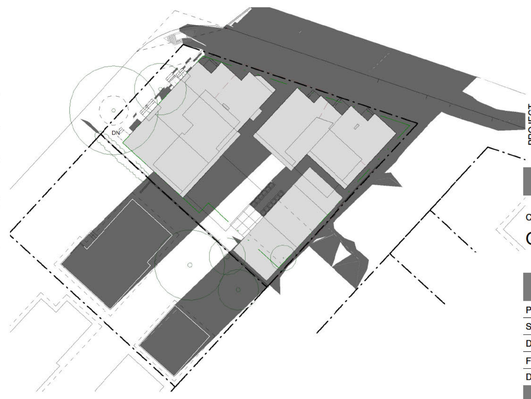
3 Spring Equinox at 4pm
1" = 30'-0"



6 Summer Solstice at 4pm
1" = 30'-0"



9 Fall Equinox at 4pm
1" = 30'-0"



12 Winter Solstice at 4pm
1" = 30'-0"

NINES
DESIGN & VISUALIZATION

| DATE | No. | REVISION | BY |
|---|---|---|---|

PROJECT

# Proposed Multi-Family Development

3840 Brighton Dr NW, Calgary, AB

CLIENT

Owner

| | | | |
|---|---|---|---|
| PROGRESS | | DP | |
| SCALE | | 1" = 30'-0" | |
| DRAWN | Author | CHECKED | Checker |
| F LE | | 20260201 | |
| DATE | | 6/13/2026 5:00:48 PM | |

## Shadow Study

A501

Calgary

# Climate Resilience Inventory
## Additions and new buildings

## Purpose

- This form is intended to assist in the evaluation of applications for alignment with the climate policies of the Municipal Development Plan and Climate Climate Strategy.
- Information provided will be used to advance implementation of these policies at The City and inventory current practices.
- While The City encourages innovation and commitment towards meeting these policy requirements, not all applications will be expected to include features which are highlighted below.
- Scale and scope of the project are relevant considerations.
- For a helpful resource to assist in completing this form, refer to the Climate Resilience Inventory User Guide
- For assistance contact CPclimate@calgary.ca

## SECTION 1: Application information

| Applicant name: | Company name (if applicable): |
|---|---|
| Tubo Borjigin | Nines Design & Visualization Ltd. |
| Email: | Phone number (during business hours): |
| [redacted] | |
| Applicant signature: | |

*Correspondence will be sent to only the applicant*

## SECTION 2: Certification

Is the project seeking green building certification?

◯ Yes, indicate type and level:

◉ No, explain why not: The owner doesn't intend to pursue green building certification, however, she

Does the energy modelling indicate improved energy performance over energy code minimum? If yes, provide details on improved energy performance: ☐ Yes ☐ No

## SECTION 3: Energy efficiency and renewables

Describe how the development will improve energy performance over energy code minimum and incorporate renewable energy generation. If no features are proposed, outline the rationale for not including.

| | |
|---|---|
| ☐ Photovoltaics: | kW rated output |



SDAB2026-0113

## SECTION 4: Low carbon mobility

Describe how the development will prioritize low-carbon transportation choices (transit, wheeling, walking) and support the adoption of electric vehicles. If no features are proposed, outline the rationale for not including.

| | | | |
|---|---|---|---|
| ☐ EV charging stations | Level of EV charging stations | Number of stalls | % of total stalls |

## SECTION 5: Green infrastructure

Describe the low-impact development (LID) and green infrastructure features of the proposed development, including but not limited to rain gardens, bioswales, green roofs and walls, and enhanced landscaping. If no features are proposed, outline the rationale for not including.

| | | | |
|---|---|---|---|
| ☐ Green roof | Area: $m^2$ | Percent of building foot print covered by green roof: | % |
| ☐ Permeable surfaces | Area $m^2$ | Permeable area: | % |

## SECTION 6: Flood and Disaster Resilience

Describe the flood and disaster-resilience features of the proposed development. If no features are proposed, outline the rationale for not including.

☐ Building envelope meets Passive House Standard

## SECTION 7: Other features

Describe any other sustainable or resilient design features that are not captured above:

## SECTION 8: Issues

To enable the City to collect information where there may be municipal obstacles to climate resilience outcomes, explain any design features that were considered, but not included, for reasons related to City regulations, standards, or processes



***FOIP DISCLAIMER:*** *The personal information on this form is being collected under the authority of section 5(1) of Bylaw 39M2018 and amendments thereto, as well as section 33(c) of the FOIP Act. This information is being collected for the purpose of permit review and inspection processes and may be communicated to relevant City Business Units, utility providers, and Alberta Health Services.*

*It may also be used to conduct ongoing evaluations of services received from Planning & Development. The name of the applicant and the nature of the permit will be available to the public, as authorized by the FOIP Act. You may direct questions about the collection, use or disclosure of your personal information by the City of Calgary at 800 Macleod Trail SE Calgary, Alberta in relation to this program by emailing the FOIP Program Administrator for Planning and Development at plngbldg@calgary.ca or by telephone at (403)268-5311.*

April 15, 2026

NINES DESIGN
Borjigin, Tubo
[redacted]

Dear Applicant:

**RE: Detailed Review (DR)**

**Development Permit Number: DP2026-01358**

Based on the plans received, your application has been reviewed in order to determine compliance with the Land Use Bylaw and applicable City policies. Any variance from the Land Use Bylaw or City policies may require further discussion or revision prior to a decision being rendered.

The City endeavors to render decisions on applications within specific service standards. Please assist us in meeting these targets by ensuring your resubmission is complete and made in a timely manner. Please submit a digital set of the amended plan, in PDF format, along with a detailed response letter on how each of the Prior to Decision and/or Prior to Release conditions have been addressed and/or resolved.

This information must be received, in its entirety, no later than June 14, 2026. If a complete submission is not received by this date, the development permit may be inactivated and subject to a reactivation fee. If the development permit application is not reactivated, it may be cancelled by Administration as per Land Use Bylaw 1P2007, Section 41.1. If you require additional time to respond to the conditions outlined in this Detailed Review document, please let me know by contacting me.

Should you have any questions or concerns, please contact me at (825) 945-8857 or by email at Christian.LePichouron@calgary.ca.

Sincerely,

**CHRISTIAN LE PICHOURON**
Planner 2

# Detailed Review 1 – Development Permit

| | |
|---|---|
| **Application Number:** | **DP2026-01358** |
| **Application Description:** | New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage) |
| **Land Use District:** | Residential - Grade-Oriented Infill |
| **Use Type:** | Discretionary |
| **Site Address:** | 3840 BRIGHTON DR NW |
| **Community:** | BRENTWOOD |
| **Applicant:** | NINES DESIGN |
| **Date DR Sent:** | April 15, 2026 |
| **Response Due Date:** | June 14, 2026 |
| **Development Applications Review Team** | |
| **Planning:** | CHRISTIAN LE PICHOURON (825) 945-8857 Christian.LePichouron@calgary.ca |
| **Utility Engineering:** | BRAD O'KEEFE (403) 966-6846 Brad.O'keefe@calgary.ca |
| **Mobility Engineering:** | NABILA HAQUE Nabila.Haque@calgary.ca |

## General Comments

The application is for the construction of two (2) buildings, in the form of a rowhouse and semi-detached dwelling, containing a total of five (5) units and five (5) secondary suites. An accessory residential building is also proposed that is to be used as a detached garage. The subject lands are zoned as Residential – Grade-Oriented Infill (R-CG) District in the Land Use Bylaw. The current land use district allows for this type of development.

## Comments on Relevant City Policies

**Municipal Development Plan (MDP)**

Per Map 1: Urban Structure, the subject lands are located within the *Developed Residential – Established* area. The *Established* area is characterized as primarily residential communities with limited redevelopment potential. Policies encourage modest redevelopment and identify Neighbourhood Activity Centres as the focus for redevelopment opportunities, whereas other sites may provide for opportunities for redevelopment over time.

# Public Notice

Two public notice signs have been installed on the property for the period of April 1, 2026 to April 16, 2026. A total of 38 public submissions have been received, of which 37 are in opposition of the proposed development. Primary areas of concern include the following:

- Building (massing, height, shadowing);
- Density;
- Parking and vehicle accessibility;
- Privacy;
- Landscaping (removal of existing trees, proposed landscaping); and
- Safety.

Comments were also received from the Community Association, and have been provided under separate cover

## Bylaw Discrepancies

| Regulation | Standard | Provided |
|---|---|---|
| 539 Building Setback from Side Property Line | (6) For a corner parcel, the minimum building setback from a side property line shared with a street is 0.6m | Plans indicate an East setback of 0.55m (-0.05m) to the upper floor of the Rowhouse and 0.44m (-0.16m) to the upper floor of the Semi-Detached.<br><br>**Amend plans to meet Bylaw requirements.** |
| 340 Balconies | (3) A balcony attached to a Contextual Semi-detached Dwelling, Semi-detached Dwelling, Rowhouse Building or Townhouse within 1.2m of a party wall must have a privacy wall that:<br>(a) is a min. of 2.0m in height;<br>(b) is a max. of 3.0m in height; and<br>(c) extends the full depth of the balcony. | Plans do not indicate a privacy wall provided between the rooftop balconies of Units 1 and 2.<br><br>**Amend plans to meet Bylaw requirements.** |
| 541 Building Height | (2) Where a building setback is required from a property line shared with another parcel designated with a low density residential district, the M-CG District or H-GO District, the max building height:<br>(a) is the greater of:<br>(ii) 7.0m from grade; measured at the shared property line; | Plans indicate a portion of the roof touches the chamfer shared with the parcel to the West.<br><br>**Amend plans to meet Bylaw requirements.** |
| | (3) On a corner parcel, the max area of a horizontal cross section through a building at 9.5m above average grade must not be greater than | Plans indicate the area of the third storey of the semi-detached is 79.82% (+4.82%) of the area of a cross section of the floor below. |

| | | |
|---|---|---|
| | 75.0% of the max area of a horizontal cross section through the building between average grade and 8.6m | **Amend plans to meet Bylaw requirements.** |
| 342 Retaining Walls | (1) A retaining wall must be less than 1.2m in height when measured from the lowest grade at any point adjacent to the retaining wall to the highest grade retained by the retaining wall. | Plans indicate the retaining wall along the West property line exceeds 1.2m in height.<br><br>**Amend plans to meet Bylaw requirements.** |
| 345 Accessory Residential Building | (5) The min. distance between any façade of an Accessory Residential Building 10.0m² or more and a main residential building or a building containing a Secondary Suite is 1.0m | Plans indicate a distance of 0.59m (-0.41m) between the second storey cantilever of the semi-detached and the garage.<br><br>**Amend plans to meet Bylaw requirements.** |

## Prior to Decision Requirements

The following issues must be addressed by the Applicant through a written submission and amended plans prior to a decision by the Approving Authority:

**Planning**

1. Submit a complete digital set of the amended plans in PDF format and a separate PDF response letter that provides a point-by-point explanation as to how each of the Prior to Decision conditions were addressed and/or resolved. If Prior to Release conditions have been addressed in the amended plans, include a point-by-point explanation for these items as well. The submitted plans must comprehensively address the Prior to Decision conditions as specified in the DTR document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact the File Manager directly.

   This information must be received, in its entirety, no later than 60 days from the date this DTR form was sent to the applicant and owner. If a complete submission is not received within the 60 day time frame, the development permit may be inactivated. Upon inactivation, the applicant and owner will receive written notice of the inactivation and of a further 30 day time frame within which the application may be reactivated subject to a reactivation fee. If the development permit application is not reactivated as per the written notification, it may be cancelled by Administration as per Land Use Bylaw 1P2007, Section 41.1.

   In the event that the application needs to be recirculated, a recirculation fee may be applied.

2. Amend plans to address the bylaw discrepancies noted on pages 3 to 4 of this document. Alternatively, provide planning rationale in a written submission supporting any proposed relaxations to address the bylaw discrepancies noted on pages 3 to 4 of this document.

3. Amend the plans to add layered landscaping, such as shrubs or tall ornamental grasses, along the western frontage of Brighton Dr. NW.. For example, there is space between the entryways for units 1 and 2 that should not be connected with a path. This space should be used for plantings.

4. Several public submissions highlight concerns regarding shadowing impacts of the proposed development. Consider amending plans to include building massing diagrams that depict potential shadowing associated with the proposed development.

5. Consider replacing clear glazing with frosted glazing on upper storey windows, as well as providing privacy walls on upper storey balconies, where adjacent to neighbouring properties to address privacy concerns.

6. Amend plans to clearly identify all materials and colours on building elevation drawings. Consider removing shadowing and enhancing linework to make elevation drawings clearer.

7. Amend plans to identify any proposed fencing. Include section and details for any proposed fencing.

8. Several letters of opposition have been received from residents / neighbours as well as from the Community Association. Consider conducting community / neighbourhood outreach in collaboration with the Community Association to discuss and assist in addressing comments and concerns from residents and neighbours.

9. Consider opportunities to reduce retaining wall heights where they are more than 1.19 metres. Single retaining walls 1.2m in height or greater or terraced retaining walls 1.2m in height or greater with a horizontal separation between walls of less than 3.6m (3x height) require the approval of a Building Permit prior to construction and would require a bylaw relaxation.

   Note Land Use Bylaw section 570 - Retaining Walls
   1 A retaining wall must be less than 1.2 metres in height when measured from lowest grade at any point adjacent to the retaining wall to the highest grade retained by the retaining wall:
   a) in the case of a Multi-Residential Development - Minor; and
   b) for all other developments, within 3.0 metres of a property line.
   2 A minimum horizontal separation of 1.0 metres must be maintained between retaining walls on a parcel:
   a) in the case of Multi-Residential Development - Minor; and
   b) for all other developments, within 3.0 metres of a property line.

10. Amend plans to clearly identify existing and proposed retaining walls. Include sections and details for any proposed retaining walls.

11. Private trees/shrubs T3, T4, T5, and T6 are noted to be removed on the Planting Schedule. The private trees appear to be located on the neighbouring parcel and the shrubs appear to be co-owned. The Development Authority (DA) cannot approve changes to the neighbouring land without authorization from the owner of the affected land at 3836 Brighton Dr NW.

    The applicant must either:

    a) Provide written authorization to add the adjacent land and remove these trees from the owner of the adjacent lands located at 226 31 Avenue NW; or

    b) Amend the plans so that the neighbouring private trees are not shown as "to be removed".

    Contact the adjacent neighbour and come to an agreement with them on these trees. Reach out to your FM when a resolution is clear.

12. Comments were received from the Community Association, and have been provided under separate cover. In your written response to the DR, please indicate how the proposed addresses the comments from the CA.

13. Consider the livability of Basement Suite 3 and access to natural light. As currently proposed the living area does not have access to natural light. Consider adding windows in stairwells to contribute to the access of natural light in all basement suites.

14. Amend the plans to label Public Tree (T-32105935) to remain. Removal of this tree will not be authorized, and the development will need to be amended to accommodate the public tree.

15. Amend the plans to remove proposed walkways within 2m of the trunk of the public tree. A meeting with Parks and Open Spaces planner may be required. Please contact Brad Bevill (brad.bevill@calgary.ca).

16. Amend the plans to indicate the location of servicing lines to the site. Servicing lines should be located outside of the dripline of the public tree.

17. Amend the plans to include a note that says: "Urban Forestry Technician to be onsite for all open excavation within 4m of public trees".

**Utility Engineering**

18. Submit a fire flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Engineering, Utility Specialists. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required for the developing property using the Fire underwriters Survey Calculations (FUS). Letters can be submitted via email to:

    WA-ResourcesDevelopmentApprovals@calgary.ca.

The City public water network can provide 10,000 LPM (2-hydrant flow) fire flow with 15 m residual pressure under normal operating conditions. The internal system needs to be designed accordingly in order to ensure adequate water supply and fire protection. If the Required Fire Flow (RFF) (based on FUS guideline) is more than 10,000 LPM (2-hydrant flow) please contact The City of Calgary for further discussion.

If a fire sprinkler/standpipe system is to be installed, please provide the design flow/pressure requirement in the required Fire Flow Letter, so it can be evaluated if the existing public system can support the fire sprinkler/standpipe system design.

19. Amend the plans to:

Utility Specialists - Water Servicing
a. Indicate an adequate water meter area where the services (50mm and smaller) enter the building,
b. Indicate an adequate water meter area where the services enter the building,

Note: the meters are shown but the space appears to be very tight. 5 Suite meters require roughly 2.25m (7.4 ft) of internal wall length for the manifold and meters, and about 1.1-1.2m (3.6-4ft) of clear depth from the back wall so there is room to stand and work in front of the meters

Utility Specialists - Sanitary and Stormwater Servicing
a. Provide site grading details (complete with elevations) to confirm site stormwater does not drain into the neighboring parcels. Provide all top and bottom of wall elevation for all proposed and existing retaining walls.

Note: plans are showing retaining walls along the apron to the garages, applicant to clarify the functionality of the retaining walls that are shown on the plans.

20. Amend the plans to:

Waste & Recycling Services - General
a. Provide metric dimensions and scale on all drawings for waste facilities.

**Mobility Engineering**

21. Amend the plans to ensure the designated 4.5m X 4.5m corner cut area is free of obstructions and permanent structures (particularly at grade). Please realign the internal walkways connecting the public sidewalk to Unit 3 on the east side of the site and Suite 2 on the west side to avoid encroachment into the corner cut area. The corner cut land (future road right-of-way) is intended for pedestrian accumulation and gathering, as well as to accommodate signal poles, signal cabinets and both aboveground and underground utilities.

Note: The corner cut land must comply with the City's specifications, maintaining a 2.0% grade on the city boulevard from the top of the curb/back of the monolithic sidewalk to ultimate corner cut property line.

22. Brighton Drive NW is classified as Residential Streets; in accordance with the City's Design Guideline for Subdivision Servicing, 1.5m wide sidewalks on residentials are to be provided.

- Amend plans to show removal and replacement of any substandard sidewalks to meet the minimum requirement and ensure existing and proposed dimensions are shown on plans. Indicate the proposed sidewalk(s) on the plan with adequate linework and hatching, so it can be distinguished between proposed and existing. **Please note that for 1.5m monolithic sidewalks with standard curb the actual sidewalk width is 1.61m**. Dimension the back of walk accordingly. Refer to 2021 Roads Construction Standard Specifications, Figure 37, File No 454.1013.009. Include a label for each street that says "Removal and replacement of the sidewalk will be constructed at the full expense of the developer."

- Extend sidewalk replacements across any adjacent lanes (driveway crossing access to lane).

- Provide a corner wheelchair ramp at the north corner of the subject site, along Brighton Drive NW, in accordance with Roads Construction 2021 Standard Specifications, Figure 42, File No. 454.1013.001,

**Note: Where significant trees are to be retained, existing sidewalk width can remain within the drip line and transition to new width clear of the drip line.**

23. At the existing driveway curb cut on Brighton Drive NW, update the label to say "Existing curb cut to be closed and rehabilitated at the developer's expense."

24. Amend the site plans to revise Boulevard Sections #1 to #5 with the required sidewalk widening.
- Cross-sections shall continue to clearly illustrate existing and proposed conditions, including all relevant dimensions, elevations, and slopes at the following key points: lip of gutter, top of curb, back of sidewalk (and face of sidewalk for separate sidewalk), property line, and main floor elevation. Ensure that the boulevard is sloped-up at **2%** from top of curb to property line.
- Boulevard grades ranging from 2.0% to 10.0% are acceptable in order to accommodate existing trees and the associated tree/root protection zones on portion of the adjacent boulevard, where grading limitations exist.
- The portion of the city boulevard where there are no existing constraints in meeting the required boulevard and property grades, the developer is expected to grade the City boulevards/road right-of-way to achieve the standard 2% slope.
- No retaining walls will be permitted within City right-of-way.

25. Amend the plans to remove the retaining walls indicated along the property line on the back lane.

26. The lane cross sections shall also be extended to include surveyed elevations and grades on the opposing side of the lane. Full grading information is required to confirm if the lane will drain adequately. Typically, survey information should be provided at 5.0m intervals and include existing property line elevations along the subject site, the centre of the lane, and the opposing side of the lane. If drainage issues exist that may result in flooding of the lane or adjacent lots,

regrading of the lane may be required. Please ensure that the existing lane grades provide positive drainage toward the centre of the lane.

27. Amend the site plans to provide a cross sections for each each of the garage parking stalls. Each cross-section should include the following: garage floor elevations both at the front and back, garage apron, adjacent property line elevation and centerline of lane elevation.
All garage floors must comply with the following requirement:
- The garage floor should maintain a minimum grade of 2.0%, toward the overhead garage door.
- The concrete garage aprons must be set at achieve a 3.5% to 5% crossfall toward the centerline of the lane,
- The maximum slope across garage apron is to be 10% as per Roads spec 454.1010.003.

28. Amend the site plans to provide a minimum unobstructed width of 1.5m for all internal walkways, including those connecting to the public sidewalk, to accommodate two-way pedestrian traffic. Common pathways should be universally accessible and barrier-free, offering sufficient width for comfortable use by people with mobility aids, bicycles, strollers, and those carrying groceries.
- Consider consolidating the internal walkways connecting the public sidewalk to Units 1 and 2 and Suites 1 and 2, and realigning them to remain outside the drip line of the existing public tree (T2).

Note: Internal pedestrian walkways, also known as pedestrian paths, are designed to provide a safe and clearly designated route for pedestrians to move between buildings, parking areas, and other spaces within the site.

# Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

**Planning**

29. The Prior to Release Requirements will be finalized at the time of Development Authority decision.

30. Submit a complete digital set of the amended plans in PDF format and a separate PDF that provides a point-by-point explanation as to how each of the Prior to Release conditions were addressed and/or resolved. The submitted plans must comprehensively address the Prior to Release conditions as specified in this document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact your File Manager directly.

**Utility Engineering**

31. Submit a Development Site Servicing Plan for review and acceptance from Utility Specialists, as required by Section 5 (2) of the Utility Site Servicing Bylaw 33M2005. Contact Utility Specialists for additional details. For further information, refer to the following:

    Development Site Servicing Plan Webpage
    https://www.calgary.ca/uep/water/specifications/water-development-resources/development-site-servicing-plans.html

    Development Site Servicing Plans CARL (requirement list)
    http://www.calgary.ca/PDA/pd/Pages/Permits/carl-building-development-permit-search.aspx

32. The subject property requires a storm sewer connection (main extension) and is within the storm re-development levy area. As the parcel is larger than 700m2 the applicant has the following options:

    1.
    a. Enter into Indemnification Agreement for the storm sewer extension.
    b. Provide documentation that extension is completed and the storm redevelopment fee ($84 / m frontage) will be waived.
    c. The subject property is required to control the stormwater to the specified release rate and volume targets.

    OR

    2.
    a. Conduct a percolation test and provide results to Utility Specialists for review and approval (contact Utility Specialists for testing protocols 403-268-6449).

b. If the percolation test confirms that a drywell system is adequate to service the site in the interim a drywell design is to be provided at the Development Site Servicing Plan (DSSP) stage and must be sized to store the 1:100 year 24 hr storm event in the gravel drainage rock. The volume must be restored within 72 hrs through infiltration and/or re-use.
c. Submit storm re-development levy payment ($84 / m frontage) at the DSSP stage, and
d. Provide block profiles that conform to the Standard Block Profile Specifications for CAD and Manual Formats for the proposed storm sewer extension as a part of the DSSP submission for approval by Utility Specialists. Onsite storm service must be stubbed by the Developer at the property line adjacent to the proposed main extension. The main extension and service to the stub will be done by the City of Calgary using the re-development levy funds.
e. If the percolation test proves that a drywell system is inadequate to service the site in the interim, the storm main extension must be done at the applicants expense or a water reuse system for toilet flushing, irrigation or other forms of low impact developments may be used to restore 1:100-year storage volume. Details are to be provided at the DSSP stage, and are subject to approval by Utility Specialists.

33. After the Development Permit is approved but prior to its release, the landowner shall make payment of off-site levies pursuant to Bylaw 1H2024.
The off-site levy is based on a 2026 development approval date and on the following:

| Phase | Description | Unit(s) |
|---|---|---|
| 1 | 3840 BRIGHTON DR NW | Existing Single: 1/New Grade: 5 |

Based on the information above, the preliminary estimate is $19,627.00.
Final estimate and payment instructions will be sent via email upon Development Permit approval.
Should the landowner wish to defer the payment of the offsite levies to Development Completion Permit (DCP), an Offsite Levy Agreement will be required.

To obtain an off-site levy agreement or for further information, contact the Infrastructure Strategist (VALERIE GIBBONS at 403-617-5947 or valerie.gibbons@calgary.ca).

**Mobility Engineering**

34. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

a. Removal of existing sidewalk and construction of a new monolithic sidewalk (1.5m) on Brighton Drive NW, for the full extent of the site frontage, including new curb and gutter, along both the northwest and northeast property lines. (Please note that for 1.5 m monolithic sidewalk with standard curb the actual sidewalk width is 1.61m)
b. Construction of a new wheelchair ramp at the north corner of the site on Brighton Drive NW,
c. Closure and removal of existing driveway crossing on Brighton Drive NW (on the east side).
d. Construction of a new driveway crossings on Brighton Drive NW on the east side (lane access),
e. Rehabilitation of existing driveway crossings, sidewalks, tree trenches, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel.

* This application may be eligible for The City of Calgary's Missing Middle Sidewalk Incentive Program. More details are located in the following Advisory conditions of this document.
Missing Middle Sidewalk Incentive Program

35. Remit payment (certified cheque, bank draft) for the proposed street light upgrades adjacent to the subject site within the public right-of-way to address the requirements of the Roads Business Unit. The amount is calculated by Roads the respective Business Unit and is based on 100% of the estimated cost of construction.

The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

# Permanent Conditions

The following permanent conditions shall apply:

**Planning**

36. The Permanent Conditions will be finalized at the time of Development Authority decision.

37. All rules of Land Use Bylaw 1P2007 apply, subject to any relaxations approved by the Development Authority in this development permit.

38. The development shall be completed in its entirety, in accordance with the approved plans and conditions. The stamped and signed plans are a legal document.

39. No changes to the approved plans shall take place unless authorized by the Development Authority. If changes to the development occur or are proposed, a new development permit or revised plan application may be required.

40. A development completion permit must be issued for the development before the use is commenced or the development occupied. A development completion permit is independent from the requirements of City of Calgary Building Regulations inspections and permission for occupancy. Request a development completion permit inspection by visiting inspections.calgary.ca or call 403-268-5311.

41. Parking and landscaping areas must be separated by a 150mm (6 inch) continuous, poured in place, concrete curb or equivalent material to the satisfaction of the Development Authority, where the height of the curb is measured from the finished hard surface.

42. When the main floor is constructed, submit the surveyed geodetic elevation to Geodetic.Review@Calgary.ca

43. A letter of confirmation from a certified electrical engineer or Master Electrician shall be provided to the Development Authority, prior to the issuance of the Development Completion Permit, certifying that all Electric Vehicle Parking Stall - Capable stalls identified on the approved plans have been completed and are capable of supporting Level 2 Electric Vehicle Supply Equipment (charger) in the future.

44. An Urban Forestry Technician must be on-site to mitigate possible root damage to adjacent public trees during all open excavation. Prior to construction, contact Urban Forestry at 311 and ask to speak to an Urban Forestry Technician. Urban Forestry requires minimum two business days' notice prior to meeting onsite.

45. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense. The disturbed area shall be

maintained until planting is established and approved by the Parks Development Inspector. Contact the Development Inspector Annie Rodrigues at 403-804-9397 for an inspection.

Any surface or subterranean damage to public parks resulting from the installation of building construction tie-backs or other construction practices requires remediation at the developer's expense, to the satisfaction of the Director, Parks. All materials associated with the encroachments must be removed and any subterranean and surface disturbances to the parcel must be remediated. All site remediations must be approved by the Parks Development Inspector. Contact the Development Inspector Annie Rodrigues at 403-804-9397 for an inspection.

46. In order to ensure the integrity of existing public trees and roots, construction access is only permitted through the rear lane and outside the dripline of public tree(s), per the approved Tree Protection Plan.

47. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.

48. In order to ensure the integrity of existing public trees and roots, no grade changes are permitted in the boulevard within the drip lines of the trees.

49. In order to ensure the integrity of existing public trees and roots, there shall be a minimum 3 metre separation, ideally the full length of the canopy, between the trunk and any new/proposed structures, (i.e. driveways and walkways).

50. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit www.calgary.ca, call 311, or email tree.protection@calgary.ca for more information.

**Utility Engineering**

51. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping include stabilization of

stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

For all soil disturbing projects, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions. The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

52. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment and Protected Areas and The City of Calgary (311).
b. on City of Calgary lands or utility corridors, The City of Calgary, Climate and Environment (Contaminated Sites Section) must be immediately notified (311).

53. The development shall be built and operated in functional compliance with the Stormwater Management measures outlined for the parcel.

54. Stormwater runoff must be contained and managed in accordance with the Stormwater Management & Design Manual all to the satisfaction of the Coordinator, Utility Specialists.

55. The grades indicated on the approved Development Site Servicing Plan must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.

56. After approval of the Development Permit but prior to issuance of a Development Completion Permit or any occupancy of the building, payment shall be made for off-site levies pursuant to Bylaw 1H2024.

57. Pursuant to Bylaw 1H2024, off-site levies are applicable.

**Mobility Engineering**

58. No direct vehicular access is permitted to or from Brighton Drive NW.

59. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Development Engineering. All work performed on public property shall be done in accordance with City standards.

60. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager, Development Engineering, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at roadsia@calgary.ca

# Advisory Comments

The following advisory comments are provided as a courtesy to the Applicant and registered property owner. The comments represent some, but not all of the requirements contained in the Land Use Bylaw that must be complied with as part of this approval.

**Planning**

61. The Advisory Comments will be finalized at the time of Development Authority decision.

62. The Applicant may appeal the decision of the Development Authority, including any of the conditions of the development permit. If you decide to file an appeal, please refer to the notification of decision letter for the appropriate appeal body and appeal process.

63. The approval of this development permit does not limit in any way the application of any federal, provincial, or municipal law, policy, code, regulation, bylaw, and/or guideline, nor does it constitute any permit or permission under any federal, provincial, or municipal law, policy, code, regulation, bylaw, and/or guideline.

64. In addition to this development permit, building permits may also be required. Building permit applications may be submitted upon approval of the associated development permit. Contact Building Regulations at 403-268-5311 for further information.

65. This development permit has not been reviewed for potential issues with the National Building Code - current Alberta Edition. You may require a Building Permit in addition to this development permit in which case compliance with the Code will be assessed through a Building Permit application. Should a Building Permit review require changes to the approved development permit, the changes must be to the satisfaction of the Development Authority and are potentially subject to a new development permit.

66. There are many types of caveats and other agreements that can be registered on the title of the property that can restrict the ability to develop. The City has not reviewed or considered all instruments registered on the title to this property. Property owners must evaluate whether this development is in compliance with any documents registered on title.

67. BenchmarkYYC is a free and voluntary program that assists Building Owners and Operators with:

    • collecting aggregated, whole-building energy use information;
    • creating an ENERGY STAR Portfolio Manager account;
    • sharing data to obtain a digital Energy Performance Scorecard;
    • monitoring available building retrofit funding and financing opportunities; and
    • accessing free and discounted training on building decarbonization.

Continuous benchmarking of your building energy and emissions performance promotes continuous optimization of building systems and can help decision-makers prioritize decarbonization projects while planning capital investments.

Your participation in BenchmarkYYC will also help the City of Calgary further its commitment to our Climate Strategy, while contributing to affordability through potential energy cost savings.

Contact energybenchmarking@calgary.ca to confirm if your proposed development is a suitable candidate for this program.

68. Net zero ready construction standards are encouraged to generate substantial energy and cost savings over the lifecycle of the development, and to align the development with the targets of the Calgary Climate Strategy.

69. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land. No person shall remove, move, cut, or prune a Public Tree or cause a Public Tree to be removed, moved, cut or pruned without prior written authorization from the Director, Parks. A copy of the bylaw can be found at www.calgary.ca. Parks does not permit the removal of public trees to facilitate development unless all options to retain and protect are exhausted.

70. If clearance pruning of public trees is required, Urban Forestry must be notified (minimum two business days notice) and an indemnified contractor must be used at the applicant's expense. Please contact Urban Forestry at 311 for more information.

71. An Urban Forestry Technician must be on-site to mitigate possible root damage to adjacent public trees during any open excavation within 4.0m of the public trees. Prior to construction, contact Urban Forestry at 311 and ask to speak to an Urban Forestry Technician. Urban Forestry requires minimum two business days' notice prior to meeting onsite.

72. As part of the Tree Protection Bylaw, a Tree Protection Plan will be required when a development, construction activity, or a disturbance occurring on the City Boulevard is within 6 metres of a boulevard tree. For more information about submitting your tree protection plan visit www.calgary.ca and search protecting trees during construction and development; alternatively, call 311 or email tree.protection@calgary.ca. Applicant is to apply for tree protection plan prior to demolition.

73. The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. Individual Public Trees can have values ranging in the thousands of dollars depending on size and species. For example, a 50-cm diameter American Elm can have a value of **$11,500**. For further information on tree value and compensation please call 311 or visit www.calgary.ca/parks. Applicants that are unfamiliar with tree protection or tree appraisal are advised to consult an arborist.

74. Services should be shown on the plans in accordance with the Grade Slip granted by the City. If the servicing trench will be located within the dripline of an

existing public tree, the applicant shall contact Urban Forestry or contact Development Site Servicing through 311 in attempt to avoid this conflict.

75. No stockpiling or dumping of construction materials is permitted on the adjacent boulevard.

**Utility Engineering**

76. The developer is responsible for ensuring that:

a. The environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation, exposure control or risk management is undertaken.

b. Appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable Remedial Action Plan, Exposure Control Plan and/or Risk Management Plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Protected Areas.

c. The development conforms to any reviewed and accepted Remedial Action Plan, Exposure Control Plan and/or Risk Management Plan.

d. All reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.

e. The development is in compliance with applicable environmental approvals, for example from Alberta Environment and Protected Areas, Alberta Energy Regulator and/or Natural Resources Conservation Board; as well, any related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.

If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.

Issuance of this permit does not absolve the developer from complying with and ensuring the property is developed in accordance to applicable environmental legislation.

77. A new water connection is required to service the development and is available from rear lane.

78. Show details of servicing and metering on Development Site Servicing Plan. Provide adequate water meter locations (100mm or larger, room adjacent to an exterior wall; 50mm or less, label water meter location) where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter.

79. Maintain a 3.0m separation between Enmax facilities (power poles, light standards, transformer pads, catch basins, etc.) with the proposed water service.

80. Review with Fire Prevention Bureau at 403-268-5378 for on-site hydrant coverage and Siamese connection location(s). A site servicing (hydrant location plan) stamped by the Fire Prevention Bureau is to be submitted at the Development Site Servicing Plan stage. Principal entrance(s) are to be labeled on the plan.

81. Redundant services are to be disconnected at the source and new service installed at the owners expense.

82. Each unit must be individually metered.

83. Ensure that the water service separation from the foundation wall or piles is:
a. 4.0m (100mm service or larger), or
b. 3.0m (50mm service or smaller), or
c. 2.0m when the foundation wall or piles extends vertically a minimum of 2.0m below the invert of the water pipe.

84. The applicant must apply for water and sewer connections as per City Standards.

85. A new sanitary connection is required to service the development and is available from rear lane.

86. Storm sewers are unavailable for connection.

87. It has been determined that a stormwater main extension is required to service the subject proposal. The work is to be constructed by the developer and will be 100% at the developer's expense, subject to the terms and conditions of the Indemnification Agreement, to the satisfaction of the Coordinator, Development Commitments. Potential reimbursement from the Stormwater Incentive Program may be available. This program provides the potential for the repayment of the costs associated with construction of these types of extensions. The Stormwater Main Extension Pilot project uses funds from the Housing Accelerator Fund to fund extensions to residential developments. For more information and to apply please contact Stormwater@calgary.ca.
Please refer to the Stormwater Incentive Program website for more information.

88. Best Management Practices (BMPs) are activities or practices that are designed to reduce runoff volume and prevent or reduce the release of pollutants to receiving waters. Operation and maintenance manual and sample maintenance log shall be provided to the owner in case there are any BMPs located within the property as per the current Stormwater Management & Design Manual Section 4.13. Appropriate Source Control Practice checklists must be completed and submitted to Development Approvals (http://www.calgary.ca/UEP/Water/Pages/Specifications/Submission-for-approval-/Development-Approvals-Submissions.aspx). For more information contact Development Planning at 403-268-6449.

89. The allowable stormwater run-off coefficient shall be 50 L/s/ha.

90. Surface ponding (trapped lows) should be designed to contain all the flow generated from the 100-year storm events.

91. Where possible, discharge of roof leaders should be directed onto grassed or pervious areas to help reduce the volume of runoff. Alternatively, the roof leaders may be directed to the on-site storm sewer system.

92. Each building shall be separately serviced from an on-site sanitary main except for ancillary buildings that are required and form an integral part of the development.

93. Storm Redevelopment Fees ($84 / m frontage) will be required at the service connection stage.

94. Ensure elevations of building slab and/or any building openings are 0.3m minimum above trap low spill elevations or the 100-year elevation, whichever is higher. The minimum grade within the lot adjacent to the trap low must be 0.3m higher than the 1:100-year elevation in the trap low or spill elevation, whichever is higher. This minimum grade must be achieved within a 6.0m distance from the common property line of the lot and the road right-of-way.

95. Weeping tile is required to tie to the storm sewer unless a qualified soils consultant has determined otherwise. The consultant shall use the criteria set out in Section 3.3.6.8 of the Stormwater Management & Design Manual. A letter with the appropriate elevations (in metric geodetic) and information will be required by Utility Specialists.

96. The gravel blanket below footing and basement slab will not be considered a substitute for weeping tile around the building footing.

97. As per The City of Calgary Drainage Bylaw 37M2005, the developer, and those under their control, are responsible for ensuring that a Drainage Permit is obtained from Utility Specialists prior to discharging impounded runoff (caused by rainfall and/or snowmelt) seepage or groundwater from construction site excavations or other areas to a storm sewer. The developer, and those under their control, is responsible for adhering to all conditions and requirements stipulated in the Drainage Permit at all times. For further information, contact the Corporate Call Centre at 311 or visit http://www.calgary.ca/UEP/Water/Pages/Watersheds-and-rivers/Erosion-and-sediment-control/Report-and-Drawings-Templates-and-Guides.aspx (Drainage Permit applications can be downloaded from this website).

98. Stormwater emergency escape routes must be to a public roadway.

99. A minimum depth of 300mm topsoil for all sodded areas and 600mm for shrub and tree beds is to be used.

100. For questions and concerns regarding waste storage facilities, refer to the Development Reviews: Design Standards for the Storage and Collection of Waste
Found at: http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx

OR

Contact the Waste & Recycling Services Specialist/Development Engineering Generalist at 403-268-8445 for further site specific details.

101. Waste storage enclosures and collection areas shall be maintained and clear of snow and ice.

102. The waste and recycling enclosure shall be kept in a good state of repair at all times and the doors shall be kept closed while the enclosures are not actively in use for delivery or removal of refuse.

103. Secondary suites may not be eligible to receive a separate set of waste and recycling containers from the City of Calgary. Suites are expected to share the waste storage with the associated primary dwelling unit.

**Mobility Engineering**

104. The development site is located within a residential parking zone as defined by the City of Calgary Traffic By-law and, as such, no long term non-residential parking is permitted on-street.

105. The applicant is advised that the site is located within ~50m of an existing pathway running along Charleswood Drive NW, providing connectivity to the surrounding extensive cycling and pathway network. The applicant is encouraged to incorporate enhanced bicycle parking facility in the proposed development to support and facilitate the residents in accessing the surrounding bicycle infrastructure and to provide a reasonable and viable alternative mode of transportation.

April 16, 2026

**City of Calgary**

CHRISTIAN LE PICHOURON

Christian.LePichouron@calgary.ca

Hi Christian,

**RE: Written Response (Detail Review - 1)**

**Development Permit Number: DP2026-01358– 3840 BRIGHTON DR NW**

I have revised plan to address completeness review in your email dated on April 15, 2026.

**BYLAW DISCREPANCIES**

539 Building Setback from Side Property Line
Plans indicate an East setback of 0.55m (-0.05m) to the upper floor of the Rowhouse and 0.44m (-0.16m) to the upper floor of the Semi-Detached.
The upper floor cantilever projections for the Rowhouse have been redesigned to comply with the required setback, and the cantilever projection on the Semi-Detached dwelling has been removed entirely.

340 Balconies
Plans do not indicate a privacy wall provided between the rooftop balconies of Units 1 and 2.
2m high privacy walls have been provided between Unit 1 & 2 and 3.

541 Building Height
Plans indicate a portion of the roof touches the chamfer shared with the parcel to the West.
To address this, the third-floor west wall of Unit 1 has been further setback by 6 inches, ensuring the roof no longer projects into the required chamfer area.

Plans indicate the area of the third storey of the semi-detached is 79.82% (+4.82%) of the area of a cross section of the floor below.
The floor plan has since been redesigned, and the third-storey area has been reduced to **74.35%** of the area of the cross-section of the floor below.

541 Building Height
Plans indicate the building exceeds 11.0m in height on 3 of 4 elevations.
Building heights have now been clearly indicated on all elevations to confirm that the proposed development does not exceed the maximum permitted building height requirement.

Plans indicate the building sits within the chamfer shared with the neighbouring parcel.
The third-floor west wall of Unit 1 has been further setback by 6 inches, ensuring the roof no longer projects into the required chamfer area.

Plans do not indicate the geodetics at the corners of the building. Unable to calculate.
The geodetic elevation have been provided on all elevation plans.

342 Retaining Walls
Plans indicate the retaining wall along the West property line exceeds 1.2m in height.
The plan has been redesigned to remove all exterior stairs providing access to the basement. As a result, the retaining walls are no longer required and have been eliminated from the proposal.

345 Accessory Residential Building
Plans indicate a distance of 0.59m (-0.41m) between the second storey cantilever of the semi-detached and the garage.
The garage size has been reduced, increasing the separation distance to comply with the required setback regulations.

**PRIOR TO DECISION REQUIREMENTS**

Planning:

1.
2.
3. Amend the plans to add layered landscaping, such as shrubs or tall ornamental grasses, along the western frontage of Brighton Dr. NW. For example, there is space between the entryways for units 1 and 2 that should not be connected with a path. This space should be used for plantings.
   The area front of rowhouse has been revised to remove the previously proposed connecting pathway and is now dedicated to landscaped planting areas to enhance the streetscape interface.

4. Several public submissions highlight concerns regarding shadowing impacts of the proposed development. Consider amending plans to include building massing diagrams that depict potential shadowing associated with the proposed development.

5. Consider replacing clear glazing with frosted glazing on upper storey windows, as well as providing privacy walls on upper storey balconies, where adjacent to neighbouring properties to address privacy concerns.
   the third-floor window on Building 1 has been revised to incorporate frosted glazing. In addition, tall trees have been added within the courtyard area to help screen views from Building 2 toward the neighbouring property to the west.
   A privacy screen has also been provided along the west side of the Unit 1 rooftop balcony to further reduce overlook toward the adjacent property.

6. Amend plans to clearly identify all materials and colours on building elevation drawings. Consider removing shadowing and enhancing linework to make elevation drawings clearer.
   The primary exterior finish material is stucco, with variations in colour consisting of dark grey and white finishes. In addition, shadowing has been removed from the elevation drawings to improve overall clarity and readability of the linework.

7. Amend plans to identify any proposed fencing. Include section and details for any proposed fencing.
   The privacy fence reference image and detail has been provided on the landscaping plan.

8. Several letters of opposition have been received from residents / neighbours as well as from the Community Association. Consider conducting community / neighbourhood outreach in collaboration with the Community Association to discuss and assist in addressing comments and concerns from residents and neighbours.
   The applicant lead community outreach has been conducted and had a meeting with community members and neighbours.

9. Consider opportunities to reduce retaining wall heights where they are more than 1.19 metres. Single retaining walls 1.2m in height or greater or terraced retaining walls 1.2m in height or greater with a horizontal separation between walls of less than 3.6m (3x height) require the approval of a Building Permit prior to construction and would require a bylaw relaxation.
   Note Land Use Bylaw section 570 - Retaining Walls
   1 A retaining wall must be less than 1.2 metres in height when measured from lowest grade at any point adjacent to the retaining wall to the highest grade retained by the retaining wall:
   a) in the case of a Multi-Residential Development - Minor; and
   b) for all other developments, within 3.0 metres of a property line.
   2 A minimum horizontal separation of 1.0 metres must be maintained between retaining walls on a parcel:
   a) in the case of Multi-Residential Development - Minor; and
   b) for all other developments, within 3.0 metres of a property line.
   The plan has been redesigned to remove all exterior stairs providing access to the basement. As a result, the retaining walls are no longer required and have been eliminated from the proposal.

10. Amend plans to clearly identify existing and proposed retaining walls. Include sections and details for any proposed retaining walls. Amend plans to indicate that all windows proposed at the second floor, facing neighbouring private outdoor areas will be obscured for privacy.
    The site plan has been updated to clearly identify all existing and proposed retaining walls.

The existing retaining wall along the rear property line is proposed to be removed, while the remaining existing retaining walls are to remain in place. A proposed retaining wall located at the northwest corner of the site has also been identified on the plans and is highlighted in dark blue.
With respect to privacy concerns, there are no second-floor windows on the west elevation of Building 1. The only window facing the neighbouring property is located on the third floor and has been revised to incorporate frosted glazing.
For Building 2, the second-floor windows facing the neighbouring property have been revised to include frosted glazing on the lower half of the windows. In addition, tall trees are proposed within the courtyard area to further screen views toward the adjacent property. Given the separation distance between Building 2 and the neighbouring parcel, the proposed measures are considered sufficient to address privacy concerns.

11. Private trees/shrubs T3, T4, T5, and T6 are noted to be removed on the Planting Schedule. The private trees appear to be located on the neighbouring parcel and the shrubs appear to be co-owned. The Development Authority (DA) cannot approve changes to the neighbouring land without authorization from the owner of the affected land at 3836 Brighton Dr NW.
    The applicant must either:
    a) Provide written authorization to add the adjacent land and remove these trees from the owner of the adjacent lands located at 226 31 Avenue NW; or
    b) Amend the plans so that the neighbouring private trees are not shown as "to be removed".
    Contact the adjacent neighbour and come to an agreement with them on these trees. Reach out to your FM when a resolution is clear.
    The previous notation indicating removal of private trees/shrubs T3, T4, T5, and T6 was a typographical error. Only shrub T3 is proposed to be removed as part of the development. The remaining trees and shrubs (T4, T5, and T6), which are located on the neighbouring parcel, are to be retained and are not proposed for removal.

12. Comments were received from the Community Association, and have been provided under separate cover. In your written response to the DR, please indicate how the proposed addresses the comments from the CA.
    1) **Lack of any applicant engagement or pre-application meeting**
       We have been conducting an applicant lead community outreach.
    2) **Community character / not contextually compatible**
    3) **Overall size of buildings**
       The building area and garage area have been slightly reduced
       Residential building area: 8972.49ft$^2$/833.57 m$^2$
       Garage Area : 1008.59ft2/93.7 m$^2$
    4) **The number of dwelling units / the number of bedrooms**
       All secondary suite bedroom number has been reduced to 1, overall bedroom number is 21 now.

5) **Building Heights / Massing / Shadowing**
6) **Balconies on Third Floor / Overlooking / Lack of Privacy**
   To address concerns related to overlooking and privacy, a 2.0m high privacy screen is proposed along the third-floor patio area.
   The privacy screen is intended to minimize direct views toward adjacent neighbouring properties and improve privacy conditions for surrounding residents.
7) **Parking Capacity / Spillover Parking**
   Total bedroom number has been reduced to 21 now.
8) **Alignment / Setback Areas**
   As the R-CG District allows for a minimum front setback of 3.0m, the proposed building alignment has been designed to create a larger courtyard space within the site.
   The increased courtyard area provides enhanced amenity space and additional landscaped green space for residents, contributing to improved site usability.
9) **Trees / tree canopy / Landscaping**
   The existing public tree T2 is proposed to remain and will be protected throughout construction.
   The previous indication showing removal of the tree was a typographical error in the earlier submission. The revised plans have been updated to confirm the retention and protection of the existing public tree.
   New trees are not allowed to plant in city boulevard.
   The existing retaining wall will be retained and a new landscaping retaining wall is proposed along the property line northwest corner, to prevent storm water runoff into neighbouring property.
10) **Air Conditioners**
    There's no air conditioner proposed.
11) **Lighting**
    As the walls facing neighbouring property has limited amount of windows, and new trees also proposed in the courtyard, there will be less light shining into neighbouring property.
    The bicycle storage also has been relocated away from the property line.
12) **Demolition of existing home / Secondary Suite**
    All hazardous materials follow proper safety procedures during demolition
13) **Garbage / recycle bin storage and capacity**
    The total number of carts has been increased from 10 to 12.
14) **Garages**
    The detached garage has two double garages and a single garages, each has a man door access from courtyard.
    The elevation drawing shown the number of bins is correct, two of them were hidden behind the enclosure fence.
15) **Infrastructure capacity / Sewer lines / Power Grid**

Infrastructure servicing requirements for the proposed development will be reviewed through the applicable approval process by the project civil engineer and the relevant utility agencies.
This includes review and coordination with City utility departments, as well as ENMAX and ATCO, to ensure adequate capacity and servicing can be provided for sewer, water, power, and related infrastructure demands associated with the development.

16) **Safety Concerns**
The owner intends to retain professional property management services for the development.
Ongoing property management will help ensure that the site is properly maintained and monitored, contributing to the overall safety, security, and upkeep of the property for residents and neighbouring properties.

17) **Resident comments regarding Discretionary Permits**
The applicant acknowledges and appreciates the feedback received from neighbouring residents regarding the discretionary development permit application.

13. Consider the livability of Basement Suite 3 and access to natural light. As currently proposed the living area does not have access to natural light. Consider adding windows in stairwells to contribute to the access of natural light in all basement suites.
The plans have been revised to improve the livability of the basement suites and access to natural light.
All basement suite living areas are now provided with windows to ensure access to natural light and improve overall habitability conditions within the suites.

14. Amend the plans to label Public Tree (T-32105935) to remain. Removal of this tree will not be authorized, and the development will need to be amended to accommodate the public tree.
The previous indication showing removal of the public tree was a typographical error. The development plans have been amended to accommodate the existing public tree, and no removal is proposed.

15. Amend the plans to remove proposed walkways within 2m of the trunk of the public tree. A meeting with Parks and Open Spaces planner may be required. Please contact Brad Bevill (brad.bevill@calgary.ca).
The updated design now provides a setback greater than 2.0m from the trunk of the public tree, in accordance with Parks and Open Spaces requirements.

16. Amend the plans to indicate the location of servicing lines to the site. Servicing lines should be located outside of the dripline of the public tree.
The site plan has been updated to clearly indicate the location of all servicing lines to the site.

All servicing connections are proposed from the rear lane, and the service lines have been located outside of the dripline of the public tree to avoid impacts to the existing tree and its root system.

17. Amend the plans to include a note that says: "Urban Forestry Technician to be onsite for all open excavation within 4m of public trees".
    The landscaping notes have been updated to include the requirement.

Utility Engineering:

18. Submit a fire flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Engineering, Utility Specialists. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required for the developing property using the Fire underwriters Survey Calculations (FUS).
    Letters can be submitted via email to:
    WA-ResourcesDevelopmentApprovals@calgary.ca.
    The City public water network can provide 10,000 LPM (2-hydrant flow) fire flow with 15 m residual pressure under normal operating conditions. The internal system needs to be designed accordingly in order to ensure adequate water supply and fire protection. If the Required Fire Flow (RFF) (based on FUS guideline) is more than 10,000 LPM (2-hydrant flow) please contact The City of Calgary for further discussion. If a fire sprinkler/standpipe system is to be installed, please provide the design flow/pressure requirement in the required Fire Flow Letter, so it can be evaluated if the existing public system can support the fire sprinkler/standpipe system design.
    The fire flow letter will be submitted.

Amend the plans to:

19. Utility Specialists - Water Servicing
    a. Indicate an adequate water meter area where the services (50mm and smaller) enter the building,
    b. Indicate an adequate water meter area where the services enter the building,
    Note: the meters are shown but the space appears to be very tight. 5 Suite meters require roughly 2.25m (7.4 ft) of internal wall length for the manifold and meters, and about 1.1-1.2m (3.6-4ft) of clear depth from the back wall so there is room to stand and work in front of the meters
    Utility Specialists - Sanitary and Stormwater Servicing
    a. Provide site grading details (complete with elevations) to confirm site stormwater does not drain into the neighboring parcels. Provide all top and bottom of wall elevation for all proposed and existing retaining walls.
    Note: plans are showing retaining walls along the apron to the garages, applicant to clarify the functionality of the retaining walls that are shown on the plans.

The water meter areas have been revised and updated on the plans to provide adequate clearance and working space for installation and maintenance.
Each building is now provided with its own dedicated water meter area, with sufficient wall length and clear working depth to accommodate the required manifold and meter assemblies.

**Sanitary and Stormwater Servicing**

Site grading details and retaining wall information have been updated on the plans to clarify drainage patterns and retaining wall conditions.
The existing retaining wall along the rear lane is proposed to be removed, while the existing retaining wall along the west property line is to remain.
To prevent stormwater runoff from draining onto adjacent properties, a new 150mm high curb has been proposed along the northwest portion of the property line to direct drainage appropriately within the site.

20. Amend the plans to:
    Waste & Recycling Services - General
    a. Provide metric dimensions and scale on all drawings for waste facilities.
    The metric dimensions have been provided for waste facilities.

Mobility Engineering:

21. Amend the plans to ensure the designated 4.5m X 4.5m corner cut area is free of obstructions and permanent structures (particularly at grade). Please realign the internal walkways connecting the public sidewalk to Unit 3 on the east side of the site and Suite 2 on the west side to avoid encroachment into the corner cut area.
    The corner cut land (future road right-of-way) is intended for pedestrian accumulation and gathering, as well as to accommodate signal poles, signal cabinets and both aboveground and underground utilities.
    Note: The corner cut land must comply with the City's specifications, maintaining a 2.0% grade on the city boulevard from the top of the curb/back of the monolithic sidewalk to ultimate corner cut property line.
    The required 4.5m x 4.5m corner cut area has been clearly identified on both the site plan and landscaping plan.
    The internal walkways connecting the public sidewalk to Unit 3 on the east side of the site and Suite 2 on the west side have been relocated outside of the designated corner cut area to ensure the area remains free of obstructions and permanent structures at grade.

22. Brighton Drive NW is classified as Residential Streets; in accordance with the City's Design Guideline for Subdivision Servicing, 1.5m wide sidewalks on residentials are to be provided.
    - Amend plans to show removal and replacement of any substandard sidewalks to meet the minimum requirement and ensure existing and proposed dimensions are shown on plans. Indicate the proposed sidewalk(s) on the plan with adequate

linework and hatching, so it can be distinguished between proposed and existing. Please note that for 1.5m monolithic sidewalks with standard curb the actual sidewalk width is 1.61m. Dimension the back of walk accordingly. Refer to 2021 Roads Construction Standard Specifications, Figure 37, File No 454.1013.009. Include a label for each street that says "Removal and replacement of the sidewalk will be constructed at the full expense of the developer."
- Extend sidewalk replacements across any adjacent lanes (driveway crossing access to lane).
- Provide a corner wheelchair ramp at the north corner of the subject site, along Brighton Drive NW, in accordance with Roads Construction 2021 Standard Specifications, Figure 42, File No. 454.1013.001,
Note: Where significant trees are to be retained, existing sidewalk width can remain within the drip line and transition to new width clear of the drip line.
Removal and replacement of the sidewalk has been indicated on the site plan and landscaping plan.

23. At the existing driveway curb cut on Brighton Drive NW, update the label to say "Existing curb cut to be closed and rehabilitated at the developer's expense."
The site plan has been updated to include the required note at the existing driveway curb cut on Brighton Drive NW.

24. Amend the site plans to revise Boulevard Sections #1 to #5 with the required sidewalk widening.
- Cross-sections shall continue to clearly illustrate existing and proposed conditions, including all relevant dimensions, elevations, and slopes at the following key points: lip of gutter, top of curb, back of sidewalk (and face of sidewalk for separate sidewalk), property line, and main floor elevation. Ensure that the boulevard is sloped-up at 2% from top of curb to property line.
- Boulevard grades ranging from 2.0% to 10.0% are acceptable in order to accommodate existing trees and the associated tree/root protection zones on portion of the adjacent boulevard, where grading limitations exist.
- The portion of the city boulevard where there are no existing constraints in meeting the required boulevard and property grades, the developer is expected to grade the City boulevards/road right-of-way to achieve the standard 2% slope.
- No retaining walls will be permitted within City right-of-way.
Boulevard sections have been updated as required.

25. Amend the plans to remove the retaining walls indicated along the property line on the back lane.
The existing retaining wall along the rear property line will be removed, the note has been updated on the both site plan and landscaping plan.

26. The lane cross sections shall also be extended to include surveyed elevations and grades on the opposing side of the lane. Full grading information is required to

confirm if the lane will drain adequately. Typically, survey information should be provided at 5.0m intervals and include existing property line elevations along the subject site, the centre of the lane, and the opposing side of the lane. If drainage issues exist that may result in flooding of the lane or adjacent lots, regrading of the lane may be required. Please ensure that the existing lane grades provide positive drainage toward the centre of the lane.
The site plan has been updated to include required gradings.

27. Amend the site plans to provide a cross sections for each of the garage parking stalls. Each cross-section should include the following: garage floor elevations both at the front and back, garage apron, adjacent property line elevation and centerline of lane elevation.
All garage floors must comply with the following requirement:
- The garage floor should maintain a minimum grade of 2.0%, toward the overhead garage door.
- The concrete garage aprons must be set at achieve a 3.5% to 5% crossfall toward the centerline of the lane,
- The maximum slope across garage apron is to be 10% as per Roads spec 454.1010.003.
The lane cross sections have been updated and provided for each stall, including the required surveyed elevations and grading information.

28. Amend the site plans to provide a minimum unobstructed width of 1.5m for all internal walkways, including those connecting to the public sidewalk, to accommodate two-way pedestrian traffic. Common pathways should be universally accessible and barrier-free, offering sufficient width for comfortable use by people with mobility aids, bicycles, strollers, and those carrying groceries.
- Consider consolidating the internal walkways connecting the public sidewalk to Units 1 and 2 and Suites 1 and 2, and realigning them to remain outside the drip line of the existing public tree (T2).

Note: Internal pedestrian walkways, also known as pedestrian paths, are designed to provide a safe and clearly designated route for pedestrians to move between buildings, parking areas, and other spaces within the site.
The site plan has been redesigned to improve the internal pedestrian circulation and accessibility throughout the site.
Internal walkways have been revised to provide a minimum unobstructed width of 1.5m wherever feasible, accommodating two-way pedestrian traffic and improving accessibility for users with mobility aids, bicycles, strollers, and groceries.
The walkway layout has also been adjusted to improve pedestrian circulation and to minimize encroachment within the drip line of the existing public tree (T2).

Hope that all the discrepancies have been addressed.

Thank you,

**Tubo Borjigin**

Nines Design & Visualization Ltd.

[redacted]

**Richview** *Engineering Inc.*
Unit 130, 201 38Ave NE
Calgary AB T2E2M3 Tel: (

May 19, 2026 Our file#: 2667

City of Calgary

Attn To Who May Concern

Re: Fire Flow Letter for DP2026-01358 .

We provide the following summary of the Required Fire Flow (RFF) for the above referenced project. In accordance with the City of Calgary's instructions, the fire flow demand has been calculated based on the Fire Underwriters Survey (FUS) guideline for Water Supply for Public Fire Protection (2020).

DP Number : DP2026-01358

Project Address : 3840 BRIGHTON DR NW

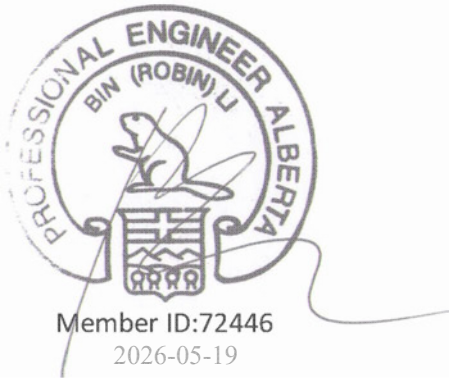
Type of Building : 2 three-story Residential buildings without Sprinkler System.

Available Fire Flow provided from City of Calgary : 10,000 LPM

Required Fire Flow calculated : 9,100LPM

**The required fire flow is less than the available fire flow provided by City.**

Should you have any concern or question, please feel free to contact myself @ 403-230-3218
Yours truly,




Robin Li
Richview Engineering Inc

# What We Heard / Applicant Response Summary

***Development Permit Application***

**3840 Brighton Drive NW**

**DP2026-01358**

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## 1. Project Context

This report summarizes applicant-led engagement undertaken in support of Development Permit Application DP2026-01358 for the proposed development at 3840 Brighton Drive NW in the community of Brentwood.

The proposal consists of a three-storey rowhouse and a three-storey semi-detached dwelling containing a total of five primary dwelling units and five secondary suites, together with a detached five-car garage, on a site designated Residential – Grade-Oriented Infill (R-CG) District and currently under discretionary review pursuant to Land Use Bylaw 1P2007.

As part of the ongoing Development Permit review process, applicant-led engagement was undertaken within a 60-metre radius of the site to share information about the proposal, provide opportunities for dialogue, and gather feedback for consideration as part of the review process.

This report summarizes the engagement activities undertaken, feedback themes identified through the process, and the applicant's response to the comments received.

## 2. Outreach Strategy & Activities

The outreach strategy focused on adjacent residents and nearby property owners in response to concerns identified through the Development Permit review process. Applicant-led engagement included door-to-door notification, written correspondence, online feedback collection, and a community meeting organized in response to residents' expressed preference for a larger group discussion.

*Table 1: Engagement Timeline*

| Date | Engagement Activity |
|---|---|
| April 21, 2026 | Door-to-door notification distributed to residents within a 60 m radius, including project information and online feedback form |
| April 21 – May 11, 2026 | Ongoing email correspondence and direct resident communication |
| May 1, 2026 | Confirmation email sent to residents who expressed interest in meeting with the developer. |
| May 4, 2026 | Options for morning and evening small group sessions shared with residents |
| May 5, 2026 | Residents expressed a strong preference to have a larger community meeting |
| May 7, 2026 | Email to Ward 4 Councillor and Team about the engagement and notification about the community meeting |



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| Date | Engagement Activity |
|---|---|
| May 8, 2026 | Community meeting invitation dropped off at all homes within 60 m notification radius |
| May 11, 2026 | Community meeting at the Brentwood Community Centre with option for virtual participation (approx. 24 participants) |

## 3. Participation Summary

The engagement process included written correspondence, online feedback collection, door-to-door outreach, and in-person discussion opportunities.
Engagement activities included:

- 6 completed online feedback forms submitted through the applicant project feedback portal;
- approximately 6–7 written email responses from residents, including detailed formal objection letters;
- a community meeting held at the Brentwood Community Centre on May 11, 2026, attended by approximately 24 participants, including 22 in-person participants and 2 virtual participants, as well as Ward 4 Councillor DJ Kelly and representatives from the Brentwood Community Association;
- door-to-door outreach and direct resident discussions undertaken during the April 21, 2026, notification process.

## 4. What We Heard / Applicant Response

The following section summarizes the key themes identified through the applicant-led engagement process, including written correspondence, online feedback submissions, direct resident discussions, and the May 11, 2026, community meeting.

The feedback received reflects a high level of community interest in the proposed development and has been organized into key planning, design, operational, and process-related topic areas.
Comments and concerns raised through the engagement process have been considered alongside the City's ongoing technical and policy review of the application.

The responses below summarize how the applicant has considered the feedback received and identify revisions or technical review items currently being addressed through the ongoing review of the application.

| Theme 1: Massing, Height and Neighbourhood Character | |
|---|---|
| **What We Heard** | **Applicant's Response** |
| Residents and representatives of the Brentwood Community Association expressed significant concern about the proposed three-storey building form, overall massing, and the perceived scale of the development relative to the predominantly single-storey homes along Brighton Drive and surrounding streets.<br><br>Concerns focused on contextual compatibility, transition to adjacent homes, shadowing, roofline treatment, and the relationship of the proposal to | Revised plans include a modest reduction in development area, together with refinements to upper-storey interface conditions, landscaping, and supporting shadow analysis intended to further assess compatibility with adjacent properties and the surrounding streetscape.<br><br>The proposed development remains subject to the City's ongoing discretionary review process, including evaluation against applicable Land Use |



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| the established streetscape character. Multiple residents indicated that the flat roof form and contemporary architectural expression were viewed as inconsistent with the existing built form and architectural character of the surrounding neighbourhood.<br><br>Residents and the Brentwood Community Association also referenced Municipal Development Plan policies on contextual integration and on avoiding strong contrasts in built form within established residential areas.<br><br>During the May 11, 2026, community meeting, residents requested consideration of reduced massing, revised roofline treatment, increased setbacks, and building materials more reflective of the surrounding neighbourhood context. Residents also noted that the available streetscape renderings did not clearly illustrate the relationship of the proposed development to adjacent homes and the broader streetscape context. | Bylaw requirements, planning policy, site compatibility, and technical review considerations. |
| **Theme 2: Density and Intensity** | |
| **What We Heard** | **Applicant's Response** |
| Residents and representatives of the Brentwood Community Association expressed significant concern regarding the overall intensity of the proposal, including the number of units, bedroom count, perceived occupancy, and compatibility with the surrounding low-density residential context.<br><br>Multiple residents described the development as apartment-like in intensity and raised concerns regarding increased activity, parking demand, servicing pressures, long-term property management, and overall site operations.<br><br>Concerns were also raised regarding livability within some units, including access to natural light, amenity space, and the functionality of certain basement suite layouts. | Revisions to the proposal include updates to the basement suite layouts intended to improve livability, functionality, and access to natural light within the development. As part of these revisions, each basement suite has been reduced from two bedrooms to one bedroom, resulting in a revised total of 25 bedrooms across the development.<br><br>Additional refinements have also been made to improve internal circulation and site functionality, including relocating suite access stairs within the building envelope and reducing the overall development area.<br><br>Parking demand, site circulation, servicing, and operational considerations will continue to be assessed through the City's ongoing technical review process. |
| **Theme 3: Privacy and Overlook** | |
| **What We Heard** | **Applicant's Response** |
| Residents and representatives of the Brentwood Community Association expressed significant concern regarding privacy and overlook impacts | Revisions to the proposal include frosted glazing on upper-storey windows facing neighbouring properties, privacy screening on rooftop patio |



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| associated with the proposed upper-storey balconies and windows, including direct sightlines into adjacent rear yards and interior living spaces.<br><br>Concerns focused on the elevated relationship between the proposed three-storey development and surrounding single-storey homes, including perceived loss of privacy, overlook, and noise transfer to neighbouring properties.<br><br>Residents also raised concerns regarding the extent of overlooking from upper-storey windows and balconies beyond immediately adjacent properties. | areas, and additional courtyard tree planting intended to improve screening and reduce overlook between properties.<br><br>Additional refinements to upper-storey interface conditions and landscape treatment have also been incorporated as part of the ongoing Development Permit review process. |
| **Theme 4: Site Design and Setbacks** | |
| **What We Heard** | **Applicant's Response** |
| Residents and representatives of the Brentwood Community Association raised concerns regarding the proposed site layout, building placement, setbacks, and relationship of the development to the existing streetscape.<br><br>Questions were raised regarding the treatment of the north frontage, perceived setback relationship to adjacent homes, corner visibility at the inside curve of Brighton Drive, and the interaction between building placement, landscaping, and on-street parking.<br><br>Residents also requested clarification regarding overall site coverage, retaining walls, and how the proposed development relates spatially to adjacent properties and the surrounding streetscape context. | Revisions to the proposal include updates to site layout, grading, and interface conditions as part of the ongoing Development Permit review process.<br><br>These revisions include relocating basement suite entry stairs within the building envelope, eliminating the previously proposed exterior entry stairs and associated retaining wall relaxation.<br><br>Additional retaining wall and landscape interface treatment has also been incorporated along the northwest corner of the site to assist with stormwater management.<br><br>The revised plans also reflect a modest reduction in overall development area, together with refinements to landscaping, pedestrian circulation, and corner interface conditions within the site.<br><br>Updated plans and supporting materials will continue to be reviewed by the City through the ongoing technical review process. |
| **Theme 5: Landscaping and Trees** | |
| **What We Heard** | **Applicant Response** |
| Residents, the Brentwood Community Association, and adjacent neighbours expressed significant concern regarding the removal of mature trees on and near the site, including the loss of established | Revised landscape plans have been prepared through the ongoing Development Permit review process, including retention and protection of the public tree along the frontage in accordance with the City's review requirements. |

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| canopy contributing to the character of Brighton Drive.<br><br>Particular concerns were raised regarding retention of the public tree along the frontage, treatment of trees near adjacent property lines, and whether replacement planting and proposed landscaping would provide a cohesive and functional landscape outcome.<br><br>More broadly, residents emphasized the importance of the urban forest canopy to neighbourhood character and streetscape quality. | Additional trees and landscape treatment have also been incorporated within the internal courtyard area to enhance screening, strengthen the landscape interface with neighbouring properties, and contribute to the overall site design.<br><br>Updated landscape plans and supporting materials will continue to be reviewed by the City as part of the ongoing technical review process. |
| **Theme 6: Infrastructure and Servicing** | |
| **What We Heard** | **Applicant Response** |
| Residents and representatives of the Brentwood Community Association raised concerns regarding the capacity of existing infrastructure and servicing systems to accommodate the proposed development, including sanitary servicing, stormwater management, electrical servicing, and waste collection.<br><br>Concerns were also raised regarding increased site intensity, impervious surface area, utility meter placement, lane functionality, and the potential impact of waste collection and bin storage on neighbouring properties and lane access.<br><br>At the community meeting, residents requested clarification regarding garbage management, long-term site operations, and how servicing and utility requirements would be accommodated on the site. | Infrastructure and servicing requirements remain subject to ongoing technical review by the City of Calgary, utility providers, and other applicable authorities having jurisdiction.<br><br>Revisions to the proposal include updates to the waste management strategy, including increasing the number of waste and recycling bins from 10 to 12, together with additional stormwater and site grading interface measures along the northwest corner of the site.<br><br>The revised submission also includes updates related to utility servicing, waste collection, pedestrian circulation, lane interface conditions, and internal site operations as part of the ongoing Development Permit review process.<br><br>Additional technical information and servicing details are being prepared, including stormwater management, fire flow confirmation, utility servicing coordination, lane grading, and waste collection arrangements.<br><br>Parking demand, site circulation, and servicing considerations will continue to be assessed through the City's ongoing technical review process. |
| **Theme 7: Safety and Emergency Access** | |
| **What We Heard** | **Applicant's Response** |
| Residents and representatives of the Brentwood Community Association raised concerns regarding | The revised submission includes refinements to pedestrian circulation, lane interface conditions, |

| | |
|---|---|
| emergency access, fire safety, lane operations, and overall site safety associated with the proposed development.<br><br>Concerns focused on emergency vehicle access within the lane, potential obstruction from parked vehicles and waste collection, fire protection requirements, pedestrian safety, and increased vehicle activity near the inside curve of Brighton Drive.<br><br>Residents also raised concerns regarding site visibility, internal circulation, and the safety of semi-private areas associated with basement suite access and building layout.<br><br>At the community meeting, residents requested clarification regarding sprinkler requirements, fire access, and how emergency and mobility considerations would be addressed through the review process. | waste collection arrangements, and internal site functionality intended to support safer overall site operations.<br><br>Additional technical information is being prepared, including fire flow confirmation and supporting servicing information related to emergency access and site operations.<br><br>Fire protection, occupant safety, egress, and emergency access will continue to be assessed through the applicable technical review and Building Permit processes. |

## 5. Conclusion

The applicant-led engagement process provided nearby residents and stakeholders with multiple opportunities to participate through written correspondence, online feedback, direct communication, and in-person discussion, including the community meeting held on May 11, 2026, at the Brentwood Community Centre.

The feedback received reflects a high level of community interest in the proposed development and identified recurring themes related to massing and neighbourhood compatibility, density and intensity, privacy, site design, landscaping, infrastructure servicing, parking and circulation, and safety.
This report summarizes the engagement activities undertaken, the feedback received, and the applicant's responses as part of the ongoing discretionary review process.

Revised plans and supporting materials have been prepared through the ongoing Development Permit review process and include updates related to privacy treatment, landscaping, basement suite layouts, waste management, stormwater interface conditions, pedestrian circulation, and overall site functionality.

While revisions and additional technical review work have been undertaken, some matters raised through the engagement process remain subject to ongoing technical review by the City of Calgary, while others reflect differing perspectives regarding redevelopment and neighbourhood change within established residential areas.

The City of Calgary remains the decision-making authority for the application. City Administration will consider the proposal in the context of applicable planning policy, technical review requirements, public feedback, and Land Use Bylaw 1P2007 through the discretionary review process.

## 6. Appendices

- Appendix A — Door-to-door notification letter distributed April 21, 2026
- Appendix B — Community meeting invitation distributed May 8, 2026
- Appendix C — Online feedback form and engagement materials

**Prepared by:** Latosia Campbell-Walters, RPP, MCIP, PMP

Principal Planner, Sparks Planning Group

Coordinating applicant-led engagement on behalf of the applicant



SDAB2026-0113

# Hello Neighbours!

**Re: Proposed Development at 3840 Brighton Drive NW (DP2026-01358)**

You are receiving this notice because your property is located within 60 metres of the proposed development at **3840 Brighton Drive NW**.

**A Development Permit** application has been submitted to the City of Calgary and is currently under review. This outreach is being undertaken on behalf of the applicant and is separate from the City's formal review process. Its purpose is to provide clear, accurate information about the proposal and to offer an opportunity for questions and feedback.

**Project Overview**

The proposal is for a grade-oriented multi-family development on a single residential parcel at 3840 Brighton Drive NW. The site is designated **R-CG (Residential – Grade-Oriented Infill)** under the City of Calgary's Land Use Bylaw, which allows for this type of residential development.

**Key Details**

- **Building form: Two buildings –** one 3-unit rowhouse and one semi-detached (2-unit) building
- **Height:** 3 storeys
- **Homes:** 5 townhouse units, each with a secondary suite (10 homes total)
- **Parking:** 5 enclosed garage stalls accessed from the rear lane
- **Access:** Vehicle access is from the rear lane rather than Brighton Drive NW
- **Landscaping:** New landscaping is proposed as part of the development

The proposal has been developed in accordance with the applicable Land Use Bylaw requirements.

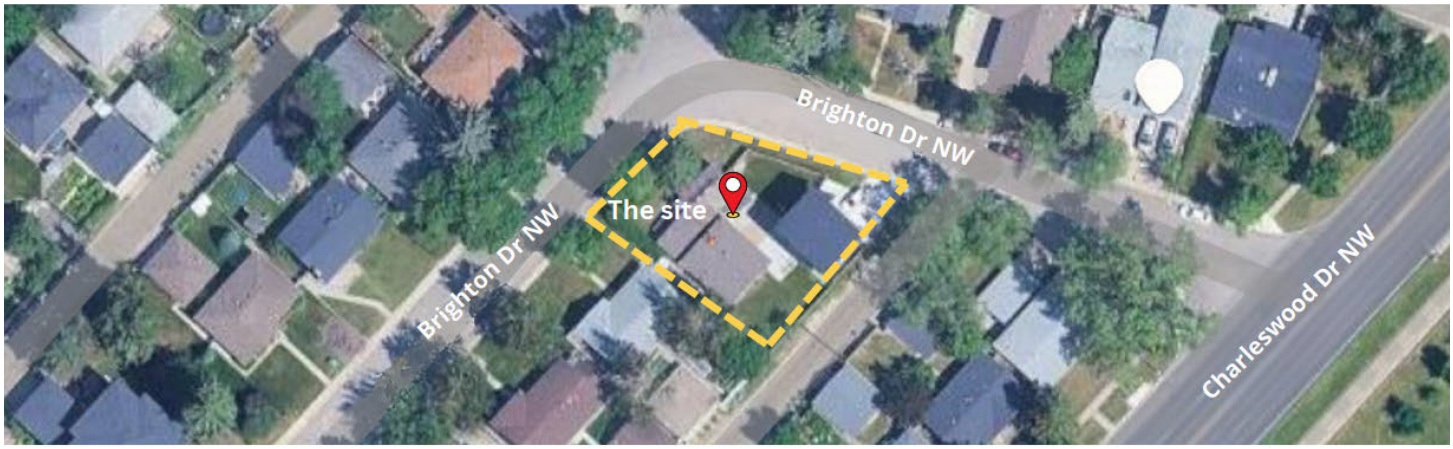
# Share Your Feedback

We invite you to share any questions or comments. All feedback received will be reviewed, documented, and shared with the project team. Where appriopriate, questions will be addressed directly.

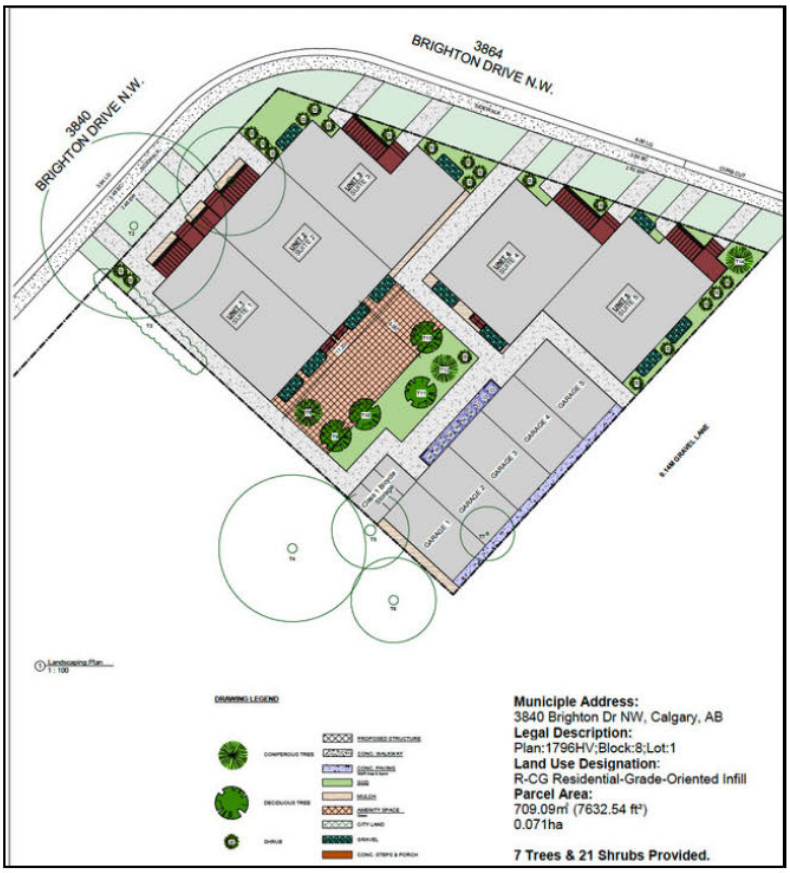
**Project contact**:
Latosia Campbell-Walters, RPP, MCIP, IAP2, PMP
Principal Planner/Lead Engagement
Sparks Planning Group
Coordinating community outreach on behalf of the applicant
Email: brighton.dp@sparksplanninggroup.com

**Scan to share your feedback**

SPARKS PLANNING GROUP




# Project at a Glance












This visual summary is provided for information purposes as part of applicant-led outreach. The **application is currently under review** by the City of Calgary through the Development Permit process. Visit the City of Calgary Development Map by searching for **DP2026-01358**

Scan the QR code to access the full project information package and share your feedback.

**Scan to share your feedback or access project information**

SPARKS PLANNING GROUP

SPARKS PLANNING GROUP
Land Use Planning | Community Engagement
brighton.dp@sparksplanninggroup.com

May 8, 2026

**Re: Community Meeting Invitation – 3840 Brighton Drive NW (DP2026-01358)**

Dear Neighbour,

Thank you for taking the time to share your feedback regarding the proposed development at 3840 Brighton Drive NW (DP2026-01358).

In response to community interest in further discussion, a community meeting has been scheduled to provide an opportunity for residents to share comments, ask questions, and discuss the proposal.

***Community Meeting Details***

**Date:** Monday, May 11, 2026
**Time:** 7:00 p.m.
**Location:** Brentwood Community Association

A virtual participation option will also be available. If you would like to join virtually, please email me your contact information and I will provide the meeting link and instructions in advance.

The purpose of the meeting is to hear community comments and concerns, respond to questions where possible, and document feedback to be shared with the applicant team, the City, and residents.

The project designer will also be present to help address technical and design-related questions about the proposal.

Thank you again for your time and participation. We look forward to a respectful and constructive discussion where everyone has an opportunity to be heard.

Kind regards,

Latosia Campbell-Walters, RPP, MCIP
Principal Planner | Sparks Planning Group
Coordinating Outreach on Behalf of the Applicant

| District Title: | Residential – Grade-Oriented Infill (R-CG) (R-CGex) District |
|---|---|

The information contained herein is intended for information purposes only. Please refer to the Calgary Land Use Bylaw 1P2007 for a complete list of rules and regulations. This form has no legal status and cannot be used as an official interpretation of the Land Use Bylaw 1P2007.

| | |
|---|---|
| **Date:** | April 10, 2026 |
| **Date Received:** | March 12, 2026 |
| **BLC BY:** | **Stephanie Fowler** |
| **Review Required:** | |
| COMPLETE | |

| **D.P. #** | **2026-01358** |
|---|---|

For Internal Distribution Only

| **Modifier(s):** | **F.A.R** | | **Height** | | **Density** | | **ALL MODIFIER(S) ARE COMPULSORY (Cannot be relaxed)** |
|---|---|---|---|---|---|---|---|

**Floodway/Floodfringe/Overland Flow**

DOES NOT APPLY

***If applicable Complete Flood Sheet****

**Hertiage Guidelines Area**

Not Located within Heritage Guideline Area

***If Applicable Disregard Contextual Rules****

| ***Public Realm Setbacks*** | | | | | |
|---|---|---|---|---|---|
| **Rd / St / Av** | | **Required** | | **Provided** | |
| **Rd / St / Av** | **N/A** | **Required** | | **Provided** | |
| **Rd / St / Av** | | **Required** | | **Provided** | |

| ***Main Floor Elevation(S):*** | | ***Roof Peak Elevation(s):*** | |
|---|---|---|---|
| **Unit 1** | | **Unit 1** | |
| **Unit 2** | | **Unit 2** | |

***LDR: For Additions or alterations to existing See Section 358 For Dwellings Deemed Conforming***

| **Notes:** |
|---|
| |

ISC: Protected

For Internal Distribution Only

SDAB2026-0113

| Part 4 A to Z Use and Use Rules | | | D.P. # 2026-01358 | | | |
|---|---|---|---|---|---|---|
| Section / Use | Type | Requirements | Evaluation | | | |
| 153.1 Backyard Suite | Compulsory | (iii) is located in a detached building located behind the front façade of the main residential building; | C | N/C | N/A | N/I |
| | | (vi) Must not be located on the same parcel or bare land unit as either a Rowhouse Building or a Townhouse use; | C | N/C | N/A | N/I |
| 170.2 Contextual Semi-detached Dwelling | Compulsory | (i) contains two Dwelling Units located side by side and separated by a common party wall extending from foundation to roof; | C | N/C | N/A | N/I |
| 171 Contextual Single Detached Dwelling | Compulsory | (i) meets all of the rules specified for the use in a district; | C | N/C | N/A | N/I |
| | | (ii) may contain a Secondary Suite in a district where a Secondary Suite is a listed use and conforms with the rules of the district; | C | N/C | N/A | N/I |
| 187 Duplex Dwelling | Compulsory | (a) means a building which contains two Dwelling Units, one located above the other, with each having a separate entrance; | C | N/C | N/A | N/I |
| 287 Rowhouse | Compulsory | (i) contains three or more Dwelling Units, located side by side and separated by common party walls extending from foundation to roof; | C | N/C | N/A | N/I |
| | | (ii) where one façade of each Dwelling Unit directly faces a public street; | C | N/C | N/A | N/I |
| | | (iii) where no intervening building is located between the street facing façade of each Dwelling Unit and the adjacent public street; | C | N/C | N/A | N/I |
| | | (iv) where each Dwelling Unit has a separate direct entry from grade to an adjacent public sidewalk or an adjacent public street; | C | N/C | N/A | N/I |
| | | (v) where no Dwelling Unit is located wholly or partially above another Dwelling Unit; and | C | N/C | N/A | N/I |
| | | (vi) may contain a Secondary Suite within a Dwelling Unit in a district where a Secondary Suite is a listed use and conforms with the rules of the district; | C | N/C | N/A | N/I |
| 295 Secondary Suite | Compulsory | (i) contains two or more rooms used or designed to be used as a residence by one or more persons; | C | N/C | N/A | N/I |
| | | (ii) contains a kitchen, living, sleeping and sanitary facilities; | C | N/C | N/A | N/I |
| | | (iii) is self-contained and located within a Dwelling Unit; | C | N/C | N/A | N/I |
| | | (iv) must not be located in a Dwelling Unit where another Dwelling Unit is located wholly or partially above or below the Dwelling Unit containing the Secondary Suite; and | C | N/C | N/A | N/I |
| | | (v) is considered part of and secondary to a Dwelling Unit; | C | N/C | N/A | N/I |
| 297 Semi-Detached Dwelling | Compulsory | (a) means a use where a building contains two Dwelling Units located side by side and separated by a common party wall extending from foundation to roof; | C | N/C | N/A | N/I |
| 319 Townhouse | Compulsory | (i) comprising three or more Dwelling Units; | C | N/C | N/A | N/I |
| | | (ii) where each Dwelling Unit has a separate direct entry from grade; | C | N/C | N/A | N/I |
| | | (iii) where no Dwelling Unit is located wholly or partially above another Dwelling Unit; and | C | N/C | N/A | N/I |
| | | (iv) that does not include a Rowhouse Building; | C | N/C | N/A | N/I |

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## Residential - Grade-Oriented Infill (R-CG) District

D.P. # 2026-01358

| Rule | Requirements | Notes | Evaluation: Provided/Variance | | | |
|---|---|---|---|---|---|---|
| **Secondary Suites** | If applicable please refer to Secondary Suites Form | | See Attached | N/A | N/I | |
| **537 Building Setback from Front Property line** | The minimum building setback from a front property line is 3.0m | North to rowhouse | 3.00 | 0.00 | | |
| **334 Projections into Setback Areas** | (3) Portions of a building below the surface of the ground may extend without any limits into a setback area, with the exception of the required front setback area. | | C | N/C | N/A | N/I |
| **336 Projections Into Front Setback Area** | (1) Unless otherwise referenced in subsection (6), bay windows and eaves may project a max. of 0.6 m into the front setback area. | eave | 0.61 | 0.01 | | |
| | (2) Landings, ramps other than wheelchair ramps and stairs may project into a front setback area provided: (a) they provide access to the main floor or lower level of the building; and | | C | N/C | N/A | N/I |
| | (2) Landings, ramps other than wheelchair ramps and stairs may project into a front setback area provided: (b) the area of a landing does not exceed 2.5m² | | N/A | | | |
| | (5) In a Developed Area, a porch may project a maximum of 1.8m into a front setback area where: | | N/A | | | |
| | (a) it forms an entry to the main floor of a Dwelling Unit of a main residential building; | | C | N/C | N/A | N/I |
| | (b) the setback of the porch from the front property line is not less than the minimum setback in the district; | | C | N/C | N/A | N/I |
| | (c) the maximum height of the porch platform is 1.2m measured from grade, excluding stairs and a landing area not exceeding 2.5m²; and | | Area (m²) | | | |
| | | | Height (m) | | | |
| | | | N/A | | | |
| | (d) the portion of the porch that projects into a front setback area is unenclosed, other than by a railing, balustrade or privacy walls located on porches between attached units. | | C | N/C | N/A | N/I |
| | (6) Eaves may project an additional 0.6m from a porch into the front setback area, as described in subsection (5). | | N/A | | | |
| **335 Length of Portions of a Building in Setback Areas (Front)** | (1) On each storey, the total combined length of all projections into any setback area must not exceed 40% of the length of the façade *(Does not apply to decks , eaves, porches, ramps, and stairs)* | PROVIDE LENGTH AND % VALUES | % | Length | % | Length |
| | 1st st ____ X 40% = ____ | | N/A | | | |
| | 2nd st ____ X 40% = ____ | | | | | |
| | (2) The max. length of an individual projection into any setback area is 3.1m | | N/A | | | |
| **538 Block Face Requirements** | (1) A minimum building setback of 1.2m is required from a side property line at least every 60.0m along the entire length of a block face. **Block Face (Property Line) Length (m):** | | N/A | | | |
| | (2) Where subsection (1) applies, the side setback area must be clear of all air conditioning units, window wells and portions of a building measured from grade to a height of 2.4m | | C | N/C | N/A | N/I |
| | (1) Subject to subsections (3) through (9), the minimum building setback from any side property line is 1.2m | South - rowhouse | 1.20 | 0.00 | | |
| | (2) Subject to subsections (3) through (7), for a laneless parcel, the minimum building setback from any side property line is: (a) 1.2m; or | | N/A | | | |
| | (2) Subject to subsections (3) through (7), for a laneless parcel, the minimum building setback from any side property line is: (b) 3.0m on one side of the parcel when no provision is made for a private garage on the front or side of a building. | | N/A | | | |
| | (3) There is no requirement for a building setback from a property line upon which a party wall is located. | | Applies | | N/A | N/I |
| | (4) The minimum building setback from a side property line may be reduced to a zero setback where: (a) the owner of the parcel proposed for development and the owner of the adjacent parcel register, against both titles, a 1.2m private maintenance easement. | | Applies | | N/A | N/I |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Page 5<br>**539 Building Setback from Side Property Line** | (5) The minimum building setback from a side property line may be reduced to a zero setback where the main residential building on the adjoining parcel has a zero setback. | | | **Applies** | | **N/A** | **N/I** |
| | (6) For a corner parcel, the minimum building setback from a side property line shared with a street is 0.6m | | East - Rowhouse upper<br>East - Semi upper | **0.55**<br>**0.44** | | **-0.05**<br>**-0.16** | |
| | (7) The building setback from a side property line of 3.0m required in subsection 2(b) may be reduced to zero metres where the owner of the parcel proposed for development and the owner of the adjacent parcel registers, against both titles, a private access easement: | (a) where the width of the easement, in combination with the reduced building setback, must be at least 3.0 metres; | | **N/A** | | | |
| | | (b) that provides unrestricted vehicle access to the rear of the parcel. | | **Applies** | | **N/A** | **N/I** |
| | (8) Unless otherwise referenced in subsection (9), on a laned parcel the minimum building setback from a side property line for a private garage attached to a main residential building is 0.6m | | | **N/A** | | | |
| | (9) On a laned parcel, the minimum building setback for a private garage attached to a main residential building that does not share a side or rear property line with a street may be reduced to zero metres where the wall of the portion of the building that contains the private garage is constructed of maintenance-free materials and there is no overhang of eaves onto an adjacent parcel. | | | **Applies** | | **N/A** | **N/I** |
| **337 Projections Into Side Setback Area** | (1.1) Portions of a building greater than or equal to 2.4m above grade may project a max of 0.6m into any side setback area. | | West | **N/A** | | | |
| | (1.2) Portions of a building less than 2.4m above grade may project a maximum of 0.6m, | | West | **N/A** | | | |
| | (1.2) (b) for all other uses: | (i) when located on a corner parcel; | | **C** | **N/C** | **N/A** | **N/I** |
| | | (ii) where at least one side setback area is clear of all portions of the building measured from grade to a height of 2.4m; or | | **C** | **N/C** | **N/A** | **N/I** |
| | | (iii) where the side setback area contains a private maintenance easement required by this Bylaw and no portion of the building projects into the required private maintenance easement. | | **C** | **N/C** | **N/A** | **N/I** |
| | (1.3) Window wells may project a maximum of 0.8m into any side setback area. | | | **N/A** | | | |
| | (2) Window wells and portions of a building, other than eaves, must not project into a 3.0m setback required on a laneless parcel. | | | **C** | **N/C** | **N/A** | **N/I** |
| | (3) Eaves may project a max. of 0.6m into any side setback area. | | | **N/A** | | | |
| | (5) Landings, ramps other than wheelchair ramps and stairs may project in a side setback area provided: | (a) they provide access to the main floor or lower level of the building; | | **C** | **N/C** | **N/A** | **N/I** |
| | | (b) the area of a landing does not exceed $2.5m^2$ | | **N/A** | | | |
| | | (c) the area of any portion of a landing that projects into the side setback area does not exceed $1.8m^2$ | | **N/A** | | | |
| | | (d) they are not located in a 3.0m side setback area required on a laneless parcel; and | | **C** | **N/C** | **N/A** | **N/I** |
| | | (e) they are not located in a side setback area required to be clear of projections, unless pedestrian access from the front to the rear | | **C** | **N/C** | **N/A** | **N/I** |
| | (10) Central air conditioning equipment may project a maximum of 1.0m into a side setback area: | | | **N/A** | | | |
| | (8) Any portion of a building that projects into a side setback area, other than eaves, landings, window wells, ramps and stairs, must not be located closer than 0.9m from the nearest front façade. | | | **N/A** | | | |
| | (9) Balconies and decks must not project into any side setback area; | | | **C** | **N/C** | **N/A** | **N/I** |
| **335 Length of Portions of a Building in Setback Areas (Side)** | (1) On each storey, the total combined length of all projections into any setback area must not exceed 40% of the length of the façade<br>*(Does not apply to decks , eaves, porches, ramps, and stairs)* | | PROVIDE LENGTH AND % VALUES | **%** | **Length** | **%** | **Length** |
| | 1st st | X 40% = | | **N/A** | | | |
| | 2nd st | X 40% = | | | | | |
| | __st | X 40% = | | | | | |
| | __st | X 40% = | | | | | |
| | (2) The max. length of an individual projection into any setback area is 3.1m<br>*(Includes Window Wells)* | | | **N/A** | | | |

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **540 Building Setback from Rear Property Line** | (1) Unless otherwise referenced in subsection (2) the minimum building setback from a rear property line is 7.5m | | | | N/A | | |
| | (2) On a laned or corner parcel, the minimum building setback from a rear property line is 1.2m | | | South - Semi | 1.20 | 0.00 | |
| **338 Projections Into Rear Setback Area** | (2) Awnings, balconies, bay windows, canopies, chimneys, decks, eaves, fireplaces, fire escapes, landings, porches, and ramps other than wheelchair ramps may project a max of 1.5m into any rear setback area. | | | | N/A | | |
| | (3) A private garage attached to a building may project without limits into a rear setback area provided it: | (a) does not exceed 4.6m in height, measured from the finished floor of the private garage; | | | N/A | | |
| | | (b) does not exceed 75.0m² in gross floor area for each Dwelling Unit located on the parcel. | | Unit 1<br>Unit 2<br>Unit 3<br>Unit 4 | | | |
| | | (c) has no part that is located closer than 0.60m to the rear property line; and | | | | | |
| | | (d) has no eave closer than 0.6m to a side property line. | | | | | |
| | (4) When an attached private garage has a balcony or deck, the balcony or deck must not be located within 6.0m of a rear property line or 1.2m of a side property line. | | | Rear<br>Side<br>Side | | | |
| **335 Length of Portions of a Building in Setback Areas (Rear)** | (1) On each storey, the total combined length of all projections into any setback area must not exceed 40% of the length of the façade *(Does not apply to decks , eaves, porches, ramps, and stairs)* | | | PROVIDE LENGTH AND % VALUES | % | Length | % Length |
| | 1st st | | X 40% = | | N/A | | |
| | 2nd st | | X 40% = | | | | |
| | (2) The max. length of an individual projection into any setback area is 3.1m | | | | N/A | | |
| **339 Decks** | (2) The height of a deck in the Developed Area must not exceed: | (a) 1.5m above grade at any point, except where the deck is located on the same façade as the at-grade entrance to a walkout basement; and | | | N/A | | |
| | | (b) 0.3m above the main floor level of the closest main residential building on the parcel. | | | N/A | | |
| | (2.1) Unless otherwise referenced in subsection (3), a privacy wall located on a deck: | (a) must not exceed 2.0m in height when measured from the surface of the deck; and | | | N/A | | |
| | | (b) must not be located between the foremost front façade of the main residential building and the front property line. | | | C | N/C | N/A N/I |
| | (3) A deck attached to a Semi-detached Dwelling, Rowhouse or Townhouse within 1.2m of a party wall must have a solid privacy wall that: | | (a) is a min. of 2.0m in height; | | N/A | | |
| | | | (b) is a max. of 3.0m in height; and | | N/A | | |
| | | | (c) extends the full depth of the deck. | | C | N/C | N/A N/I |
| **340 Balconies** | (1) Unless otherwise referenced in this Part, an open balcony must not project more than 1.85 metres from the building façade to which it is attached. | | | | N/A | | |
| | (2) Unless otherwise referenced in this Part, the floor area of a recessed balcony must not exceed 10.0m² | | | | N/A | | |
| | (2.1) Unless otherwise referenced in this Part, a privacy wall located on a balcony: | (a) must not exceed 3.0m in height when measured from the surface of the balcony; and | | | N/A | | |
| | | (b) must not be located between the foremost front façade of the main residential building and front property line. | | | C | N/C | N/A N/I |
| | (3) A balcony attached to a Contextual Semi-detached Dwelling, Semi-detached Dwelling, Rowhouse Building or Townhouse within 1.2m of a party wall must have a privacy wall that: | | (a) is a min. of 2.0m in height; | | N/I | | #VALUE! |
| | | | (b) is a max. of 3.0m in height; and | | N/I | | #VALUE! |
| | | | (c) extends the full depth of the balcony. | | C | N/C | N/A N/I |
| | (1) Where a balcony is located on the roof of the first or second storey of a main residential building and does not overhang any façade of the storey below, the balcony may have a maximum floor area that equals 50.0 per cent of the horizontal cross section of the storey below. | | | | Percentage (%) | | |
| | | | | Rowhouse Unit 1 | 44.80% | -5.20% | |
| | | | | | Area (m²) | | |
| | 65.27 Area of Storey Below Balcony (m²) | | | | 29.24 | -3.40 | |
| | (1) Where a balcony is located on the roof of the first or second storey of a main | | | | Percentage (%) | | |

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| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **544 Balconies** | residential building and does not overhang any façade of the storey below, the balcony may have a maximum floor area that equals 50.0 per cent of the horizontal cross section of the storey below. | | | Rowhouse Unit 2 | 28.81% | | -21.19% | | |
| | 65.02 Area of Storey Below Balcony (m²) | | | | Area (m²) | | | | |
| | | | | | 18.73 | | -13.78 | | |
| | (2) A balcony attached to a Contextual Single Detached Dwelling, Contextual Semi-detached Dwelling, or Rowhouse Building that is a permitted use: *Does not apply to Discretionary Uses.* | (a) may be located on a side façade of a building: | (i) where it forms part of the front façade and is not recessed back more than 4.5m from the front façade; or | | N/A | | | | |
| | | | (ii) where it is on the street side of a corner parcel; | | C | N/C | N/A | N/I | |
| | | (b) may be located on a rear façade of a building where: | (i) it does not form part of the side façade unless the side façade is on the street side of a corner parcel; | | C | N/C | N/A | N/I | |
| | | | (ii) a privacy wall is provided where the balcony is facing a side property line shared with a contextually adjacent building; and | | C | N/C | N/A | N/I | |
| | | | (iii) the privacy wall is a minimum of 2.0m in height and a maximum of 3.0m in height; and | Minimum | | | | | |
| | | | | Maximum | N/A | | | | |
| | | (c) must not have a balcony on the rear façade with a height greater than 6.0m, when measured vertically at any point from grade to the platform of the balcony. | | | N/A | | | | |
| **543 Amenity Space** | (1) For developments of three units or more, each unit and suite must have amenity space that is located outdoors and is labelled on the required landscape plan. | | | | F/M Discretion | | N/A | N/I | |
| | (2) Amenity space may be provided as common amenity space, private amenity space or a combination of both. | | | | Applies | | N/A | N/I | |
| **533 At Grade Orientation of Units** | (1) All units must provide individual, separate, direct access to grade. | | | | C | N/C | N/A | N/I | |
| | (2) Units with an exterior wall facing a street must provide: | (a) an entrance that is visible from the street; and | | | C | N/C | N/A | N/I | |
| | | (b) sidewalks that provide direct exterior access to the unit. | | | C | N/C | N/A | N/I | |
| **541 Building Height** | (1) Unless otherwise referenced in subsections (2), (3) and (4), the maximum building height is 11.0m measured from grade. | | | Rowhouse North | 10.28 | | -0.72 | | |
| | | | | South | 10.21 | | -0.79 | | |
| | | | | East | 10.15 | | -0.85 | | |
| | | | | West | 10.31 | | -0.69 | | |
| | (1) Unless otherwise referenced in subsections (2), (3) and (4), the maximum building height is 11.0m measured from grade. | | | Semi North | 10.33 | | -0.67 | | |
| | | | | South | 11.00 | | 0.00 | | |
| | | | | East | 10.66 | | -0.34 | | |
| | | | | WEst | 10.66 | | -0.34 | | |
| | (2) Where a building setback is required from a property line shared with another parcel designated with a low density residential district, the M-CG District or H-GO District, the max building height: | (a) is the greater of: | (i) the highest geodetic elevation of a main residential building on the adjoining parcel; or | Rowhouse west | C | N/C | N/A | N/I | |
| | | | (ii) 7.0m from grade; measured at the shared property line; and | | | | | | |
| | | (b) increases at a 45 degree angle to a max of 11.0m measured from grade. | | | | | | | |
| | (3) On a corner parcel, the max area of a horizontal cross section through a building at 9.5m above average grade must not be greater than 75.0% of the max area of a horizontal cross section through the building between average grade and 8.6m | | | | | | | | |
| | 102.93 Prim Bldg Crnr 1 | 103.20 Prim Bldg Crnr 2 | 112.61 Geo 9.5m Abve Avrge Grade | | | | | | |
| | 103.11 Prim Bldg Crnr 3 | 103.21 Prim Bldg Crnr 4 | 111.71 Geo 8.6m Abve Avrge Grade | | | | | | |
| | 196.54 Max. Area | X 75% = | 147.41 Max. Area allowed at 9.5m | | Percentage | | | | |
| | | | | Rowhouse | 67.36% | | -7.64% | | |
| | | | | | Area (m²) | | | | |
| | | | | | 132.39 | | -15.02 | | |
| | (3) On a corner parcel, the max area of a horizontal cross section through a building at 9.5m above average grade must not be greater than 75.0% of the max area of a horizontal cross section through the building between average grade and 8.6m | | | | | | | | |
| | 103.19 Prim Bldg Crnr 1 | 102.71 Prim Bldg Crnr 2 | 112.43 Geo 9.5m Abve Avrge Grade | | | | | | |
| | 103.17 Prim Bldg Crnr 3 | 102.65 Prim Bldg Crnr 4 | 111.53 Geo 8.6m Abve Avrge Grade | | | | | | |
| | 132.38 | X 75% = | 99.29 | | Percentage | | | | |
| | | | | Semi | 79.82% | | 4.82% | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Max. Area | Max. Area allowed at 9.5m | | Area ($m^2$) | | | |
| | | | | 105.67 | -41.74 | | |
| | (4) Where not located on a corner parcel, the maximum building height is 8.6m for any portion of a main residential building located between the rear property line and 60.0% parcel depth or the contextual building depth average, whichever is greater. | | | | | | |
| | Height Required Beyond ____ m and Rear Property Line | | | N/A | | | |
| | C.A.B. #1 ____ C.A.B. #2 ____ Parcel Depth ____ | | | | | | |
| **349 Roof Equipment Projection** | (2) Mechanical equipment may project a maximum of 0.3m from the surface of a roof on a building. | | | N/A | | | |
| **532 Façade Width** | The minimum width of a street facing façade of a unit is 4.2m | | | complies | | | |
| **535 Building Depth and Separation** | (1) Unless otherwise referenced in subsections (2) and (3) the maximum building depth is 65.0% of the parcel depth for a building containing a unit. | | | Percentage (%) | | | |
| | 65% x ____ Parcel Depth = 0.00 Max Bldg Depth | | | Building Depth (m) | | | |
| | | | | N/A | | | |
| | (2) On a laned parcel, there is no maximum building depth for a main residential building wholly contained to the rear of 40.0% parcel depth where: *Note: The Main Residential Building exempt from Building Depth must be **WHOLLY** contained within rear 60.0%; otherwise see subsection (1).* | (a) there is more than one main residential building on the parcel; | | N/A | | | |
| | | (b) 50.0% or more of the units on the parcel are contained in main residential buildings located within the first 60.0% of the parcel depth; and | | Number of Units within First 60.0% of Parcel Depth | | | |
| | | ____ Parcel Depth (m)<br>____ 40% / 60.0% Parcel Depth (m)<br>____ Total Number of Units<br>____ Required Number of Units in Front 60.0% | | N/A | | | |
| | | (c) where the minimum separation distance of the main residential buildings on the front portion of the parcel and the main residential buildings contained on the rear portion of the parcel is 6.5m | | N/A | | | |
| | (3) For a main residential building that is located on a corner parcel there is no maximum building depth where the minimum building setback from the side property line shared with another parcel is 3.0m for any portion of the building located between the rear property line and: | (a) 50.0 per cent parcel depth; or<br>30.51 Parcel Depth | | Side Setback Dimension (m) | | | |
| | | (b) the building depth of the main residential building on the adjoining parcel;<br>17.00 C.A.B. Building Depth<br>whichever is closer to the rear property line. | | 13.76 | 10.76 | | |
| | | 3.0m Building Side Setback Required beyond<br>17.00 m and the rear property line | | Subsection (b) Applies | | | |
| **529 Density** | The maximum density for parcels designated R-CG District is 75 units per hectare. | | Units | 5.00 | 0.00 | | |
| | 75 U.P.H | 709.09 ($m^2$)<br>0.0709090 (ha) = 5.00 Units | U.P.H | 70.51 | -4.49 | | |
| **339.1 Porches** *(must meet all requirements to be exempt)* | In a Developed Area, a porch is exempt from parcel coverage where: | (a) the porch is located between the façade of the main residential building and: (i) the front property line; or | | C | N/C | N/A | N/I |
| | | (a) the porch is located between the façade of the main residential building and: (ii) the side property line on the street side of a corner parcel; | | C | N/C | N/A | N/I |
| | | (b) the porch is unenclosed on a minimum of two sides, other than by a railing, balustrade, or privacy walls located on porches between attached units when the porch is at or exceeds the contextual front setback; and | | C | N/C | N/A | N/I |
| | | (c) there is no enclosed floor area or balcony located directly above the roof of the porch. | | C | N/C | N/A | N/I |
| | (2) Unless otherwise referenced in subsection (3), the maximum | (a) 45.0% of the area of the parcels subject to a single development permit for a development with a density of less than 40 units per hectare; | | Applies | | Does Not Apply | |
| | | (b) 50.0% of the area of the parcels subject to a | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| **534 Parcel Coverage** | cumulative building coverage over all the parcels subject to a single development permit containing a Contextual Semi-Detached Dwelling, Contextual Single Detached Dwelling, Cottage Housing Cluster, Rowhouse Building, Semi-Detached Dwelling, Single Detached Dwelling or Townhouse is: | (b) 50.0% of the area of the parcels subject to a single development permit for a development with a density 40 units per hectare or greater and less than 50 units per hectare; | | **Applies** | **Does Not Apply** |
| | | (c) 55.0% of the area of the parcels subject to a single development permit for a development with a density of 50 units per hectare or greater and less than 60 units per hectare; or | | **Applies** | **Does Not Apply** |
| | | (d) 60.0% of the area of the parcels subject to a single development permit for a development with a density of 60 units per hectare or greater. | | **Applies** | **Does Not Apply** |
| | (3) The maximum parcel coverage referenced in subsections (1) and (2), must be reduced by: | (a) 21.0m² where one motor vehicle parking stall is required on a parcel that is not located in a private garage; and | | **Applies** | **Does Not Apply** |
| | | (b) 19.0m² for each required motor vehicle parking stall that is not located in a private garage where more than one motor vehicle parking stall is required on a parcel. | | **Applies** | **Does Not Apply** |
| | (4) For all other uses, the maximum parcel coverage is 45.0% | | | **Applies** | **Does Not Apply** |
| | Determine correct percentage of parcel coverage and input values below<br>5 Number of Units<br>60.0% \| 709.09 Parcel Area (m²) \| minus \| Required Stalls \| = \| 425.45 Max. Coverage | | | **%**<br>**56.79%** | **%**<br>**-3.21%** |
| | Parcel Coverage Totals | | | **m²** | **m²** |
| | **Rowhouse** \| **Semi** \| **Garage(s)** \| **Other** \| **Total** | | | | |
| | **176.05** \| **120.56** \| **106.09** \| \| **402.70** | | | **402.70** | **-22.75** |
| **Accessory Building** | If applicable please refer to Accessory Residential Building Form | | | **See Attached** | **N/A** **N/I** |
| **542 Landscaping Requirements** | (3) All areas of a parcel, except for those portions specifically required for motor vehicle access, motor vehicle parking stalls, loading stalls, garbage facilities, or any purpose allowed by the Development Authority, must be a landscaped area. | | | **C** **N/C** | **N/A** **N/I** |
| | (4) All setback areas adjacent to a street, except for those portions specifically required for motor vehicle access, must be a landscaped area. | | | **C** **N/C** | **N/A** **N/I** |
| | (5) Amenity space provided outdoors at grade must be included in the calculation of a landscaped area. | | | **C** **N/C** | **N/A** **N/I** |
| | (6) Any part of the parcel used for motor vehicle access, motor vehicle parking stalls, loading stalls and garbage or recycling facilities must not be included in the calculation of a landscaped area. | | | **C** **N/C** | **N/A** **N/I** |
| | (7) A minimum of 30.0% of the landscaped area must be covered with soft surfaced landscaping.<br>242.35 **Landscaped Area (m²)** | | | **Percentage (%)**<br>**55.56%**<br>**Area (m²)**<br>**134.65** | **25.56%**<br>**61.95** |
| | (8) All soft surfaced landscaped area must be irrigated by an underground irrigation system, unless otherwise provided by a low water irrigation system. | | | **C** **N/C** | **Low H20 Irrig.** **N/I** |
| | (9) Mechanical systems or equipment that are located outside of a building must be screened. | | | **C** **N/C** | **N/A** **N/I** |
| **542.2 Planting Requirements** | (4) The requirement for the provision of 1.0 tree is met where: | (a) a deciduous tree has a minimum calliper of 60mm;<br>4 # Provided | | **Calliper (mm)**<br>**60.00** | **0.00** |
| | | (b) a coniferous tree has a minimum height of 2.0m<br>3 # Provided | | **Height (m)**<br>**2.00** | **0.00** |
| | (5) The requirement for the provision of 2.0 trees is met where: | (a) a deciduous tree has a minimum calliper of 85mm;<br># Provided | | **Calliper (mm)** | |
| | | (b) a coniferous tree has a minimum height of 4.0m<br># Provided | | **Height (m)** | |
| | (6) The requirement for the provision of 3.0 trees is met where an existing deciduous tree with a calliper greater than 100mm is preserved.<br># Provided | | | **Calliper (mm)** | |
| | (2) A minimum of 1.0 tree and 3.0 shrubs must be provided for each 110.0m² of parcel | | | **# of Trees** | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | area. | | | | | | 7 | 0 | |
| | 7 | Required Trees | 709.09 | | | | # of Shrubs | | |
| | 20 | Required Shrubs | Parcel Area ($m^2$) | | | | 21 | 1 | |
| | (3) Shrubs must be a minimum height or spread of 0.6m at the time of planting. | | | | | | 0.60 | 0.00 | |
| | (7) For landscaped areas with a building below, planting areas must have the following minimum soil depths: | (a) 1.2m for trees; | | | | | N/A | | |
| | | (b) 0.6m for shrubs; an | | | | | | | |
| | | (c) 0.3m for all other planting areas. | | | | | | | |
| | (8) The soil depths referenced in (7) must cover an area equal to the mature spread of the planting material. | | | | | | Requires review by planner or technician | N/A | N/I |
| 341 Driveways | (1) A driveway must not have direct access to a major street unless: | (a) there is no practical alternative method of vehicular access to the parcel; and | | | | | C | N/C | N/A | N/I |
| | | (b) a turning space is provided on the parcel to allow all vehicles exiting to face the major street. | | | | | C | N/C | N/A | N/I |
| | (2) A driveway connecting a street to a private garage must: | (a) be a min of 6.0m in length along the intended direction of travel for vehicles measured from: | (i) the back of the public sidewalk to the door of the private garage; or | | | | N/A | | |
| | | | (ii) a curb where there is no public sidewalk to the door of a private garage, and | | | | N/A | | |
| | | (b) contain a rectangular area measuring 6.0m in length and 3.0m in width. | | | | | C | N/C | N/A | N/I |
| | (3) A driveway connecting a lane to a private garage must be a min of 0.60m in length along the intended direction of travel for vehicles, measured from the property line shared with the lane to the door of a private garage. | | | | | South | 0.60 | 0.00 | |
| | (5) That portion of a driveway including a motor vehicle parking stall within 6.0m of a public sidewalk, or a curb on a street where there is no public sidewalk, must not exceed a width of: | (a) 6.0m where the parcel width is 9.0m or less; or | | | | | N/A | | |
| | | (b) 7.0m for parcel width > than 9.0m and < than 15.0m | | | | | N/A | | |
| | (6) In the developed area a driveway accessing a street must not be constructed, altered or replaced except where: | (a) located on a laneless parcel; (b) located on a laned parcel and 50.0% or more parcels on same block face have an existing driveway accessing a street; or (c) legally existing driveway not being relocated or widened. | | | | | Percentage (%) | | |
| | | | | | | | Homes w/ Exst. Driveway | | |
| | | | | | | | N/A | | |
| | | Number of Parcels along Block Face | | | | | Existing Driveway No Changes | | |
| 546 Motor Vehicle Parking Stalls | (1) The minimum number of motor vehicle parking stalls is calculated based on the sum of all units and suites at a rate of 1.0 stalls per unit or suite. | | | | | | Community (select below) | | |
| | | | | | | | *BRENTWOOD* | | |
| | (2) Notwithstanding subsection (1), the minimum number of motor vehicle parking stalls is calculated based on the sum of all units and suites at a rate of 0.5 stalls per unit or suite for the area listed in Table 2.1 below. | | | | | | Parking Rate: 0.50 Stall per Unit & Suite | | |
| | 10 | Number of Units & Suites | | | | | 5 | 0 | |
| | | Stalls Within a Private Garage | 5 | | | | | | |
| | | Stalls provided on Parking Pad | | | | | | | |
| 546.2 Bicycle Parking Stalls | (2) Notwithstanding subsection (1), there is no requirement for a bicycle parking stall – class 1 for parcels with two or less Dwelling Units. | | | | | | Applies | N/A | N/I |
| | (1) The minimum number of bicycle parking stalls – class 1 is calculated based on the sum of all units and suites at a rate of 1.0 stall per unit or suite where a unit or suite is not provided a motor vehicle parking stall located in a private garage. | | | | | | 6 | 1 | |
| | 5 | Number of Units & Suites | | | | | | | |
| 342 Retaining Walls | (1) A retaining wall must be less than 1.2m in height when measured from the lowest grade at any point adjacent to the retaining wall to the highest grade retained by the retaining wall. | | | | | West PL<br>unclear if this is existing | C | N/C | N/A | N/I |
| | (2) A min horizontal separation of 1.0m must be maintained between retaining walls on the same parcel. | | | | | | C | N/C | N/A | N/I |
| | (1) Unless otherwise referenced in subsections (2) and (3), a privacy wall may be located on a patio, provided it does not exceed a height of 2.0m from the surface of the patio. | | | | | | C | N/C | N/A | N/I |
| | (2) A privacy wall located on a patio must not exceed 2.0m in height, when measured | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **338.1** Page 1 | from grade and when the privacy wall is located within: (a) a side setback area; or (b) 6.0m of a rear property line. | | C | N/C | N/A | N/I |
| | (3) A privacy wall located on a patio must not exceed 1.2m in height when measured from grade when the privacy wall is located between the foremost front façade of the main residential building and the front property line. | | C | N/C | N/A | N/I |
| **540.1 Fences** *Note: Only apply fence rules to proposed fences* | For a Rowhouse Building, the height of a fence above grade at any point along a fence line must not exceed: | (a) 1.2 metres for any portion of a fence extending between the foremost front façade of the immediately adjacent main residential building and the front property line; | C | N/C | N/A | N/I |
| | | (b) 2.0 metres in all other cases; and | C | N/C | N/A | N/I |
| | | (c) 2.5 metres at the highest point of a gate that is not more than 2.5 metres in length. | C | N/C | N/A | N/I |
| **348 Visibility Setback** | Within a corner visibility triangle, buildings, fences, finished grade of a parcel and vegetation must not exceed the lowest elevation of the street by more than 0.75m above lowest elevation of the street. | | C | N/C | N/A | N/I |
| **546.3 Waste, Recycling and Organics** | For developments of three or more units, garbage, recycling, and organics must be stored in a screened location approved by the Development Authority. | | C | N/C | N/A | N/I |
| **122 Standards for Motor Vehicle Parking Stalls** | 1) Unless otherwise specifed, the minimum width and depth of motor vehicle parking stalls are illustrated in Table 2.<br>*Note: The depth of the motor vehicle parking stalls provided within a garage for 2 or more tenants within rowhouse defaults to Table 2.*<br>***The required depth is 5.4m.*** | | C | N/C | N/A | N/I |
| | (3) The minimum depth of a motor vehicle parking stall is 5.9m where it is required for:<br>(a) a Contextual Single Detached Dwelling, Duplex Dwelling, Secondary Suite, Semi-detached Dwelling or Single Detached Dwelling<br>(b) a Dwelling Unit where the stall is provided in a private garage intended to be used for the occupants of only one Dwelling Unit. | | C | N/C | N/A | N/I |
| | (4) The minimum width of a motor vehicle parking stall required for a Dwelling Unit is:<br>(a) 3.0m where both sides of a stall abut a physical barrier;<br>(b) 2.85m where one side of a stall abuts a physical barrier; and<br>(c) 2.5m in all other | | C | N/C | N/A | N/I |
| | (7) The minimum width of a motor vehicle parking stall for Multi-Residential Development, Multi-Residential Development - Minor, a Townhouse or a Rowhouse Building provided for the exclusive use of a Dwelling Unit is reduced to 2.60m where:<br>(a) the stall is one of two or more motor vehicle parking stalls that are provided in a private garage;<br>(b) the motor vehicle parking stalls in the private garage are for the sole use of the occupants of the Dwelling Unit; and<br>(c) the motor vehicle parking stalls are not counted towards fulfilling the minimum motor vehicle parking stall requirements for that Dwelling Unit. | | C | N/C | N/A | N/I |
| | (15) Motor vehicle parking stalls for a Backyard Suite, Contextual Semi-detached Dwelling, Contextual Single Detached Dwelling, Duplex Dwelling, Secondary Suite, Semi-detached Dwelling and Single Detached Dwelling must be:<br>(a) hard surfaced; and<br>(b) located wholly on the subject parcel. | | C | N/C | N/A | N/I |

| Page 20 | Accessory Residential Building | | | | D.P. # 2026-01358 | | | |
|---|---|---|---|---|---|---|---|---|
| **Rule** | **Requirements** | | | **Notes** | **Evaluation** | | | |
| | | | | | **Provided/Variance** | | | |
| **345 Accessory Residential Building** | (1) The min. building setback for an Accessory Residential Building is:: | (a) 1.2m from a side or rear property line shared with a street; or | | | N/A | | | |
| | | (b) 0.6m from a side or rear property line in all other cases. | | West<br>South to lane | 0.60<br>0.60 | | 0.00<br>0.00 | |
| | (2) The min. building setback for an Accessory Residential Building that does not share a side or rear property line with a street may be reduced to zero m when: | (a) the Accessory Residential Building is less than 10.0m² | | | C | N/C | N/A | N/I |
| | | (b) the wall of the Accessory Residential Building is constructed of maintenance-free materials and there is no overhang of eaves onto an adjacent parcel; or | | | C | N/C | N/A | N/I |
| | | (c) the owner of the adjacent parcel grants a 1.5m private maintenance easement that must: | (i) be registered against the title of the parcel proposed for development and the title of the adjacent parcel; and | | C | N/C | N/A | N/I |
| | | | (ii) include a 0.60m eave and footing encroachment easement. | | C | N/C | N/A | N/I |
| | (3) An Accessory Residential Building must not be located in the actual front setback area. | | | | C | N/C | N/A | N/I |
| | (4) A private garage on laneless parcel may be located in required 3.0m side setback, except along street side of a corner parcel. | | | | C | N/C | N/A | N/I |
| | (5) The min. distance between any façade of an Accessory Residential Building 10.0m² or more and a main residential building or a building containing a Secondary Suite is 1.0m | | | 0.59 | C | N/C | N/A | N/I |
| | (6) The height of an Accessory Residential Building must not exceed: | (a) 4.6m, measured from the finished floor of the building; | | | 4.21 | | -0.39 | |
| | | (b) 3.0m at any eaveline, when measured from the finished floor of the building; or | | | 2.90 | | -0.10 | |
| | | (c ) one storey, | | | C | N/C | N/A | N/I |
| | | (c) one storey, which may include an attic space that: | (i) is accessed by a removable ladder; | | C | N/C | N/A | N/I |
| | | | (ii) does not have windows; | | C | N/C | N/A | N/I |
| | | | (iv) has a max. height of 1.5m from the attic floor to the underside of any rafter. | | N/A | | | |
| **346 Restrictions on Use of Accessory Residential Building** | (1) The finished floor of an Accessory Residential Building, other than a private garage, must not exceed 0.6m above grade. | | | | C | N/C | N/A | N/I |
| | (2) An Accessory Residential Building must not be used as a Dwelling Unit, unless a Backyard Suite has been approved. | | | | C | N/C | N/A | N/I |
| | (3) An Accessory Residential Building must not have a balcony or rooftop deck. | | | | C | N/C | N/A | N/I |
| | (4) The area of a parcel covered by all Accessory Residential Buildings located on a parcel: | (a) must not exceed the less of: | (i) the building coverage of the main residential buildings; or | | C | N/C | N/A | N/I |
| | | | (ii) 75.0m² for each Dwelling Unit located on the parcel; and | | complies | | | |
| | | | 5 # of Units | | | | | |

| Page 21 Secondary Suite - R-CG | | | | D.P. # 2026-01358 | | | |
|---|---|---|---|---|---|---|---|
| **Rule** | **Requirements** | | | **Evaluation** | | | |
| | | | **Notes** | **Provided/Variance** | | | |
| ***Note: Remember to check any applicable district rules*** | | | | | | | |
| **351 Secondary Suite** | (1) For a Secondary Suite the minimum building setback from a property line, must be equal to or greater than the minimum building setback from a property line for the main residential building. | | | **C** | **N/C** | **N/A** | **N/I** |
| | (2) Except as otherwise stated in subsection (2.1) and (3), the maximum floor area of a Secondary Suite, excluding any area covered by stairways and landings, is 100.0m²: | (a) in the R-C1L, R-C1Ls, R-C1, R-C1s, R-C1N, R-1, R-1s and R-1N District; or | | **N/A** | | | |
| | | (b) when located on a parcel with a parcel width less than 13.0m. | | **N/A** | | | |
| | (2.1) There is no maximum floor area for a Secondary Suite wholly located in a basement. Internal landings and stairways providing access to the basement may be located above grade. | | | **Applies** | | **N/A** | **N/I** |
| **295 Secondary Suite** | (c) has a maximum floor area of 100.0 square metres, excluding any area covered by stairways and landings; | | largest | **57.57** | | **-42.43** | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **354 Accessory Suite - Density** | (1) There must not be more than one Backyard Suite located on a parcel, except in the R-CG and R-2M Districts where one Backyard Suite may be located on any bare land unit. | | C | N/C | N/A | N/I |
| | (1.1) There must not be more than one Secondary Suite contained within a Dwelling Unit. | | C | N/C | N/A | N/I |
| | (3) A Secondary Suite or a Backyard Suite must not be separated from the main residential use on a parcel by the registration of a condominium or subdivision plan. | | C | N/C | N/A | N/I |
| **Additional Notes** | | | | | | |

| District Title: | Residential – Grade-Oriented Infill (R-CG) (R-CGex) District |
|---|---|

The information contained herein is intended for information purposes only. Please refer to the Calgary Land Use Bylaw 1P2007 for a complete list of rules and regulations. This form has no legal status and cannot be used as an official interpretation of the Land Use Bylaw 1P2007.

| | |
|---|---|
| **Date:** | June 23, 2026 |
| **Date Received:** | May 25, 2026 |
| **BLC BY:** | **Stephanie Fowler** |
| **Review Required:** | PARTIAL |

| **D.P. #** | **2026-01358** |
|---|---|

For Internal Distribution Only

| **Modifier(s):** | **F.A.R** | | **Height** | | **Density** | | **ALL MODIFIER(S) ARE COMPULSORY (Cannot be relaxed)** |
|---|---|---|---|---|---|---|---|

**Floodway/Floodfringe/Overland Flow**

DOES NOT APPLY

***If applicable Complete Flood Sheet****

**Hertiage Guidelines Area**

Not Located within Heritage Guideline Area

***If Applicable Disregard Contextual Rules****

| ***Public Realm Setbacks*** | | | | | |
|---|---|---|---|---|---|
| **Rd / St / Av** | | **Required** | | **Provided** | |
| **Rd / St / Av** | **N/A** | **Required** | | **Provided** | |
| **Rd / St / Av** | | **Required** | | **Provided** | |

| ***Main Floor Elevation(S):*** | | ***Roof Peak Elevation(s):*** | |
|---|---|---|---|
| **Unit 1** | | **Unit 1** | |
| **Unit 2** | | **Unit 2** | |

***LDR: For Additions or alterations to existing See Section 358 For Dwellings Deemed Conforming***

| **Notes:** |
|---|
| |
| previous discrepancies |

ISC: Protected

For Internal Distribution Only

SDAB2026-0113

Page 3

# Residential - Grade-Oriented Infill (R-CG) District

D.P. # 2026-01358

| Rule | Requirements | Notes | Evaluation Provided/Variance | | | |
|---|---|---|---|---|---|---|
| 539 Building Setback from Side Property Line | (6) For a corner parcel, the minimum building setback from a side property line shared with a street is 0.6m | East - Rowhouse upper | 0.61 | 0.01 | | |
| | | East - Semi upper | 0.60 | 0.00 | | |
| 340 Balconies | (3) A balcony attached to a Contextual Semi-detached Dwelling, Semi-detached Dwelling, Rowhouse Building or Townhouse within 1.2m of a party wall must have a privacy wall that: (a) is a min. of 2.0m in height; | | 2.13 | 0.13 | | |
| | (b) is a max. of 3.0m in height; and | | 2.13 | -0.87 | | |
| | (c) extends the full depth of the balcony. | | C | N/C | N/A | N/I |
| 541 Building Height | (1) Unless otherwise referenced in subsections (2), (3) and (4), the maximum building height is 11.0m measured from grade. | Rowhouse North | 10.16 | -0.84 | | |
| | | South | 10.21 | -0.79 | | |
| | | East | 9.90 | -1.10 | | |
| | | West | 10.41 | -0.59 | | |
| | (1) Unless otherwise referenced in subsections (2), (3) and (4), the maximum building height is 11.0m measured from grade. | Semi North | 10.24 | -0.76 | | |
| | | South | 10.71 | -0.29 | | |
| | | East | 10.68 | -0.32 | | |
| | | West | 10.69 | -0.31 | | |
| | (2) Where a building setback is required from a property line shared with another parcel designated with a low density residential district, the M-CG District or H-GO District, the max building height: (a) is the greater of: (i) the highest geodetic elevation of a main residential building on the adjoining parcel; or (ii) 7.0m from grade; measured at the shared property line; and (b) increases at a 45 degree angle to a max of 11.0m measured from grade. | Rowhouse west | C | N/C | N/A | N/I |
| | (3) On a corner parcel, the max area of a horizontal cross section through a building at 9.5m above average grade must not be greater than 75.0% of the max area of a horizontal cross section through the building between average grade and 8.6m | | | | | |
| | 102.68 Prim Bldg Crnr 1; 103.18 Prim Bldg Crnr 2; 112.42 Geo 9.5m Abve Avrge Grade | | | | | |
| | 103.16 Prim Bldg Crnr 3; 102.66 Prim Bldg Crnr 4; 111.52 Geo 8.6m Abve Avrge Grade | | | | | |
| | 134.66 Max. Area X 75% = 101.00 Max. Area allowed at 9.5m | | Percentage | | | |
| | | Semi | 74.39% | -0.61% | | |
| | | | Area (m²) | | | |
| | | | 100.18 | -47.23 | | |
| 534 Parcel Coverage | Determine correct percentage of parcel coverage and input values below | | % | % | | |
| | 60.0% | | 55.77% | -4.23% | | |
| | 5 Number of Units; 709.09 Parcel Area (m²) minus Required Stalls = 425.45 Max. Coverage | | | | | |
| | Parcel Coverage Totals | | m² | m² | | |
| | Rowhouse 175.60; Semi 126.38; Garage(s) 93.49; Other; Total 395.47 | | 395.47 | -29.98 | | |
| Accessory Building | If applicable please refer to Accessory Residential Building Form | | See Attached | N/A | N/I | |
| 542 Landscaping Requirements | (7) A minimum of 30.0% of the landscaped area must be covered with soft surfaced landscaping. | | Percentage (%) | | | |
| | | | 60.92% | 30.92% | | |
| | 249.23 Landscaped Area (m²) | | Area (m²) | | | |
| | | | 151.83 | 77.06 | | |
| 342 Retaining Walls | (1) A retaining wall must be less than 1.2m in height when measured from the lowest grade at any point adjacent to the retaining wall to the highest grade retained by the retaining wall. | West PL shared with neighbor - existing | C | N/C | N/A | N/I |
| | (2) A min horizontal separation of 1.0m must be maintained between retaining walls on the same parcel. | | C | N/C | N/A | N/I |
| 546.3 Waste, Recycling and Organics | For developments of three or more units, garbage, recycling, and organics must be stored in a screened location approved by the Development Authority. | | C | N/C | N/A | N/I |
| | 1) Unless otherwise specifed, the minimum width and depth of motor vehicle parking stalls are illustrated in Table 2. *Note: The depth of the motor vehicle parking stalls provided within a garage for 2 or more tenants within rowhouse defaults to Table 2.* ***The required depth is 5.4m.*** | | C | N/C | N/A | N/I |

| | | | | | | |
|---|---|---|---|---|---|---|
| Page 4 | (3) The minimum depth of a motor vehicle parking stall is 5.9m where it is required for:<br>(a) a Contextual Single Detached Dwelling, Duplex Dwelling, Secondary Suite, Semi-detached Dwelling or Single Detached Dwelling<br>(b) a Dwelling Unit where the stall is provided in a private garage intended to be used for the occupants of only one Dwelling Unit. | | C | N/C | N/A | N/I |
| **122 Standards for Motor Vehicle Parking Stalls** | (4) The minimum width of a motor vehicle parking stall required for a Dwelling Unit is:<br>(a) 3.0m where both sides of a stall abut a physical barrier;<br>(b) 2.85m where one side of a stall abuts a physical barrier; and<br>(c) 2.5m in all other | | C | N/C | N/A | N/I |
| | (7) The minimum width of a motor vehicle parking stall for Multi-Residential Development, Multi-Residential Development - Minor, a Townhouse or a Rowhouse Building provided for the exclusive use of a Dwelling Unit is reduced to 2.60m where:<br>(a) the stall is one of two or more motor vehicle parking stalls that are provided in a private garage;<br>(b) the motor vehicle parking stalls in the private garage are for the sole use of the occupants of the Dwelling Unit; and<br>(c) the motor vehicle parking stalls are not counted towards fulfilling the minimum motor vehicle parking stall requirements for that Dwelling Unit. | | C | N/C | N/A | N/I |
| | (15) Motor vehicle parking stalls for a Backyard Suite, Contextual Semi-detached Dwelling, Contextual Single Detached Dwelling, Duplex Dwelling, Secondary Suite, Semi-detached Dwelling and Single Detached Dwelling must be:<br>(a) hard surfaced; and<br>(b) located wholly on the subject parcel. | | C | N/C | N/A | N/I |

| Page 7 | Accessory Residential Building | | D.P. # 2026-01358 | | | |
|---|---|---|---|---|---|---|
| **Rule** | **Requirements** | | **Evaluation** | | | |
| | | **Notes** | **Provided/Variance** | | | |
| **345 Accessory Residential Building** | (5) The min. distance between any façade of an Accessory Residential Building 10.0m² or more and a main residential building or a building containing a Secondary Suite is 1.0m | 1.01 | **C** | **N/C** | **N/A** | **N/I** |
| | (6) The height of an Accessory Residential Building must not (a) 4.6m, measured from the finished floor of the building; | | **4.21** | | **-0.39** | |

**FILE: DP 2026-01358**

**DATE RECEIVED:** March 12, 2026

| **Bylaw Discrepancies** | | |
|---|---|---|
| **Regulation** | **Standard** | **Provided** |
| 539 Building Setback from Side Property Line | (6) For a corner parcel, the minimum building setback from a side property line shared with a street is 0.6m | Plans indicate an East setback of 0.55m (-0.05m) to the upper floor of the Rowhouse and 0.44m (-0.16m) to the upper floor of the Semi-Detached. |
| 340 Balconies | (3) A balcony attached to a Contextual Semi-detached Dwelling, Semi-detached Dwelling, Rowhouse Building or Townhouse within 1.2m of a party wall must have a privacy wall that:<br>(a) is a min. of 2.0m in height;<br>(b) is a max. of 3.0m in height; and<br>(c) extends the full depth of the balcony. | Plans do not indicate a privacy wall provided between the rooftop balconies of Units 1 and 2. |
| 541 Building Height | (2) Where a building setback is required from a property line shared with another parcel designated with a low density residential district, the M-CG District or H-GO District, the max building height:<br>(a) is the greater of:<br>(ii) 7.0m from grade; measured at the shared property line; | Plans indicate a portion of the roof touches the chamfer shared with the parcel to the West. |
| | (3) On a corner parcel, the max area of a horizontal cross section through a building at 9.5m above average grade must not be greater than 75.0% of the max area of a horizontal cross section through the building between average grade and 8.6m | Plans indicate the area of the third storey of the semi-detached is 79.82% (+4.82%) of the area of a cross section of the floor below. |
| 342 Retaining Walls | (1) A retaining wall must be less than 1.2m in height when measured from the lowest grade at any point adjacent to the retaining wall to the highest grade retained by the retaining wall. | Plans indicate the retaining wall along the West property line exceeds 1.2m in height. |
| 345 Accessory Residential Building | (5) The min. distance between any façade of an Accessory Residential Building 10.0m² or more and a main | Plans indicate a distance of 0.59m (-0.41m) between the second storey cantilever of the semi-detached and the garage. |

| | | |
|---|---|---|
| | residential building or a building containing a Secondary Suite is 1.0m | |

**FILE:** **DP 2026-01358**

**DATE RECEIVED:** May 25, 2026

| **Bylaw Discrepancies** | | |
|---|---|---|
| **Regulation** | **Standard** | **Provided** |
| No discrepancies noted | | |

**Re: DP2026-01358 COMPLETENESS REVIEW - 3840 BRIGHTON DR NW**

---

Dear Applicant,

I am the file manager who will be leading the review of your development permit application.

A review of your application has been undertaken and it has been determined that your application is a complete application. A comprehensive review is now underwa

For more information about the development permit process please visit www.calgary.ca/dpprocess.

Please track your application, using your Job Access Code (JAC) DP2026-01358-99367, at www.calgary.ca/vista.

Should you have any questions or concerns, please contact me at your convenience.

Regards,

CHRISTIAN LE PICHOURON
Planner 2
Christian.LePichouron@calgary.ca
(825) 945-8857
www.calgary.ca/PDMap

ENMAX Power Corporation
141 – 50 Avenue SE
Calgary, AB T2G 4S7
Tel (403) 514-3000
enmax.com

April 8, 2026

**To:** The City of Calgary

**Development Permit Application**

**File No.:** DP2026-01358

**Applicant:** Nines Design & Visualization

**Location:** 3840 BRIGHTON DR NW

**Development Permit – No Conflict Letter**

ENMAX Power Corporation ("**EPC**") received an Application Notice, dated March 19, 2026, from The City of Calgary (the "**City**") requesting EPC's review of the above noted Development Permit Application ("**Application**").

**No Conflict**

1. Based upon the information provided to EPC in the Application Notice, and subject to the terms and conditions of this No Conflict Letter, EPC has not identified a conflict between the Application's proposed development ("**Proposed Development**") and the Alberta Electrical Utility Code, 6th Edition, ("**AEUC**") and/or other EPC requirements.

**Terms and Conditions**

2. During the design and construction of the Proposed Development, the Applicant must comply with:
    a) the AEUC, including sections 2 (General Rules), 10 (Overhead Systems), and 12 (Underground Systems);
    b) CSA C22.1-24 Canadian Electrical Code (26th Edition), Part 1;
    c) the *Safety Codes Act*, RSA 2000, c S-1 ("***SCA***");
    d) the *Occupational Health and Safety Act*, SA 2020, c 0-2.2 ("***OHSA***"), the Occupational Health and Safety Code, Alta Reg 191/2021, and the Occupation Health and Safety Code, including requirements for working near overhead powerlines and maintaining safe limits of approach;
    e) the ENMAX Ground Disturbance Guidelines, when working in proximity to ENMAX infrastructure (https://assets.enmax.com/api/public/content/ground-disturbance-guidelines);
    f) ENMAX Overhead Limits of Approach, when working within 7 metres of overhead lines and infrastructure; and

g) any other laws and regulations regarding utility facilities,

and must ensure that all stripping, grading, excavating, hydrovacing, piling, shoring, craning, and temporary structures, etc. meet the requirements provided in this section 2 and any other applicable laws.

In a situation where there is a discrepancy between the requirements provided in this section 2, the stricter requirements shall govern.

3. The Applicant must contact:

   a) Utilities Safety Partners for locations of all buried facilities prior to any excavating at the location;

   b) EPC hotdigs@enmax.com to obtain a permission letter prior to disturbing the ground within 2 metres of any EPC underground facility; and

   c) EPC lineinspection@enmax.com or call (403) 514-3117 prior to the commencement of any construction where any workers or equipment will be within 7 metres of any EPC overhead facility.

   Should EPC be contacted in accordance with section 3(c), no construction work shall be commenced thereafter unless and until EPC determines the minimum safe limit of approach distance in relation to the overhead facilities present at the location.

4. This No Conflict Letter does not:

   a) derogate from the Applicant's obligations to follow any applicable law, including the AEUC, *SCA*, and *OHSA*; or

   b) represent that the Proposed Development will meet any legislative or regulatory requirements,

   and EPC expressly disclaims any liability related to the Applicant's responsibility to comply with such laws and regulations and EPC's required setbacks.

5. If at any point during construction of the Proposed Development the Applicant does not comply with the requirements set out in this No Conflict Letter, including any requirements set out in the AEUC and *SCA*, EPC may take any action available pursuant to applicable law, including and without limitation issuing a stop work order.

6. This No Conflict Letter does not include a review of the Proposed Development's electrical capacity requirements, including any necessary new servicing or capacity upgrades. The Applicant should contact GetConnected@enmax.com for information related to the feasibility of electrical servicing the Proposed Development.

7. Any reference in this No Conflict Letter to:

   a) any legislation, regulation, code or other statutory enactment shall include all regulations and codes thereunder and all amendments and substitutions thereto; and

   b) the Applicant shall include its affiliates, as defined in the *Business Corporations Act*, RSA 2000, c B-9, employees, prime and sub-contractors, partners, agents, and other representatives.

If the City requires any additional information regarding this No Conflict Letter, please contact the Project Administrator at **EPC_Permits@enmax.com**.

Sincerely,

Kelly Aguilar
ENMAX Power Corporation

**Samnick, Cyrille**

**From:** Melanie Swailes <melanie.brentwoodDTC@shaw.ca>
**Sent:** Monday, March 30, 2026 10:54 AM
**To:** Le Pichouron, Christian; DP Circ
**Cc:** office; Peter.Johnson; 'Bonita McCurry'
**Subject:** [External] Concerns about notice posting for DP2026-01358 at 3840 Brighton Drive NW

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Report Suspicious

Hi Christian and DP Circ Team,
**Re DP2026-01358 at 3840 Brighton Drive NW**

I am writing on behalf of the Brentwood Community Association's Development and Transportation Committee (DTC) regarding the above DP application. It appears that there has not yet been a signboard placed at the site.
Last week, I received several letters from neighbours asking why there is no notification board. I assumed that perhaps there had been a delay and a signboard would still be placed. A member of our DTC drove by 3840 Brighton Drive this weekend on both Saturday and Sunday, and did not see any DP sandwich board posted.
Neighbours are concerned that area residents will not know about the development and will not be able to submit their feedback prior to a deadline. We aslo note that there has been no pre-application contact from the applicant, so there was no "advance warning" of a project of this scale and scope. The deadline on the application we received is April 9th. Several area residents have asked that a signboard needs to be placed and that the date for comments should start from the day a signboard is on the site. This seems reasonable, especially given that it is also Spring Break.

Could you please check into both the signboard and the deadline for comments?
Thank you for your assistance on this.

Melanie
Melanie Swailes
On behalf of the Development and Transportation Committee
Brentwood Community Association

**BRENTWOOD COMMUNITY ASSOCIATION**
Mailing Address: 5107 – 33rd Street NW, Calgary, AB T2L 1V3
Delivery Address: 1520B Northmount Drive NW, Calgary, AB T2L 0G6
BCA Website: www.brentwoodcommunity.com
Phone (403) 284-3477 Fax (403) 284-3951

**Samnick, Cyrille**

**From:** Melanie Swailes <melanie.brentwoodDTC@shaw.ca>
**Sent:** Monday, April 13, 2026 9:45 PM
**To:** Le Pichouron, Christian; DP Circ
**Cc:** office; Peter.Johnson; 'Bonita McCurry'; WARD4; Kelly, DJ; Mayor
**Subject:** [External] CA Feedback - DP2026-01358 at 3840 Brighton Drive NW
**Attachments:** CA Feedback DP2026-01358 at 3840 Brighton Drive.pdf

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Report Suspicious

Christian Le Pichouron
Planning and Development, City of Calgary
Christian.lePichouron@calgary.ca
825.945.8857

**Application: DP2026-01358**
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 Brighton Dr NW
Land Use Designation: R-CG
Dear Mr. Le Pichouron,

**Overview:**
For any Discretionary DP, the Brentwood Community Association's Development and Transportation Committee (DTC) understands the importance of resident feedback. The City of Calgary also acknowledges that they "welcome public comments as part of the review process". Our DTC values resident feedback because we understand that residents living in an area are the experts on their street, with far more knowledge of local nuances and character than any other person not living there.
For that reason, since 2018, our DTC process is to circulate a Neighbour Notification on every DP, informing residents how they can get in touch with the Brentwood CA or the DTC. Usually, they don't. Most DPs are uneventful, with at best a few random comments. When we receive dozens of detailed letters, we pay close attention.
When we receive over 40 comments, we know that there's a serious discrepancy between what the DP proposes and what residents feel is appropriate or even acceptable for their street.
We do not expect residents to know or understand the Land Use Bylaw: they do not need to be familiar with it in order to recognize that a DP is completely out of tune with their area; out of scale, character or any sense of contextual or sensitive fit.
The Development and Transportation Committiee (DTC) of the Brentwood Community Association has attempted to convey the breadth and depth of the comments we have received. If we have missed some comments, we trust that the letters directly submitted by residents will also be included in a review.
Our CA feedback and comments are on the attached document.

Thank you for the opportunity to comment on this application.

Melanie

Melanie Swailes
Peter Johnson
On behalf of the Development and Transportation Committee
Brentwood Community Association

**BRENTWOOD COMMUNITY ASSOCIATION**
Mailing Address: 5107 – 33rd Street NW, Calgary, AB T2L 1V3
Delivery Address: 1520B Northmount Drive NW, Calgary, AB T2L 0G6
BCA Website: www.brentwoodcommunity.com
Phone (403) 284-3477 Fax (403) 284-3951

# Brentwood Community Association

Mailing Address 5107 – 33rd St. NW, Calgary, Alberta T2L 1V3
Tel. (403) 284-3477 Fax. (403) 284-3951 office@brentwoodcommunity.com
www.brentwoodcommunity.com


April 13, 2026

Christian Le Pichouron
Planning and Development
City of Calgary
Christian.lePichouron@calgary.ca
825.945.8857

Application: DP2026-01358
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 Brighton Dr NW
Land Use Designation: R-CG
Proposed Use: new rowhouse with 3 main dwellings & 3 basement suites, new semi-detached with 2 main dwellings & 2 basement suites, 5-car garage
Proposed Development is: Discretionary

**Description:** This application is for a Development Permit (DP) to allow for a new multi-residential development. The application shows 2 separate buildings, a northwest facing rowhouse with 6 dwelling units (3 above grade dwelling units plus 3 basement suites) plus a northeast facing semi-detached building with 4 dwelling units (2 above grade plus 2 basement suites). The proposed rowhouse has 3-storeys with a peak height of about 33.9ft. above grade. The proposed northeast facing semi-detached building has 3-storeys with a peak height of about 35.6ft. above grade. The application also proposes a third building, a 5-car garage with a footprint of about 1036ft$^2$ and a height of about 14ft. A waste and recycle enclosure with 10 bins, and 3 bike storage units are also included.

Dear Mr. Le Pichouron,

**Overview:**
For any Discretionary DP, the Brentwood Community Association's Development and Transportation Committee (DTC) understands the importance of resident feedback. The City of Calgary also acknowledges that they "welcome public comments as part of the review process". Our DTC values resident feedback because we understand that residents living in an area are the experts on their street, with far more knowledge of local nuances and character than any other person not living there.

For that reason, since 2018, our DTC process is to circulate a Neighbour Notification on every DP, informing residents how they can get in touch with the Brentwood CA or the DTC. Usually, they don't. Most DPs are uneventful, with at best a few random comments. When we receive dozens of detailed letters, we pay close attention.

When we receive over 40 comments, we know that there's a serious discrepancy between what the DP proposes and what residents feel is appropriate or even acceptable for their street. As the file manager, you have also received most of those letters, and will include the feedback in your decision.

We do not expect residents to know or understand the Land Use Bylaw: they do not need to be familiar with it in order to recognize that a DP is completely out of tune with their area; out of scale, character or any sense of contextual or sensitive fit.

Our DTC members read every letter we receive and we summarize what we heard before proceeding with our own review, where we consider the relevant policies of the MDP, LUB, Infill Guidelines, Station ARP and other guidelines. The review below includes some verbatim comments received; they are in italics and placed in quotation marks.

**Development and Transportation Committee Review:**

**1. Lack of any applicant engagement or pre-application meeting**

- The Brentwood Community Association was not included in any kind of pre-application notification or applicant contact.
- Based on the complexity of this proposal which is the first of its kind in the entire community, we are disappointed that the applicant did not hold any kind of engagement.
- The City of Calgary provides an Applicant Assessment Toolkit to help determine the outreach approach: Applicant Outreach toolkit

> *When it comes to outreach led by applicants there are no mandated requirements, but The City encourages applicants to be a good neighbor and inform the community of your project but is ultimately up to you on whether you want to conduct outreach with the community and what that will look like. The City's general recommended minimum approach is for applicants to complete our outreach assessment tool which helps applicants assess and consider the potential impact of their proposal within the context of the community they are working in and provides guidance on high-level outreach considerations. In addition to completing the outreach assessment tool, The City recommends connecting with the surrounding neighbours, community association or relevant member-based organizations and area Councillor early in the process to discuss their development ideas.*

- One resident noted that *"This is the first 3 story row houses project with the highest room density in Brentwood."*
- Another resident wrote "*I would like to know if the developer has consulted with Brentwood community to evaluate the proposed plan. If Brentwood community was not consulted, a meeting shall take place to inform the residents living in the community. All neighbors should be invited to the meeting to express their legit concerns."*

**Recommendations:** The applicant should hold a meeting to explain the project directly to the BCA and to the neighbours who will be impacted. One resident wrote, "*As adjacent neighbors, we need to know more about this project. We would propose having a meeting with the developer to send our sincere concerns. Our communication channel is open, but the developer has not proposed to any constructive way to hear from us*."
Residents want a meeting, not just an online DMap portal.

**2. Community character / not contextually compatible**

- Almost every resident feedback letter commented on the nature of Brighton Drive – mostly bungalows, low height homes, all single-family, and wrote that the DP was in "*no way compatible with the neighbourhood*".
- This proposed development shows no architectural sensitivity to the size, scope or styles of the surrounding homes. The project will be visually jarring and abrupt.
- *"The proposed development represents a dramatic and inappropriate increase in density for a street made up entirely of single-family homes. Introducing 10 units, and the population that comes with them, into the middle of a low-density residential block is not a gradual development. It is a fundamental change to the character of the neighborhood."*
- *"This proposal represents an over-intensification of the site and is not compatible with the established context of the surrounding neighbourhood. … (and) does not respect the prevailing built form, parcel pattern, or community character."*
- Residents noted that this DP is on a quiet inside street, not on a main street. Some stated that this project would fit in at the Brentwood TOD area or University District, but not on Brighton Drive. *"The massive scale of the*

*proposed development would be completely consistent and harmonious in many high-density areas of Calgary (such as University District and Rockland Park), but not on a quiet residential street in a 60-year old neighbourhood."*

**Recommendations:**
- The overall massing and size of the complex should be drastically reduced.
- The scale and scope of this project does not comply with the MDP, which states that "The City of Calgary promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods".
- The MDP, Section 2.3.2, requires that development "respect the existing character of low density residential areas" and that infill development "complements the established character of the area and does not create dramatic contrasts in the physical development pattern."
- The Calgary Infill Guidelines further state that "new development should respect the existing scale and massing of its immediate surroundings."

**3. Overall size of buildings**
- There is a total of 12,674 square feet (1177.47 sqm) of building space, with 9394 sq ft (872.81 sqm) above grade.
- In addition, the garages are an additional 1037 sq ft (96.33 sqm). The garage building alone is almost equal in size to many of the exiting bungalows on the street.
- The total amount of built space is 13,711 sq ft (buildings plus garage).
- Several residents commented that they were "*completely shocked after reviewing the floor plans", and that "This proposal is beyond SHOCKING", as well as "This is pretty much an apartment building!"*

**Recommendations:**
Reduce the overall size and square footage.
An average bungalow in Brentwood is approximately 1200 sqft. These proposed buildings are 10 times that size. It is simply too large and out of scale.

**4. The number of dwelling units / the number of bedrooms**
- There are 10 separate dwelling units, including 5 secondary suites.
- Many residents noted that secondary suites should "count" for density. Some felt the signboard was misleading.
- There is a total of 29 bedrooms, plus 5 flex or office spaces, plus 25 bathrooms.
- In Brentwood, we've seen an increase in rentals by the room (rather than an entire basement or main dwelling), as evidenced by Rentfaster Room Rentals and anecdotal comments from residents who have experienced an increase in the number of occupants next door.
- Residents commented on the number of potential tenants, with some including their calculations. "*That is a **41.6%** increase to number of dwellings currently on the street."* and "*On average, there are 3 bedrooms per current single-family lot on Brighton Drive. The proposed development will increase the current bedroom count by **48.6%**.*"
- "*This sounds more like an apartment complex than a 'row house' development."*
- We realize that the LUB does not restrict the number of bedrooms in a building, nor the number of occupants who might be residing in those units. However, we question the reason for 29 bedrooms, which seems excessive for a single property.

**Recommendations:**
- Reduce the overall size of the building. Eliminate the third floor, making the building fit in better, plus reducing the overall number of bedrooms.
- There does not seem to be a management plan for how so many occupants will be able to live harmoniously in close proximity, or how property upkeep (lawn mowing, snow removal) will be handled.
- There seems to be an emphasis on increasing bedroom counts instead of creating good living conditions. For example, basement suite #3 has two bedrooms but only minimal living/dining area space. With multiple doors on all walls, there is no space for a table, or for a couch. Bedroom 2 has only a small door to the closet, making the

closet minimally functional. Remove one bedroom, increase the livability for a tenant. Take the W/D out of the mechanical room: not only is it difficult to work in this constrained space, there is a fire hazard for laundry left near a furnace plus lint build-up near the furnace and water heater.
- Suites 1, 2, 3 and 4 do not have a single window in their kitchen/living/dining spaces. There is no natural light, even on the sunniest days, and there is no way to open a window for fresh air. This creates a depressing environment for occupants.
- There is not a single closet or shoe storage by any of the exterior suite doors. The units seem to be designed to maximum occupancy while providing few amenities or even any natural light.
- The basement suites need to be redesigned to improve their functionality and to make them more inviting for long-term future occupants.

**5. Building Heights / Massing / Shadowing**
- The proposed rowhouse has 3-storeys with a peak height of about 33.9ft. above grade. The proposed northeast facing semi-detached building has 3-storeys with a peak height of about 35.6ft. above grade.
- This is almost 3 times as high as the majority of the existing homes in the area.
- There are no 3-storey buildings on Brighton Drive.
- Many residents wrote about the drastic change for their street and about how unsuitable this building height was in context: *"the height will dwarf existing homes", "Our hard-earned renovation will no longer allow me to live in the brightness, which I need. I will be shaded by these homes",* and *"we will no longer have any direct morning sunlight. This will impact … all the landscaping, which was the whole purpose of the original design of our home". "Less direct sunlight inside my home will create a darker, less pleasant environment; less direct sunlight will negatively impact my perennial gardens that I have happily enjoyed working on since my retirement*."
- "*The elevation drawings (A201–A205) show numerous large windows – including multiple 72" × 60" and 72" × 72" openings – on both the north and south elevations at second and third storey levels. These upper-floor windows will provide direct sightlines into the rear yards and interior living spaces of adjacent and nearby properties."*

**Recommendations:**
- A shadow study should be completed to assess the impact on nearby parcels of land.
- Remove the third storey, as it is not compatible to a neighbourhood of mostly bungalows.

**6. Balconies on Third Floor / Overlooking / Lack of Privacy**
- There are 5 third-floor balconies, including some that wrap around on 2 sides.
- These balconies are approximately 22 feet from grade, so the sight line of a person standing would be at least 25-26 feet above grade, causing overlooking, a lack of privacy and a loss of enjoyment of backyards for adjacent property users.
- Residents wrote that "*They can easily see through my backyard and front yard with serious privacy concerns*", and that noises will carry from this height.
- *"While a 2 storey family home may impinge on the neighbour's privacy, there is a difference between a single family peering into one's space and 5 families doing so."*
- "*Of specific concern is the balcony on the south side of the row house. This 3rd floor balcony provides significant overlook to the property directly south. This south property is currently occupied by a young family. This overlook is extremely insensitive to the neighbour's privacy. The south property owner has no recourse to obstruct this overlook as fences or other screens are limited by by-laws to specific heights. The design has specifically eliminated the opportunity to use tall skinny trees like columnar poplar due to the maximum coverage of the lot and the minimum side setback. A design with such contempt for neighbours should be rejected outright by the city."*
- "*The Calgary Infill Guidelines state that "the privacy of adjacent residences should be respected." The MDP Section 2.3.2 similarly requires sensitivity to the impact of development on neighbouring properties. At present, the proposed plans contain no meaningful privacy mitigation measures – such as window placement offsets, obscured glazing, or landscaping buffers at upper floors – to protect the reasonable privacy of neighbouring residents. I ask that the Development Authority require the applicant to demonstrate how privacy impacts will be adequately addressed.*"

- The Streetscape shows that the balcony heights are much higher than any adjacent homes. The proposed development will "*tower above the neighbouring property by 17'8" (5.39m)*".




**Recommendations:**

- Third-floor balconies are not supported. Having 5 sets of occupants using balconies towering over the neighbours is intrusive and destroys the quality of life for neighbours.
- Screening is not a solution given how much higher these balconies are from the adjacent homes, plus the issue of noise (even speaking voices carry when higher than adjacent homes) is not addressed.

**7. Parking Capacity / Spillover Parking**

- There are 10 units, so the .5 parking requirement is technically met. However, with 29 bedrooms, it seems very likely that there will be a much higher demand for parking. Resident have suggested that there will be demand for 10 to 15 parking stalls, assuming only half (or fewer) of occupants have a vehicle.
- Residents noted that even if the likely occupants (students) walk to the University of Calgary, experience has shown residents that many occupants likely do own a vehicle, even if it is only used for evenings and weekends. They still all need a place to park.
- Many residents commented on the quiet nature of Brighton Drive, making it a place where children ride bikes or play. With more vehicles competing for parking, there is perceived to be an increased safety risk. "*There are over 20 young children living on our street and in the summer months they are often seen riding their bikes and scooters along the block. This proposed development is situated on the inside corner of the elbow of our street. The minimal setback of the building design combined with the anticipated number of vehicles parked along the street would create a blind corner that could potentially pose a serious danger for both pedestrians and other vehicles.*"
- *"Parking will become a major issue on the whole street due to the location of the property, being at the elbow of our street. There are 4 homes across the street that have front driveways. Because the property is in a curve in the road, no parking will be permitted in that area. This will now force parking East and South along Brighton Rd."*
- *"The development provides parking that is clearly insufficient relative to the number of proposed dwelling units. A five-car garage for up to ten units, combined with basement suites, will inevitably result in significant overflow parking, congestion, and increased traffic on Brighton Drive NW."*
- *"The Land Use Bylaw, Section 35(g), requires the Development Authority to assess "access, parking and transportation requirements" as part of any discretionary use decision. A parking ratio of 0.5 per unit will demonstrably displace vehicle parking demand onto Brighton Drive NW and the adjacent lane, creating congestion, reducing access for service and emergency vehicles, and diminishing the safe use and enjoyment of the street by existing residents. I request that the Development Authority require a parking demand assessment and confirm that any parking relaxation is fully justified."*

**Recommendations:**

- Reducing the overall building size would also reduce the number of occupants and the amount of parking required.
- Providing 5 parking spaces for 29 bedrooms seems drastically lacking.
- Residents also pointed out that the property location on a corner makes it difficult to park on the curve.

**8. Alignment / Setback Areas**

- The rowhouse building does not align with contextual front setbacks: it is much further forward on the property than any other buildings on the street.
- The building on the southwest side will be greatly impacted and will lose much of the view out of their front windows.




- "*This DP proposes a project that does not align with the set back from the street on the N.W. facing side protruding approx (difficult to know exactly as the dimensions are not provided) 10ft beyond anything else anywhere on the block. This change in setback will greatly reduce the visibility on the corner for traffic."*
- *" This removes all existing green space".*
- *"It appears that the buildings are not set-back 3m from the front property line. It appears that only the west side meets the set-back requirements, while the north side encroaches."*
- *"The setback on the west side is nominally 3 meters closer to the street than the existing homes to the south. When this minimum R-CG front setback is coupled with a 3 story structure, the dramatic contrast to all homes is magnified."*

**Recommendations:**

The contextual front setback contrast with neighbouring homes is jarring and blocks visibility on the corner. It also removes most of the landscaping in the front yards, which is also not consistent with neighbouring homes. There is overbuilding on the lot, and the proposal should be scaled back.

**9. Trees / tree canopy / Landscaping**

- The Tree Schedule includes the removal of a 15-meter-tall City tree, which one resident noted "*has been protecting the land for over 60 years and provided tremendous peace to the neighborhood."*
- In addition, a large spruce tree in the front of the property will be removed.
- "*The landscaping plan has proposed to remove two trees in the front, 25 shared shrubs on the edge of proposed lot in the front, and 3 trees in the adjacent property back yard, which are in my back yard. The 25 shrubs are shared, and 3 trees are my personal property. This is a trespass or property damage if my personal properties are removed without my consent.*"
- It is unclear why the applicant included the removal of 3 large trees in the backyard of the house beside this property (3836 Brighton Dr).
- *"The proposed development calls for the removal of many mature trees (one of which is identified as being a City tree on Calgary's Urban Forest Map), negatively impacting Calgary's climate strategy. I believe that large coniferous and deciduous trees are valuable assets that need to be treasured and protected"*
- "*I request that the Development Authority confirm whether a formal Tree Protection Plan has been submitted, and require the applicant to justify the removal of all existing trees rather than retaining those which are healthy and structurally compatible with the proposed development*."
- "*This DP application shows the removal of several mature trees, some of which are on the 3836 property. Has the required Public Tree Disclosure Statement been provided?"*

- "*This is what the neighbourhood loses.*
*T1 is a specimen mature 45-ft-high x 23-ft-wide spruce. This tree is likely a legacy tree from Calgary's elementary school kids tree planting program.*
*T2 is a large 40 ft x 40 ft city tree on city property. Beautiful shade tree.*
*T4 is a specimen mature 32-ft-high x 31-ft-wide weeping birch.* ***It is gorgeous****. It is in the adjacent yard, not imposing, and* ***has beautiful matching twin*** *40-ft away.*
*T6 is a mature 12-ft-high x 18-ft-wide apple tree, a pollinator-supporter. It is in the adjacent yard in the corner, unimposing.*
*The City's Urban Forest authority should physically visit and evaluate all these trees before they are removed.*
*The proposed Siberian Larch for the corner of the alley is a pyramidal tree typically reaching 50-80 feet with canopy spread of 20 feet used for shelter belts, ideal for windbreaks, timber, and large acreages due to tall robust nature. They propose planting a seeding 12 ft tall, 1 year old, 3 feet away from a 4 ft landing, a sidewalk and <u>both</u> property lines. It will overgrow the area and hinder sightlines when driving out of the alley. The shedding needles will be spreading organic material on the alley, harming the gravel roadbed"*

**Recommendations:**
We do not support the removal of a City tree. Residents have also been vocal in their opposition to removal of this tree. A revised plan should be submitted showing how this tree will be protected and retained.
- The neighbour's trees should also be protected during construction; include a protection plan for those trees.
- If sidewalk work is to be completed (to enlarge the sidewalk width to 1.5m), a tree protection plan should also be provided.
- Clarify why there are trees shown as being removed in the neighbour's yard.
- Clarify how the applicant will work with the neighbour regarding the hedges to be removed and any landscaping remediation.
- Also clarify how the retaining wall between the 2 properties will be built while preserving the neighbour's trees.

**9B. Overall Landscaping Plan**
There does not appear to be any cohesive landscape plan. Rather, there is a prescriptive adherence to requirements such as including a specific number of shrubs, which are then randomly scattered throughout the property. These shrubs will be difficult to maintain, plus it will be almost impossible to mow a lawn around so many haphazardly-arranged shrubs.




- The red rectangles show grass, but it is unlikely to be maintained there because it is too difficult to mow grass directly up against a building, plus around obstacles such as shrubs, window wells, or basement stairs.

| | |
|---|---|
|  | The alley is gravel, not paved.<br>The grass/shrubs on the edge (the largest red rectangle) will be difficult to maintain, as the current photo shows.<br>Mowing this area will be almost impossible once gravel is mixed in with grass. |

- The light tan areas represent mulch, which is difficult to maintain. In the fall, once leaves drop, the mulch is likely to fill up with leaves and become a space for weeds to grow. The "skinny" .6m mulch section between the garage and the fence can only be accessed through the alley. Anyone maintaining this area would have to back in and out; cannot even turn around. This seems likely to just gather debris.
- The blue ovals show the window wells which are open to the amenity space and to the main sidewalk access. Basement tenants will have no privacy, especially since these are the only windows in the basement suites. (There are no windows in the living areas.) Other tenants using the common spaces can look or hear right into the basement units.
- There are 6 trees shown in the amenity space / grass area. They will be in the shade of 3 storey buildings for much of the day. It is unclear if these will be able to grow, let alone thrive. The spacing between trees makes it unlikely that all of them can be supported long-term.
- The fencing and retaining wall on the south-west side of the property require further clarification and detailing. Will the applicant pay for a new fence? How will the retaining wall be constructed? What materials will be used? This should be coordinated with the neighbour prior to construction.
- The bike shed is zero lot line. How will the exterior be completed without access onto the neighbour's property? There should be capability for more bikes to be stored.
- Brentwood has bike lanes, plus the proximity to the University, making it likely that multiple occupants will have bikes. There is space only for 3 lockers, which hold 6 bikes, but they would have to be shared between users.




- The sidewalks have multiple angles (the red circles) making pedestrian movement challenging. Trying to bring a bike into the interior spaces is almost impossible with sharp corners next to buildings.
- Units 3 and 5 have no direct access to the amenity space. Tenants in both the basement suites and the upstairs units have to exit their units, travel outside of the property on the public sidewalk and then re-enter the property to get to their designated amenity spaces.
- There is no storage shed; no place to store a rake, snow shovel, lawn mower, etc.

- The total grass area appears to be ~350 sq-ft., shared by 10 units, providing little in the way of recreation, relaxation or mental health areas.

**Recommendations:**
There needs to be a complete review of the landscaping plan. An assessment by Urban Forestry would help.
- Could trees be planted in the public sections of the property? As it is, there are multiple sidewalks only, and there will never be space on the property to plant any trees facing Brighton in either direction.
- The overall intensity of the cement, impermeable structures indicates over-building on the property.
- Resident comments about run-off and potential flooding risks should be taken into account.

**10. Air Conditioners**
- It is unclear how many air conditioners there will be and where they will be located.
- *"Considering the high density for 3 story buildings, are there going to be air conditioning installed? If nothing planned for the current project, what will be the steps when AC are installed? Being an adjacent neighbor, I will be significantly affected by AC installations."*

**Recommendations:**
- Please ensure there are no ACs or venting in the side setback areas where the noise will impact neighbours.

**11. Lighting**
- Concern has been expressed about the amount of light which might be shed from such a tall building, especially since existing tall trees will be removed. It is not clear where there will be exterior lighting, but care should be taken to ensure that there is no light shining directly onto neighbouring properties.
- The bike storage area will require lighting. It is a zero lot line so it will be intrusive on the backyard of the adjacent home. Clarify how lighting will be handled.

**Recommendations:**
- Please ensure there are no soffit lights which will be intrusive from a 3-storey height.
- The applicant should provide shielding to minimize light transfer onto adjacent homes.
- Clarify how lighting from the bike storage will be shielded.

**12: Demolition of existing home / Secondary Suite**
- There is a Backyard Suite which is only 5 years old (DP issued in 2020). Residents have expressed dismay that this new suite will be demolished.
- There is also concern about the demolition of the main dwelling, including asbestos removal, dust, debris, etc.
- "*This project will entail a large excavation. How are we as adjacent home owners going to be guaranteed that during construction and in the future that we will not have a sudden increase of Radon levels in our homes? There is no geotechnical study or report to protect us from this*."

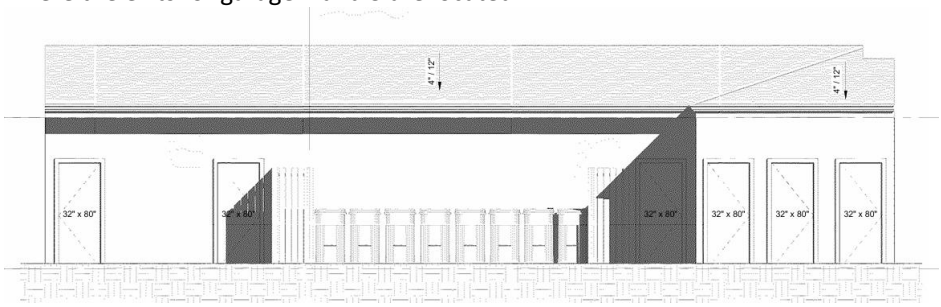
**Recommendations:**
- Ensure that all hazardous materials follow proper safety procedures during demolition.

**13. Garbage / recycle bin storage and capacity**
Many residents commented that they felt there was not enough capacity provided. Many commented that the existing dwelling plus the existing backyard suite already do not have enough capacity, or use other people's bins, so they were skeptical that there would be enough bins for the number of total dwelling spaces.
- *"These 10 suites buildings have requested 4 black bins, 3 composed (sic) bins and 3 recycling bins. Given the 5 times increase in population, this will not be sufficient to accommodate their garbage disposal demands. There are currently two families living in the two buildings with 6 bins in total. It has been overfilled garbage bins observed several times.*

*How could 10 bins be enough for 5 times more populations?"*
- The submitted drawings show a total of 10 bins:
WASTE AND RECYCLING - Capacity: 10 carts x 96 Gallon each = 760 Gallons
Proposed Waste storage distribution:
Black Cart (96G) 4
Blue Cart (96G) 3
Green Cart (96G) 3
Total Carts: 10
Carts to be manually rolled out to pick-up location on collection day by a private waste management company.

**Recommendations:**
- Does this comply with the bylaw requirements?
- Management by a private company is supported so that someone will be in charge of the bins and they will never be left in the alley.
- The frequency of the pickups will be important. Currently, City of Calgary black bins are picked up only once every 2 weeks. If there are 4 large carts used by many occupants, the odors in the summer will likely be intense. The garbages are located along the main sidewalk access to bikes and the garages, plus near the amenity space so frequent pickups should be encouraged.

**14. Garages**
The site plans do not show the man doors for the 5 garages.
The elevations show 3 doors (plus the 3 bike storage doors). The elevations show only 8 bins, not 10. It is not clear where the exits for garage 1 and 3 are located.




**Recommendations:**
Clarify how the users of garages 1 and 3 can safely exit their garages without having to walk along the alley.
- Correct the elevation drawings to show the correct number of bins.

**15. Infrastructure capacity / Sewer lines / Power Grid**
Many residents commented on the ability of existing infrastructure to handle a large increase in the number of dwellings on the site. While infrastructure capacity may lie outside of the scope of a DP review, recent Calgary water main events have made everyone more aware of the limits of existing aging facilities.
- Numerous residents commented that there had been previous upgrades needed on Brighton Drive. "*Homes in this neighbourhood and Brighton Dr in particular have had issues with the sewage pipes collapsing because they are made of cardboard and a tar like substance. This project will put even more pressure on aging infrastructure*."
- "*I am very concerned about how this additional strain on sanitary sewer, electric grid and water pressure will negatively impact our already over-taxed aging infrastructure. As it is right now, our sanitary sewer system has to be shut down regularly for the City to do remedial work on it. The site of the proposed development is at the apex of the block's sanitary sewer line, exacerbating the potential problems."*
- "*A recent City of Calgary assessment of infrastructure revealed that 11% of our infrastructure is in poor or very poor condition. Of that, water, waste-water and transportation are deemed to be high risk. Based on this*

*assessment, the proposed increase in density on this one residential lot is unwise and unreasonable, as confidence in our water utilities is very low."*

- Several comments related to an increased risk of flooding if trees and landscaping are replaced by large buildings.

*"The Storm system already has issues with flooding in the spring and summer months. The new development will only increase hard surfaces and reduce permeable surfaces to further strain the storm systems in our area."*

- Several comments related to the existing power grid, or to the increased capacity needed for EV chargers.

*"With 35 occupants, likely adults, consuming water and power, it is highly likely that the sewer will be over utilized and the power grid will need upgrades."*

*"The proposed development is calling for level 2 car chargers, which will definitely impact the dedicated power demand to the current site. If an Enmax upgrade in the area is required, this should be a developer cost. And should not impact disruption of services to the current residents on Brighton Drive or other surrounding residents."*

- Comments were received that this DP is of a commercial nature, with multiple rental units as would be found in a hotel or lodging house, but the infrastructure requirements do not reflect this (for example, requiring sprinkler systems).

- *"The increase in population, along with 24 bathrooms, 10 kitchens and laundry facilities, will have an overwhelming effect on the aging sanitary sewer main that is already operating at capacity and requires regular maintenance or repair. These units will require 200 amp electrical services. Is the current city service in this block able to handle the increased load?"*

- Several residents were concerned about possible sewer backflow to their houses:

*Because the new buildings are at high level of the street and five times more sewers will be pushed down in the pipe. This will cause potential sewer backflow to existing households down the pipe if sewer line is not enough to absorb the extra waste."*

- Residents were concerned because the site location is at the highest spot on the street, with a downward slope towards the middle of Brighton. In the case of flooding (either overland or sewer back-ups), their homes would be most impacted.

- One resident noted that there would be 20 utility meters – 10 electrical and 10 for gas. These "unsightly" meters are not noted on the submitted plans and there does not appear to be a logical space for them where they will not interfere with sidewalks or be prominently visible to neighbours.

**Recommendations:**

- It lies outside of our scope to review electrical, water or storm sewer requirements, or the status of existing infrastructure.
- Residents have a valid concern about increased pressures on the systems in place on Brighton. We trust that there will be a thorough Enmax, water, sewer and other infrastructure reviews.
- It seems reasonable to request that meters are located where they will not interfere with sidewalks. If they are in a location that is visible to neighbours, they should be shielded.
- The bike storage area should have EV chargers.

**16. Safety Concerns**

- Some residents expressed concern about the number of dwellings, and the lack of visibility for basement access or the backyard spaces. *"Reviewing the plans for this site, it does appear that there are many 'hiding spots'. The front stairs to the basement suites will be a particular area of concern that is not visible from the street. The same will go with the areas inside and on the side between the properties that look to be open to the public."*
- The risk of fire was also mentioned numerous times. A wood-structure building with multiple dwellings and many people living in close proximity has an increased risk of a fire, but without the sprinkler systems that would be required in an apartment building.
- "*The two row houses have significant rooms proposed. They are structures more like apartments but without considering extra safety features to mitigate potential fires hazards. If a fire starts from lower grade, how could large residences on the top floor be evacuated?"*
- One resident submitted a thoughtful evaluation of the number of lithium-ion batteries that are likely to be present in everything from phones, to doorbells, watches, EV chargers, E-bikes, laptops, remotes, TVs, etc.

The number of batteries could number well into the hundreds. The resident included some links to fires started by lithium-ion batteries, and the concern is real and valid.

- *The nearest fire hydrant is four houses down the block from the property.*
*Living in wood frame buildings with many (30-40) other people is riskier than 3-4 people in a single-family home. It is not only a numbers game but there is very little control over risky activities. Also, with 10 units the overall fuel load is 10x as great, 10 couches, 20 beds, drapes, curtains, carpet and lots of wood. The buildings are 40-feet high. If the roof is on fire the embers will soar over the neighbourhood in whichever direction the wind is blowing. All while the fire department is challenged by a multi-dwelling evacuation problem.*
*Fire response access to the inside back yard of these structures is extremely limited. Either 4-foot-wide concrete tunnels between buildings or over the 13-foot garage roofs."*

**Recommendations:**
- Sprinkler systems would increase safety for both occupants and neighbours.
- Will there be on-site management? This would help alleviate some of the concerns regarding the number of units and occupants. It would also help ensure that there is on-site monitoring of things like snow removal, bins, maintenance, etc.
- Are regular maintenance checks required for the EV chargers, smoke detectors, etc.?

**17. Resident comments regarding Discretionary Permits**
Numerous residents submitted comments about the review or about how their comments should matter.
We are including some of the comments here.
- "*As a discretionary application, approval is not automatic. The City must evaluate whether the proposal is appropriate in this specific context. In this case, it is not."*
- *"Importantly, this application is discretionary, not permitted as-of-right. Discretion exists specifically so that developments which are technically allowable under land use but clearly inappropriate in context can be refused. In this case, approval would contradict the intent of discretionary review and disregard the established character of Brentwood."*
- *"No accessible or affordable housing is planned."*
- *"The Land Use Bylaw, Section 36, provides that the Development Authority may only approve a discretionary use that does not comply with all applicable requirements if, in its opinion, the proposed development "would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring properties." For the reasons set out above, I submit that this threshold has not been met by the current application.*"

**Summary**
DP2026-01358 has generated a very high level of opposition. Over 40 residents of the area have submitted their feedback and the detailed reasons for their opposition. Many expressed shock or anger that a project of this magnitude did not involve any pre-application engagement or meetings: they felt blind-sided when this DP suddenly appeared one day. Residents were unanimous in their opposition to such a project which they feel will overwhelm their street.

The resident responses have been very detailed and very articulate, and show that much care was taken during their review process. This is not a NIMBY response of not wanting any change in their area, and indeed, many residents prefaced their comments by stating that they understood the need for gradual change, but it had to be sensitive and contextual. Most of the responses also indicated that residents valued and supported the tree canopy in their neighbourhood, and this project will never allow for mature trees because there simply isn't adequate space. Parking was also cited as a concern, as the 5 parking spaces are unlikely to be adequate for a 10-unit, 29-bedroom dwelling. Infrastructure concerns were also frequently noted.

The Brentwood Community Association has attempted to convey the breadth and depth of the comments we have received. If we have missed some comments, we trust that the letters directly submitted by residents will also be included in a review.

We understand that the current DP submission will undergo a rigorous review process. Residents and the Brentwood CA would like to be included in any further discussions.

Please circulate the Brentwood CA on any revisions and edits to the proposed DP plans.

Thank you for the opportunity to comment on this application.

Sincerely,

Melanie Swailes
Peter Johnson
On behalf of the Development and Transportation Committee
Brentwood Community Association

Christian.lepichouron@calgary.ca -- Planning File Manager
dp.circ@calgary.ca -- City's document circulation controller
office@brentwoodcommunity.com -- Brentwood Community Association
ward4@calgary.ca – Ward 4 Councillor DJ Kelly



SDAB2026-0113

**Samnick, Cyrille**

**From:** Melanie Swailes <melanie.brentwoodDTC@shaw.ca>
**Sent:** Friday, June 12, 2026 3:53 PM
**To:** Le Pichouron, Christian; DP Circ
**Cc:** office; Peter.Johnson; 'Bonita McCurry'; WARD4; Kelly, DJ
**Subject:** [External] Revised CA Feedback - DP2026-01358 at 3840 Brighton Drive NW
**Attachments:** CA Feedback DP2026-01358 at 3840 Brighton Drive.pdf; CA Feedback #2 - DP2026-01358 at 3840 Brighton Drive.pdf

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**Application: DP2026-01358, Revised drawings received May 2029**
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 Brighton Dr NW
Land Use Designation: R-CG
Dear Mr. Le Pichouron

After the first version of the above DP was received, over 40 very articulate and detailed letters of opposition were submitted by nearby residents.

Since there had been no pre-application contact, residents were upset that there had been no engagement. In response, the applicant did hold a meeting with area residents and members of the DTC; a meeting in which detailed feedback was provided by attendees. Residents had the hope and the expectation of substantial revisions based on the lack of contextual compatibility with their street, but unfortunately were extremely disappointed by the revised submission received in May 2026.
Most of the issues noted by residents and in the initial BCA response remain. Few of the overall issues around massing, size and impact of the proposal have been addressed, so DP2026-01358 continues to generate a very high level of opposition. While some very minor changes were made, the overall scope and scale of the proposal did not change. The proposed development remains as a 3-storey, over 12,000 sq ft of developed space (plus garages), with 3-floor balconies overlooking a neighbourhood of bungalows. The existing street pattern of large setbacks, many mature trees and low-scale (mostly bungalows) buildings would be completely disrupted by this proposal.

Residents of the area around 3840 Brighton Drive remain unanimous in their opposition to such a project which they feel will overwhelm their street. Many have re-submitted their feedback, plus included their comments on the newest version of the plans. Please consider all of their comments in the review process.

Attached please find the Brentwood CA original comments plus a revised document. Please circulate the Brentwood CA on any revisions and edits to the proposed DP plans.

Thank you,
Melanie Swailes
Peter Johnson
On behalf of the Development and Transportation Committee
Brentwood Community Association

**BRENTWOOD COMMUNITY ASSOCIATION**
Mailing Address: 5107 – 33rd Street NW, Calgary, AB T2L 1V3
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Phone (403) 284-3477 Fax (403) 284-3951

**From:** Melanie Swailes [mailto:melanie.brentwoodDTC@shaw.ca]
**Sent:** Monday, April 13, 2026 9:45 PM
**To:** 'Le Pichouron, Christian' ; 'DP.circ@calgary.ca'
**Cc:** Brentwood Community Association ; 'Peter Johnson' ; 'Bonita McCurry' ; 'WARD4' ; 'dj.kelly@calgary.ca' ; 'Mayor'
**Subject:** CA Feedback - DP2026-01358 at 3840 Brighton Drive NW
Christian Le Pichouron
Planning and Development, City of Calgary
Christian.lePichouron@calgary.ca
825.945.8857
**Application: DP2026-01358**
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 Brighton Dr NW
Land Use Designation: R-CG
Dear Mr. Le Pichouron,

**Overview:**
For any Discretionary DP, the Brentwood Community Association's Development and Transportation Committee (DTC) understands the importance of resident feedback. The City of Calgary also acknowledges that they "welcome public comments as part of the review process". Our DTC values resident feedback because we understand that residents living in an area are the experts on their street, with far more knowledge of local nuances and character than any other person not living there.
For that reason, since 2018, our DTC process is to circulate a Neighbour Notification on every DP, informing residents how they can get in touch with the Brentwood CA or the DTC. Usually, they don't. Most DPs are uneventful, with at best a few random comments. When we receive dozens of detailed letters, we pay close attention.
When we receive over 40 comments, we know that there's a serious discrepancy between what the DP proposes and what residents feel is appropriate or even acceptable for their street.
We do not expect residents to know or understand the Land Use Bylaw: they do not need to be familiar with it in order to recognize that a DP is completely out of tune with their area; out of scale, character or any sense of contextual or sensitive fit.
The Development and Transportation Committiee (DTC) of the Brentwood Community Association has attempted to convey the breadth and depth of the comments we have received. If we have missed some comments, we trust that the letters directly submitted by residents will also be included in a review.

Our CA feedback and comments are on the attached document.

Thank you for the opportunity to comment on this application.

Melanie

Melanie Swailes
Peter Johnson
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# Brentwood Community Association

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June 10, 2026

Christian Le Pichouron
Planning and Development
City of Calgary
Christian.lePichouron@calgary.ca
825.945.8857

Application: DP2026-01358, Revised drawings May 2026
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 Brighton Dr NW
Land Use Designation: R-CG
Proposed Use: new rowhouse with 3 main dwellings & 3 basement suites, new semi-detached with 2 main dwellings & 2 basement suites, 5-car garage
Proposed Development is: Discretionary

**Description:** This application is for a Development Permit (DP) to allow for a new multi-residential development. The application shows 2 separate buildings, a northwest facing rowhouse with 6 dwelling units (3 above grade dwelling units plus 3 basement suites) plus a northeast facing semi-detached building with 4 dwelling units (2 above grade plus 2 basement suites).

Dear Mr. Le Pichouron,

**Overview:**
A revised set of drawings was received by the BCA on May 29, 2026.
The BCA submission from April 13, 2026 is included with this current response, as it contains the detailed evaluation and comments for this application.
The current comments focus only on the changes to the submitted plans.

On this application, the Brentwood Community Association's Development and Transportation Committee (DTC) received over 40 comments on the original application and a similar number of letters for the revised version. Many of the neighbours to the site have written detailed submissions with their feedback, and the common theme was that very little had changed from the original version.

**Development and Transportation Committee Review:**

**1. Lack of any applicant engagement or pre-application meeting**
- After receiving much criticism about the lack of any applicant engagement, the applicant team hired a representative, Latosia Campbell-Walters, of the Sparks Planning Group to hold a meeting on May 11, 2026 at the Brentwood Community Association.
- At the meeting, residents provided their comments. There were no new drawings at this point, and there was an expectation from residents that their comments would be taken into account, leading to substantial revisions on the next set of submitted plans.

- Revised plans were received by the Brentwood CA on May 29th, but there were only very minor revisions which failed to address the majority of comments.

**2. Community character / not contextually compatible**
**Comments from May 13 BCA submission:**
Almost every resident feedback letter commented on the nature of Brighton Drive – mostly bungalows, low height homes, all single-family, and wrote that the DP was in "*no way compatible with the neighbourhood*".
- This proposed development shows no architectural sensitivity to the size, scope or styles of the surrounding homes. The project will be visually jarring and abrupt.
**Recommendations:**
- The overall massing and size of the complex should be drastically reduced.
- The scale and scope of this project does not comply with the MDP, which states that "The City of Calgary promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods".
- The MDP, Section 2.3.2, requires that development "respect the existing character of low density residential areas" and that infill development "complements the established character of the area and does not create dramatic contrasts in the physical development pattern."
- The Calgary Infill Guidelines further state that "new development should respect the existing scale and massing of its immediate surroundings."

**Applicant Response:**
*"The proposed development remains subject to the City's ongoing discretionary review process, including evaluation against applicable Land Use Bylaw requirements, planning policy, site compatibility, and technical review considerations."*

**3. Overall size of buildings**
**Comments from May 13 BCA submission:**
- There is a total of 12,674 square feet (1177.47 sqm) of building space, with 9394 sq ft (872.81 sqm) above grade.
- In addition, the garages are an additional 1037 sq ft (96.33 sqm). The garage building alone is almost equal in size to many of the exiting bungalows on the street.
- The total amount of built space is 13,711 sq ft (buildings plus garage).
**Recommendations:**
Reduce the overall size and square footage.

**Applicant Response:**
*"Revised plans include a modest reduction in development area, together with refinements to upper-storey interface conditions, landscaping, and supporting shadow analysis intended to further assess compatibility with adjacent properties and the surrounding streetscape."*

**BCA comment:**
- The "modest reduction in development area" is now at 12,228 sq ft, a reduction of 446 sq ft. or only about 3.5% of the building total. This does not address the issue of massing.
- We are not aware of any "supporting shadow analysis"; there were no shadow studies included in the submitted drawings.

**4. The number of dwelling units / the number of bedrooms**
**Comments from May 13 BCA submission:**
- There are 10 separate dwelling units, including 5 secondary suites.
- There is a total of 29 bedrooms, plus 5 flex or office spaces, plus 25 bathrooms.

**Recommendations:**
- Reduce the overall size of the building. Eliminate the third floor, making the building fit in better, plus reducing the overall number of bedrooms.

- The basement suites need to be redesigned to improve their functionality and to make them more inviting for long-term future occupants.

Applicant Response:
*"Revisions to the proposal include updates to the basement suite layouts intended to improve livability, functionality, and access to natural light within the development. As part of these revisions, each basement suite has been reduced from two bedrooms to one bedroom, resulting in a revised total of 25 bedrooms across the development."*
*"Parking demand, site circulation, servicing, and operational considerations will continue to be assessed through the City's ongoing technical review process."*

*BCA Comments:*

- While there are now 4 fewer bedrooms in the basements, the total number of bedrooms is still at 25, and the number of bathrooms remains unchanged at 25.
- This appears to be intended to function as a boarding house, with individual rooms and bathrooms for each occupant, but a minimum amount of common spaces or amenity spaces.
- Other issues have not been addressed but rather deferred to the City's ongoing technical review process.

**5. Building Heights / Massing / Shadowing**
**Comments from May 13 BCA submission:**
- The proposed rowhouse has 3-storeys with a peak height of about 33.9ft. above grade. The proposed northeast facing semi-detached building has 3-storeys with a peak height of about 35.6ft. above grade.
- This is almost 3 times as high as the majority of the existing homes in the area.
- There are no 3-storey buildings on Brighton Drive.
**Recommendations:**
- A shadow study should be completed to assess the impact on nearby parcels of land.
- Remove the third storey, as it is not compatible to a neighbourhood of mostly bungalows.

**Applicant Response:**
*"Revised plans include a modest reduction in development area, together with refinements to upper-storey interface conditions, landscaping, and supporting shadow analysis intended to further assess compatibility with adjacent properties and the surrounding streetscape."*

**BCA comment:**

- We are not aware of any "supporting shadow analysis"; there were no shadow studies included in the submitted drawings.
- The heights remain unchanged.

**6. Balconies on Third Floor / Overlooking / Lack of Privacy**
**Comments from May 13 BCA submission:**
- There are 5 third-floor balconies, including some that wrap around on 2 sides.
- The Streetscape shows that the balcony heights are much higher than any adjacent homes. The proposed development will "*tower above the neighbouring property by 17'8" (5.39m)*".
**Recommendations:**
- Third-floor balconies are not supported. Having 5 sets of occupants using balconies towering over the neighbours is intrusive and destroys the quality of life for neighbours.
- Screening is not a solution given how much higher these balconies are from the adjacent homes, plus the issue of noise (even speaking voices carry when higher than adjacent homes) is not addressed.

**Applicant Response:**
*"Revisions to the proposal include frosted glazing on upper-storey windows facing neighbouring properties, privacy screening on rooftop patio areas, and additional courtyard tree planting intended to improve screening and reduce overlook between properties.*

*Additional refinements to upper-storey interface conditions and landscape treatment have also been incorporated as part of the ongoing Development Permit review process."*

**BCA comment:**

- Frosted glazing provides very minimal screening; it does not address the issue of noise (speaking voices) from heights, and it does not eliminate the feeling of overlooking or massing from a third-floor balcony.
- "Additional refinements" are unknown and do not address resident concerns.

**7. Parking Capacity / Spillover Parking**

**Comments from May 13 BCA submission:**

- There are 10 units, so the .5 parking requirement is technically met. However, with 29 bedrooms, it seems very likely that there will be a much higher demand for parking. Resident have suggested that there will be demand for 10 to 15 parking stalls, assuming only half (or fewer) of occupants have a vehicle.
- Residents noted that even if the likely occupants (students) walk to the University of Calgary, experience has shown residents that many occupants likely do own a vehicle, even if it is only used for evenings and weekends.

**Recommendations:**

- Reducing the overall building size would also reduce the number of occupants and the amount of parking required.
- Providing 5 parking spaces for 29 bedrooms seems drastically lacking.
- Residents also pointed out that the property location on a corner makes it difficult to park on the curve.

**Applicant Response:**

*"Parking demand, site circulation, and servicing considerations will continue to be assessed through the City's ongoing technical review process."*

**BCA Comments:**

- Parking concerns were not addressed.

**8. Alignment / Setback Areas**

**Comments from May 13 BCA submission:**

- The rowhouse building does not align with contextual front setbacks: it is much further forward on the property than any other buildings on the street.
- The building on the southwest side will be greatly impacted and will lose much of the view out of their front windows.

**Recommendations:**

The contextual front setback contrast with neighbouring homes is jarring and blocks visibility on the corner. It also removes most of the landscaping in the front yards, which is also not consistent with neighbouring homes. There is overbuilding on the lot, and the proposal should be scaled back.

**Applicant Response:**

*These revisions include relocating basement suite entry stairs within the building envelope, eliminating the previously proposed exterior entry stairs and associated retaining wall relaxation. Additional retaining wall and landscape interface treatment has also been incorporated along the northwest corner of the site to assist with stormwater management.*

*The revised plans also reflect a modest reduction in overall development area, together with refinements to landscaping, pedestrian circulation, and corner interface conditions within the site.*

**BCA Comments:**

- The "modest reduction" is so minimal as to be unnoticeable (approx. 400 sq ft out of over 12,000 sqft).
- Moving the stairs for the basement suites inside is the reason for the change, but it has not addressed the lack of contextual setbacks on Brighton Drive.
- This proposed dwelling will be extremely out of context to any other buildings on the street.

**9. Trees / tree canopy / Landscaping**
**Comments from May 13 BCA submission:**
**-** The Tree Schedule includes the removal of a 15-meter-tall City tree, as well as a large spruce tree in the front of the property.
- It is unclear why the applicant included the removal of 3 large trees in the backyard of the house beside this property (3836 Brighton Dr).
**Recommendations:**
We do not support the removal of a City tree. Residents have also been vocal in their opposition to removal of this tree. A revised plan should be submitted showing how this tree will be protected and retained.
- The neighbour's trees should also be protected during construction; include a protection plan for those trees.
- If sidewalk work is to be completed (to enlarge the sidewalk width to 1.5m), a tree protection plan should also be provided.
- Clarify why there are trees shown as being removed in the neighbour's yard.
- Clarify how the applicant will work with the neighbour regarding the hedges to be removed and any landscaping remediation.
- Also clarify how the retaining wall between the 2 properties will be built while preserving the neighbour's trees.

Applicant Response:
*"Revised landscape plans have been prepared through the ongoing Development Permit review process, including retention and protection of the public tree along the frontage in accordance with the City's review requirements. Revised landscape plans have been prepared through the ongoing Development Permit review process, including retention and protection of the public tree along the frontage in accordance with the City's review requirements."*

**9B. Overall Landscaping Plan**
**Comments from May 13 BCA submission:**
There does not appear to be any cohesive landscape plan. Rather, there is a prescriptive adherence to requirements such as including a specific number of shrubs, which are then randomly scattered throughout the property. These shrubs will be difficult to maintain, plus it will be almost impossible to mow a lawn around so many haphazardly-arranged shrubs.
**Recommendations:**
There needs to be a complete review of the landscaping plan. An assessment by Urban Forestry would help.
- Could trees be planted in the public sections of the property? As it is, there are multiple sidewalks only, and there will never be space on the property to plant any trees facing Brighton in either direction.
- The overall intensity of the cement, impermeable structures indicates over-building on the property.
- Resident comments about run-off and potential flooding risks should be taken into account.
Applicant Response:
*"Additional trees and landscape treatment have also been incorporated within the internal courtyard area to enhance screening, strengthen the landscape interface with neighbouring properties, and contribute to the overall site design."*

**BCA Comments:**
- The number of shrubs has increased from 21 to 35, but it is doubtful that most of them will survive long-term: they are close together, in the shade of buildings and will need regular pruning or maintenance.
- Some of the shrubs are still just randomly placed in the lawn areas, making mowing very difficult.
- There are 10 shrubs along the alley area, which will be difficult to maintain since the alley is gravel and there is no separator strip.
- There are 6 trees in the courtyard; their long-term viability is suspect. All show a mature spread of only 2 meters but their spread is usually much larger. Either they will conflict with each other or some will die out, especially with roots restricted by cement sidewalks.

**10. Air Conditioners**
**Comments from May 13 BCA submission:**

- It is unclear how many air conditioners there will be and where they will be located.

**Recommendations:**

- Please ensure there are no ACs or venting in the side setback areas where the noise will impact neighbours.

BCA comments:

- Not addressed. It is unclear where the ACs or venting will be.

**11. Lighting**

**Comments from May 13 BCA submission:**

- Concern has been expressed about the amount of light which might be shed from such a tall building, especially since existing tall trees will be removed. It is not clear where there will be exterior lighting, but care should be taken to ensure that there is no light shining directly onto neighbouring properties.
- The bike storage area will require lighting. It is a zero lot line so it will be intrusive on the backyard of the adjacent home. Clarify how lighting will be handled.

**Recommendations:**

- Please ensure there are no soffit lights which will be intrusive from a 3-storey height.
- The applicant should provide shielding to minimize light transfer onto adjacent homes.
- Clarify how lighting from the bike storage will be shielded.

**BCA Comments:**

- Unsure how or if this has been addressed.

**12: Demolition of existing home / Secondary Suite**

**Comments from May 13 BCA submission:**

- There is a Backyard Suite which is only 5 years old (DP issued in 2020). Residents have expressed dismay that this new suite will be demolished.

**Recommendations:**

- Ensure that all hazardous materials follow proper safety procedures during demolition.

**BCA Comments:**

- No further updates or changes.

**13. Garbage / recycle bin storage and capacity**

**Comments from May 13 BCA submission:**

Many residents commented that they felt there was not enough capacity provided. Many commented that the existing dwelling plus the existing backyard suite already do not have enough capacity, or use other people's bins, so they were skeptical that there would be enough bins for the number of total dwelling spaces.

**Recommendations:**

- Does this comply with the bylaw requirements?
- Management by a private company is supported so that someone will be in charge of the bins and they will never be left in the alley.

**Applicant Response:**

*"Revisions to the proposal include updates to the waste management strategy, including increasing the number of waste and recycling bins from 10 to 12, together with additional stormwater and site grading interface measures along the northwest corner of the site."*

**BCA Comments:**

- Waste bins have been increased.
- Not clear what the additional stormwater grading measures are.

**14. Garages**

**Comments from May 13 BCA submission:**

The site plans do not show the man doors for the 5 garages.

The elevations show 3 doors (plus the 3 bike storage doors). The elevations show only 8 bins, not 10. It is not clear where the exits for garage 1 and 3 are located.

**Recommendations:**

Clarify how the users of garages 1 and 3 can safely exit their garages without having to walk along the alley.

- Correct the elevation drawings to show the correct number of bins.

**BCA Comments:**

- Garage man doors have been added.
- Garbage and bins numbers have been changed on the drawings.

**15. Infrastructure capacity / Sewer lines / Power Grid**

**Comments from May 13 BCA submission:** Many residents commented on the ability of existing infrastructure to handle a large increase in the number of dwellings on the site. While infrastructure capacity may lie outside of the scope of a DP review, recent Calgary water main events have made everyone more aware of the limits of existing aging facilities.

Applicant Response:

*"Additional technical information and servicing details are being prepared, including stormwater management, fire flow confirmation, utility servicing coordination, lane grading, and waste collection arrangements. Parking demand, site circulation, and servicing considerations will continue to be assessed through the City's ongoing technical review process."*

**16. Safety Concerns**

**Comments from May 13 BCA submission:-** Some residents expressed concern about the number of dwellings, and the lack of visibility for basement access or the backyard spaces.

- The risk of fire was also mentioned numerous times. A wood-structure building with multiple dwellings and many people living in close proximity has an increased risk of a fire, but without the sprinkler systems that would be required in an apartment building.
- One resident submitted a thoughtful evaluation of the number of lithium-ion batteries that are likely to be present in everything from phones, to doorbells, watches, EV chargers, E-bikes, laptops, remotes, TVs, etc.

The number of batteries could number well into the hundreds. The resident included some links to fires started by lithium-ion batteries, and the concern is real and valid.

**Applicant Response:**

"Additional technical information is being prepared, including fire flow confirmation and supporting servicing information related to emergency access and site operations. Fire protection, occupant safety, egress, and emergency access will continue to be assessed through the applicable technical review and Building Permit processes."

**17. Resident comments regarding Discretionary Permits**

**Comments from May 13 BCA submission:**

Numerous residents submitted comments about the review or about how their comments should matter.

**Summary**

DP2026-01358 continues to generate a very high level of opposition. Residents were unanimous in their opposition to such a project which they feel will overwhelm their street.

This is not a NIMBY response of not wanting any change in their area, and indeed, many residents prefaced their comments by stating that they understood the need for gradual change, but it had to be sensitive and contextual.

After the first DP was received, over 40 very articulate and detailed letters of opposition were submitted. In response, the applicant held a meeting with area residents and members of the DTC. Residents had the hope and the expectation of substantial revisions based on the lack of contextual compatibility with their street, but unfortunately were extremely disappointed by the revised submission.

Most of the issues noted in the initial BCA response remain.

While some very minor changes were made, the overall scope and scale of the proposal did not change. The proposed development remains as a 3-storey, over 12,000 sq ft of developed space (plus garages), with 3-floor balconies overlooking a neighbourhood of bungalows. The existing street pattern of large setbacks, many mature trees and low-scale (mostly bungalows) buildings would be completely disrupted by this proposal.

Please circulate the Brentwood CA on any revisions and edits to the proposed DP plans.

Thank you for the opportunity to comment on this application.

Sincerely,

Melanie Swailes
Peter Johnson
On behalf of the Development and Transportation Committee
Brentwood Community Association

Christian.lepichouron@calgary.ca -- Planning File Manager
dp.circ@calgary.ca -- City's document circulation controller
office@brentwoodcommunity.com -- Brentwood Community Association
ward4@calgary.ca – Ward 4 Councillor DJ Kelly

March 21, 2026

Dear Councillor Kelly,

I am writing as a homeowner of 22 years on Brighton Dr NW to formally express my opposition to the proposed 10-unit residential development at 3840 Brighton Dr NW, application DP2026-01358.

Our street is a quiet, low-traffic block with a close-knit community made up largely of long-term homeowners, many of whom are seniors or families with young children and teens. Over the decades, we have built something genuinely rare, a neighborhood where residents know one another by name, look out for each other's children, and take shared pride in the block. That did not happen by accident. It is the direct result of stable, owner-occupied housing and a human-scaled street environment.

A 10-unit building placed in the middle of this block would be fundamentally out of character with the surrounding streetscape. My specific concerns are as follows:

*Scale and Density:* The proposed development represents a dramatic and inappropriate increase in density for a street made up entirely of single-family homes. Introducing 10 units, and the population that comes with them, into the middle of a low-density residential block is not a gradual development. It is a fundamental change to the character of the neighborhood. The surrounding homes house individual families on individual lots. Concentrating the equivalent of ten households into a single mid-block building is entirely inconsistent with the scale and feel of everything around it. A duplex or similarly modest infill would be a far more appropriate and respectful contribution to this community.

*Parking and Traffic Safety:* Our street currently sees very little traffic, primarily residents coming and going from their own driveways. It is a quiet block where children play and seniors walk, precisely because through-traffic is minimal and vehicle volumes are low. A 10-unit building has the potential to add upwards of 20 to 30 vehicles to a street that was never designed to absorb that kind of load. That is not a minor inconvenience, it is a meaningful safety risk. Increased vehicle volume, competition for on-street parking, and the steady flow of unfamiliar traffic in and out of a mid-block location would radically alter the safety and character of the street for every resident, and particularly for the children and seniors who currently move through it with confidence.

Purchasing a home on this street was a deliberate choice. Residents chose it for the quiet, the space, the community, and its proximity to schools and amenities. A development on this scale would materially change what this street is and what it means to those of us who have invested in it for decades.

I respectfully urge you to oppose this application, or at minimum require that the proposal be scaled back significantly to reflect the character of the surrounding neighborhood.

Thank you for your time and for representing the interests of long-standing residents in this community.

Sincerely,

Lisa and Peter Florence

3824 Brighton DR NW, Calgary, AB, T2L 1G8

Email: [redacted]

**Samnick, Cyrille**

**From:** David Murray [redacted]
**Sent:** Friday, March 27, 2026 9:05 PM
**To:** office; DP Circ; Le Pichouron, Christian; WARD4
**Subject:** [External] Re: Application for Development Permit DP2026-01358 - Concerns

**This Message Is From an Untrusted Sender**
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ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to spam@calgary.ca

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To Whom It May Concern:

My wife and I have resided in the single family bungalow immediately across the street from 3840 Brighton Drive (at 3839 Brighton Drive) for more than 45 years. It has come to my attention that the subject Application has been submitted to the City for development of 3840 Brighton Drive NW (Brentwood District / Ward 4) and after reviewing the Design Map made available by the City I have a number of concerns regarding the proposed development plan.

EXCESSIVE POPULATION DENSIFICATION

My understanding is that the proposed Development has been designed to contain a total of 29 bedrooms. The current number of occupants is estimated at 6. This represents a densification factor of 500%. Put another way, 29 people /0.0709 ha = 376 people / ha. To paraphrase a passage from the City of Calgary's web-site, "In the City of Calgary, high-density development targets generally aim for intensities exceeding **150 people and jobs per hectare** in designated "Activity Centres" and "Main Streets". While 400 people per hectare represents a very high urban density (roughly comparable to dense, high-rise residential areas)".

REMOVAL OF MATURE TREES

The plan appears to involve the removal of 5 mature trees (including one identified as "On City Property"). The Urban Forest Management website confirms that it is a City tree. This appears to be excessive AND includes removal of three trees from the next-door neighbour's back yard that are not included inside the boundary of the Landscaping Plan provided by the Designer/Developer. Do you have it on record that the neighbour has agreed to the tree removal?

Brentwood is 65+ years old with mature tree growth throughout. These trees represent a significant loss to individual families and to Brighton Drive as a whole. Replacing them with something you can leap-frog over isn't a fair replacement value.

PARKING CONGESTION

Given the magnitude of the densification (from 2 family units to 10 family units) I anticipate that there will be a related increase in vehicles to be parked. I do not think that it is unreasonable to apply a 1.5 vehicle per unit ratio to arrive at a 15 vehicle incremental increase in this small area. 5 of these vehicles appear to have been accommodated in the proposed design but that will leave at least 10 more to be parked evenings and week-ends on Brighton Drive.

The amount of curb around the corner curve on the West-facing to the North-facing side of 3840 Brighton Drive might accommodate 7 vehicles if drivers are considerate of one another but that will mean another 3 to 5 vehicles will be parked elsewhere on Brighton Drive (as Charleswood Drive is inaccessible to them). There are already a small number of vehicles parked on the street on a regular basis (including UofC students who drive to Brentwood, park on Brooklyn Crescent or Brighton Drive and walk to campus) and given that there are 6 existing homes with front-facing driveways (not including the existing driveway associated with 3840 Brighton Drive) as well as an alley entrance/exit there isn't a huge amount of 'extra' curb parking left. This is very likely to result in:

- parking congestion,

- thru-traffic flow issues,

- child safety issues,

- fire safety issues (See separate section below entitled FIRE SAFETY).

SOLAR/SUNDIAL IMPACT

The proposed Development is approximately 11 meters above ground level. In Calgary, on December 22 the length of shadow cast by the Development is estimated at approximately 38 meters. I estimate that for 4 or 5 winter months the sun will be completely (or partially) obstructed for 5 or 6 homes on the outer curve of Brighton Drive for more than 2 hours per day as the shadow cast by this Development slowly progresses around the curve. I'm sure that the 3-D Shadow Study that should have been a part of the Design Submission will confirm my estimates are close.

INTENSE LOAD ON SERVICES

I am guessing that when the services were first designed and installed in Brentwood they were not designed for an additional 24 bathrooms, 10 kitchens and various laundry and dishwashers representing a single high density demand on:

- potable water,
- sewer capacity,
- electrical draw and
- telecommunications requirements.

Given the proposed density (376 people / ha) and the physical location of the lot relative to the shared sewer line and water line I urge the City to evaluate the consequential impact on all of the existing residences that back onto the alley behind 3840 Brighton Drive especially 3843 Charleswood Drive and 3864 Brighton Drive because they are both upstream of the proposed development and also consider the impact on other near-by blocks of homes that feed into or draw from these essential services.

INCOMPATIBILITY WITH EXISTING NEIGHBOURHOOD

The proposed design is quite attractive on a stand-alone basis or in a situation with other similar designs BUT this will be a 3-story complex with a flat roof nestled in with a cluster of mostly cottage roof bungalows built in the very early 1960s. This will result in a glaring conflict of design aesthetics. Of particular concern to me is that if the City should vote to repeal the blanket re-zone then the existing residents on Brighton Drive will be reminded of this 'stand-alone' glaring visual contrast on a daily basis.

FIRE SAFETY

My interpretation of documentation available on the City's website is that the Calgary Fire Department would deploy one or more pieces of equipment requiring the use of extended stabilizer arms to ensure the safety of their personnel when fighting a fire in a 3-story complex. Given that Brighton Drive is 9 meters wide (curb-to-curb), if vehicles are parked on both sides of the roadway immediately in front of this new development will the Fire Department be able to easily access and deploy the stabilizer arms in a timely fashion?

With the significantly higher concentration of kitchens (10) and the possibility of barbecues and tobacco smokers associated with this proposed development, will there be a hard-wired smoke alarm system installed in each unit? Is the Developer planning on installing some kind of fire sprinkler system to ensure the safety of residents and neighbours?

Thank you in advance for reading and considering my concerns/thoughts on this matter.

With Respect,

David Murray

**Date:** March 28, 2026

**Subject:** Strong Objection to Development Permit DP2026-01358 – 3840 Brighton Dr NW

Dear Christian le Pichouron,
Planning File Manager, City of Calgary

cc: Brentwood Community Association, Ward 4 Councillor, DP Circulation

I am writing to formally and strongly oppose **Development Permit DP2026-01358** for the proposed multi-residential development at **3840 Brighton Dr NW**.

Brentwood is a well-established, low-density neighbourhood characterized primarily by **single-family bungalows and semi-detached homes**, generous lot spacing, mature trees, and a consistent residential scale. The proposed development, consisting of a **three-storey rowhouse with six dwelling units, a three-storey semi-detached building with four dwelling units, five basement suites, and a five-car garage,** represents a dramatic and incompatible intensification for this location.

**Original Intention of the Area: Single Family Homes**

The primary purpose of this area was to establish a neighbourhood comprised entirely of single family homes. When these properties were initially marketed and purchased, the understanding was that each would serve as a private residence for one family, creating a cohesive and stable community. This expectation influenced both the purchase price and property tax rates, as buyers were willing to invest more for exclusivity and the associated benefits.

However, with recent changes permitting basement rentals, garage suites, and duplexes, the landscape of the neighbourhood has shifted. These modifications have introduced higher density and rental opportunities, leading to a decrease in property values. As a result, the integrity and market value of single-family homes are at risk, impacting all residents who invested under the original premise.

**Incompatibility With Neighbourhood Character**

The **height, massing, and density** of this proposal are fundamentally out of scale with the surrounding built form. Structures reaching approximately **33.9 ft and 35.6 ft in height** are entirely inconsistent with the prevailing one-storey bungalow streetscape.
This level of intensification will permanently alter the character of Brighton Drive and set an undesirable precedent for further overdevelopment in an area never designed to accommodate it. Once it is built there will be no going back to the feel of the neighborhood as it stands today.

**Overcrowding and Density Concerns**

The proposal introduces **ten dwelling units plus multiple secondary suites on a single parcel**, a level of density that far exceeds what existing infrastructure, streets, and services were designed to support. This concentration of residents is inappropriate for a quiet residential street and undermines the stability and livability of the neighbourhood.

**Parking, Traffic, and Safety Impacts**

The development provides parking that is clearly insufficient relative to the number of proposed dwelling units. A **five-car garage for up to ten units**, combined with basement suites, will inevitably result in **significant overflow parking**, congestion, and increased traffic on Brighton Drive NW.
This raises serious concerns regarding pedestrian safety, winter road access, emergency vehicle access, and daily usability for existing residents.

**Loss of Privacy, Sunlight, and Enjoyment of Property**

The proposed three-storey buildings will create **overlook, shadowing, and loss of privacy** for adjacent properties that were built with the expectation of low-rise neighbours. The scale and proximity of these structures will negatively impact sunlight, backyard usability, and overall enjoyment of surrounding homes.

**Discretionary Nature of the Application**

Importantly, this application is **discretionary**, not permitted as-of-right.
Discretion exists specifically so that developments which are technically allowable under land use but **clearly inappropriate in context** can be refused. In this case, approval would contradict the intent of discretionary review and disregard the established character of Brentwood.

**Conclusion**

This proposal prioritizes maximum density over community compatibility and fails to respect the established form, scale, and function of the neighbourhood. Brentwood residents are not opposed to thoughtful, context-sensitive development,but this project is **neither modest nor compatible**.

For these reasons, I respectfully request that **Development Permit DP2026-01358 be refused** or, at minimum, substantially redesigned to reflect the existing low-density bungalow character of the area.

Thank you for your time and consideration of this submission.

Sincerely,

HAI VU

THUY NGUYEN

Address: 3907 BROOKLYN CRES N.W. CALGARY AB T2L 1G9

Contact information: HAI VU - [redacted]

THUY NGUYEN - [redacted]

**Date:** March 28, 2026

**Subject:** Strong Objection to Development Permit DP2026-01358 – 3840 Brighton Dr NW

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Planning File Manager, City of Calgary

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However, with recent changes permitting basement rentals, garage suites, and duplexes, the landscape of the neighbourhood has shifted. These modifications have introduced higher density and rental opportunities, leading to a decrease in property values. As a result, the integrity and market value of single-family homes are at risk, impacting all residents who invested under the original premise.

**Incompatibility With Neighbourhood Character**

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For these reasons, I respectfully request that **Development Permit DP2026-01358 be refused** or, at minimum, substantially redesigned to reflect the existing low-density bungalow character of the area.

Thank you for your time and consideration of this submission.

Sincerely, Adolf Dulc

Adolf Dulc

Address: 3947 Brooklyn Cres. N.W. Calgary, AB, T2L 1G9

Contact information: [redacted]

**Date:** March 28, 2026

**Subject:** Strong Objection to Development Permit DP2026-01358 – 3840 Brighton Dr NW

Dear Christian le Pichouron,
Planning File Manager, City of Calgary

cc: Brentwood Community Association, Ward 4 Councillor, DP Circulation

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However, with recent changes permitting basement rentals, garage suites, and duplexes, the landscape of the neighbourhood has shifted. These modifications have introduced higher density and rental opportunities, leading to a decrease in property values. As a result, the integrity and market value of single-family homes are at risk, impacting all residents who invested under the original premise.

**Incompatibility With Neighbourhood Character**

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**Overcrowding and Density Concerns**

The proposal introduces **ten dwelling units plus multiple secondary suites on a single parcel**, a level of density that far exceeds what existing infrastructure, streets, and services were designed to support. This concentration of residents is inappropriate for a quiet residential street and undermines the stability and livability of the neighbourhood.

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This proposal prioritizes maximum density over community compatibility and fails to respect the established form, scale, and function of the neighbourhood. Brentwood residents are not opposed to thoughtful, context-sensitive development, but this project is **neither modest nor compatible**.

For these reasons, I respectfully request that **Development Permit DP2026-01358 be refused** or, at minimum, substantially redesigned to reflect the existing low-density bungalow character of the area.

Thank you for your time and consideration of this submission.

Sincerely,

Jean M. Greenwell

Address: 3837 BROOKLYN CR. N.W. CALGARY AB.

Contact information:

# [External] PROPOSED DEVELOPMENT APPLICATION - BRIGHTON CRESCENT NW, CALGARY

MR

Maureen Roloff [redacted]

To ○ christian lepochouron; ○ **DP Circ**; ○ office; ○ WARD4

Please find attached my response on the proposed development application for Brighton Crescent NW.

**Date:** March 28, 2026

**Subject:** Strong Objection to Development Permit DP2026-01358 – 3840 Brighton Dr NW

Dear Christian le Pichouron,
Planning File Manager, City of Calgary

cc: Brentwood Community Association, Ward 4 Councillor, DP Circulation

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**Original Intention of the Area: Single Family Homes**

The primary purpose of this area was to establish a neighbourhood comprised entirely of single family homes. When these properties were initially marketed and purchased, the understanding was that each would serve as a private residence for one family, creating a cohesive and stable community. This expectation influenced both the purchase price and property tax rates, as buyers were willing to invest more for exclusivity and the associated benefits.

However, with recent changes permitting basement rentals, garage suites, and duplexes, the landscape of the neighbourhood has shifted. These modifications have introduced higher density and rental opportunities, leading to a decrease in property values. As a result, the integrity and market value of single-family homes are at risk, impacting all residents who invested under the original premise.

**Incompatibility With Neighbourhood Character**

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**Conclusion**

This proposal prioritizes maximum density over community compatibility and fails to respect the established form, scale, and function of the neighbourhood. Brentwood residents are not opposed to thoughtful, context-sensitive development, but this project is **neither modest nor compatible**.

For these reasons, I respectfully request that **Development Permit DP2026-01358 be refused** or, at minimum, substantially redesigned to reflect the existing low-density bungalow character of the area.

Thank you for your time and consideration of this submission.

Sincerely,

MR Roloff
MAUREEN ROLOFF

Address: 3820 BROOKLYN CR N.W

Contact information: [redacted]

SDAB2026-0113

# 170

*Ron Sikora*

3847 Brooklyn Crescent NW
Calgary, Alberta T2L 1G9
[redacted]

March 30, 2026

RE: ***Strong Objection to City of Calgary Development Permit DP2026-01358 – 3840 Brighton Dr NW***

Dear Mr. Christian le Pichouron,
Planning File Manager, City of Calgary

cc: Brentwood Community Association, DJ Kelly, DP Circulation

I am writing to formally and strongly oppose **Development Permit DP2026-01358** for the proposed multi-residential development at **3840 Brighton Dr NW**.

Brentwood is a well-established, low-density neighbourhood characterized primarily by **single-family bungalows and semi-detached homes**, generous lot spacing, mature trees, and a consistent residential scale. The proposed development, consisting of a **three-storey rowhouse with six dwelling units, a three-storey semi-detached building with four dwelling units, five basement suites, and a five-car garage,** represents a dramatic and incompatible intensification for this location.

**Original Intention of the Area: Single Family Homes**

My parents purchased a brand new home in 1961 in Brentwood, In 1987, I purchased that very home from them and have raised my family at the same location. Essentially I have lived in the neighborhood most of my life at the same address. The primary purpose of this area was to establish a neighbourhood comprised entirely of single family homes. When these properties were initially marketed and purchased, the understanding was that each would serve as a private residence for one family, creating a cohesive and stable community. This expectation influenced both the purchase price and property tax rates, as buyers were willing to invest more for exclusivity and the associated benefits.

It is very disappointing that government policy is to change the zoning laws and ruin a very well established neighborhood. These policy changes are due to poor government immigration policy and the lack of forethought, Not only has this resulted in a shortage of housing, but also overcrowding in schools and in our hospitals. **I urge you to be do the right thing and block this development.**

**Incompatibility With Neighbourhood Character**

The **height, massing, and density** of this proposal are fundamentally out of scale with the surrounding built form. Structures reaching approximately **33.9 ft and 35.6 ft in height** are entirely inconsistent with the prevailing one-storey bungalow streetscape.

**SDAB2026-0113**

This level of intensification will permanently alter the character of Brighton Drive and set an undesirable precedent for further overdevelopment in an area never designed to accommodate it. Once it is built there will be no going back to the feel of the neighborhood as it stands today.

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For these reasons, I respectfully request that **Development Permit DP2026-01358 be refused** or, at minimum, substantially redesigned to reflect the existing low-density bungalow character of the area.

Thank you for your time and consideration of this submission.

Sincerely,

Ron Sikora

**Samnick, Cyrille**

| | |
|---|---|
| **From:** | David Zhang <[redacted]> |
| **Sent:** | Wednesday, April 1, 2026 10:18 AM |
| **To:** | Le Pichouron, Christian |
| **Cc:** | DP Circ; office; WARD4 |
| **Subject:** | [External] Re: DP2026-01358 Address: 3840 BRIGHTON DR NW |
| **Attachments:** | Letter to City.docx |

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Report Suspicious

April 1, 2026

Christian Le Pichouron
Planning and Development, City of Calgary
Christian.LePichouron@calgary.ca
(825) 945-8857
Application: DP2026-01358
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 BRIGHTON DR NW
Dear Le Pichouron,

I was completely shocked after reviewing the floor plans for the proposed new buildings at 3840 Brighton Drive. There are 29 bedrooms, 1 office, 25 washrooms, 10 laundry rooms, and 10 kitchens proposed on a small round lot. These two new row houses will be mainly used as rental properties to host 30 to 40+ renters at capacity. The land has been rezoned as a RCG lot but the new buildings are more like apartment styles! This will add tremendous pressure to community safety, parking, garbage disposals, noise levels. Below are reasons I strongly oppose the development on 3840 Brighton Drive:

**1. Parking capacity.** The applicant is proposed for a 5 plex plus 5 legal basements for a total of 10 suites. The 10 suites will demand at least 15 parking spaces. How could the 5 small parking stalls be enough to absorb the large parking needs? Where could large vehicles be parked? If not planned diligently, the extra parking demands will add enormous pressure to the quiet neighborhood, causing parking stress and stealing existing neighboring parking spaces.

**2. Garbage capacity.** These 10 suites buildings have requested 4 black bins, 3 compost bins and 3 recycling bins. Given the 5 times increase in population, this will not be sufficient to accommodate their garbage disposal demands. There are currently two families living in the two buildings with 6 bins in total. It has been overfilled with garbage bins observed several times. How could 10 bins be enough for 5 times more populations? The potential garbage overflow will certainly destroy the neighborhood.

**3. Sewer line capacity.** The sewer line was not accounted for by the dramatic household increases when it was built. Because the new buildings are at high level of the street and five times more sewers will be pushed down in the pipe. This will cause potential sewer backflow to existing households down the pipe if the sewer line is not enough to absorb the extra waste.

**4. Noise.** There will be tremendous noises from the new buildings with 5 times more population residing in the premises. There will be car noises from early in the mornings to party times extremely late at night. There's no way to mitigate the noise exposure to neighbors.
**5. Population Growth.** The floor plans include 29 bedrooms, 1 office, 25 washrooms, 10 kitchens, and 10 laundry sets. It's a 400%-500% increase in bedrooms, 600%-800% increase in washrooms, and a 500% increase in kitchens, from the current two existing buildings. With 29 bedrooms and 1 office, the total suites can fit 30-45 people at capacity. This would be a 500% increase in population density in a typical household in Brentwood. Does the increase in population density fit into the Brentwood development plan?
**6. Tree Canopy.** The landscaping plan has proposed to remove two trees in the front, 25 shared shrubs on the edge of the proposed lot in the front, and 3 trees in the adjacent property back yard, which are in my backyard. The 25 shrubs are shared, and 3 trees are my personal property. This is a trespass or property damage if my personal properties are removed without my consent. One of the trees in the proposed site is a 15-meter-tall **City tree** It has been protecting the land for over 60 years and provided tremendous peace to the neighborhood. Once the front canopies are removed, the neighborhood will lose two more mature trees that make Brentwood less viable. I have attached pictures for the trees to be removed just for this 10 plex to be built for making his own profits. It's such a shame.
**7. Air Conditioning.** Considering the high density for 3 story buildings, are there going to be air conditioning installed? If nothing is planned for the current project, what will be the steps when AC is installed? Being an adjacent neighbor, I will be significantly affected by AC installations.
**8. Safety Concerns.** The two row houses have significant rooms proposed. They are structures more like apartments but without considering extra safety features to mitigate potential fire hazards. If a fire starts from a lower grade, how could large residences on the top floor be evacuated?
**9. Stability?** If the proposed project is approved, it's going to add tremendous noise, traffic pressure and crime rate to the street. The long-term residences on Brighton Drive are going to be kicked out one by one. There are only negative effects on existing neighbors when these monster row houses are built.
**10. Community Character.** They are the first 3 story row houses project with the highest room density in Brentwood. The design is extremely aggressive to build 29 bedrooms, 1 office and 25 bathrooms on a small round lot on Brighton Drive. It does not fit in with the character of the Brentwood neighborhood. A duplex would be a better fit on the street.
**11. Low Density or Medium Density.** This proposed project will build 29 bedrooms and 1 office, which can accommodate 30 to 40+ individuals on a 709 meters land. I would like to know if the developer has consulted with the Brentwood community to evaluate the proposed plan. If Brentwood community was not consulted, a meeting shall take place to inform the residents living in the community. All neighbors should be invited to the meeting to express their legit concerns.
**12. Building Height.** They are the first full 3 story row houses to be proposed on Brentwood RCG lot. It will be an absolute jarring structure on Brighton Drive.
**13. Landscaping.** RCG lot requires 30% soft surfaced landscaped area. The proposed landscaping plan does not provide details as to how 30% soft surface fits in.
**14. Privacy.** There are balconies on 3rd floor of the proposed projects. They can easily see through my backyard and front yard with serious privacy concerns. We strongly demand extra protection to protect our privacy as an adjacent neighbor.
**15. Area Resident Feedback.** There is no contact with neighbors with respect to the proposed project. As adjacent neighbors, we need to know more about this project. We would propose having a meeting with the developer to send our sincere concerns. Our communication channel is open, but the developer has not proposed any constructive way to hear from us.
The purpose for rezoning is to bring affordability to the neighborhood. However, the proposed row houses are designed for the sole purpose of maximizing profits from rentals, no affordability at all. These two new buildings are going to be built as apartment style attracting short-term and long-term renters. There' no benefits to be brought to the Brentwood community but purely profits to the investor detrimental to other residences on Brighton Drive. I strongly oppose the development of row houses on 3840 Brighton Drive.
Zhe Zhang and Xiaodan Liu Family

3836 Brighton Drive

On Wed, Mar 25, 2026 at 9:03 AM David Zhang <[redacted]> wrote:

Application: DP2026-01358
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 BRIGHTON DR NW
Dear Le Pichouron,
I am a resident of Brentwood and live at 3836 Brighton Drive NW, adjacent to the proposed development at 3840 Brighton Dr NW.

I am strongly opposed to the above Development Permit for the following reasons:

**1. Parking capacity.** The applicant is proposed for a 5 plex plus 5 legal basements for a total of 10 suites. The 10 suites will demand at least 15 parking spaces. How could the 5 small parking stalls be enough to absorb large parking needs? Where could trucks and large vehicles be parked? If not planned diligently, the extra parking demands will add enormous pressure to the quiet neighborhood, causing significant parking stress and stealing existing neighboring parking spaces.
**2. Garbage capacity.** These 10 suites buildings have requested 4 black bins, 3 compost bins and 3 recycling bins. Given the 5 times increase in population, this will not be sufficient to accommodate their garbage disposal demands. There are currently two families living in the two buildings with 6 bins in total. It has been overfilled with garbage bins observed several times. How could 10 bins be enough for 5 times more populations? The potential garbage overflow will certainly destroy the neighborhood.
**3. Sewer line capacity.** The sewer line was not accounted for by the dramatic household increases when it was built. Because the new buildings are at a high level of the street and five times more sewers will be pushed down in the pipe when they are built. This will cause potential sewer backflow to existing households down the pipe if the sewer line is not enough to absorb the extra waste.
**4. Noise.** There will be tremendous noises from the new buildings with 5 times more population residing at the premises. There will be car noises from early in the mornings to party times extremely late at night. There's no way to mitigate the noise exposure to neighbors.

Given the listed concerns above, I strongly oppose the new 5 plex with 5 basement suites. They are not a good match to the existing neighborhood. A duplex or two detached properties are more suitable. Please consider my feedback and thank you for taking time to review my concerns. Should you have other questions, please reach me at my cell [redacted] or email at [redacted]

Regards,

Zhe Zhang (David)

April 1, 2026

Christian Le Pichouron
Planning and Development, City of Calgary
Christian.LePichouron@calgary.ca
(825) 945-8857

Application: DP2026-01358
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 BRIGHTON DR NW

Dear Le Pichouron,

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**2. Garbage capacity.** These 10 suites buildings have requested 4 black bins, 3 composed bins and 3 recycling bins. Given the 5 times increase in population, this will not be sufficient to accommodate their garbage disposal demands. There are currently two families living in the two buildings with 6 bins in total. It has been overfilled garbage bins observed several times. How could 10 bins be enough for 5 times more populations? The potential garbage overflow will certainly destroy the neighborhood.

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**4. Noise.** There will be tremendous noises from the new buildings with 5 times more population residing in the premises. There will be car noises from early in the mornings to party times extremely late at night. There’s no way to mitigate the noise exposure to neighbors.

**5. Population Growth.** The floor plans include 29 bedrooms, 1 office, 25 washrooms, 10 kitchens, and 10 laundry sets. It's a 400%-500% increase in bedrooms, 600%-800% increase in washrooms, 500% increase in kitchens, from the current two existing buildings. With 29 bedrooms and 1 office, the total suites can fit 30-45 people at capacity. This would be a 500% increase in population density in a typical household in Brentwood. Does the increase in population density fit into the Brentwood development plan?

**6. Tree Canopy.** The landscaping plan has proposed to remove two trees in the front, 25 shared shrubs on the edge of proposed lot in the front, and 3 trees in the adjacent property back yard, which are in my back yard. The 25 shrubs are shared, and 3 trees are my personal property. This is a trespass or property damage if my personal properties are removed without my consent. One of the trees in proposed site is a 15-meter-tall **City tree** It has been protecting the land for over 60 years and provided tremendous peace to the neighborhood. Once the front canopies are removed, the neighborhood will lose two more mature trees that make Brentwood less viable. I have attached pictures for the trees to be removed just for this 10 plex to be built for making his own profits. It's such a shame.

**7. Air Conditioning.** Considering the high density for 3 story buildings, are there going to be air conditioning installed? If nothing planed for the current project, what will be the steps when AC are installed? Being an adjacent neighbor, I will be significantly affected by AC installations.

**8. Safety Concerns.** The two row houses have significant rooms proposed. They are structures more like apartments but without considering extra safety features to mitigate potential fires hazards. If a fire starts from lower grade, how could large residences on the top floor be evacuated?

**9. Stability?** If the proposed project is approved, it's going to add tremendous noise, traffic pressure and crime rate to the street. The long-term residences on Brighton Drive are going to be kicked out one by one. There are only negative effects on existing neighbors when these monster row houses are built.

**10. Community Character.** This is the first 3 story row houses project with the highest room density in Brentwood. The design is extremely aggressive to build 29 bedrooms, 1 office and 25 bathrooms on a small round lot on Brighton Drive. It does not fit in with the character of Brentwood neighborhood. A duplex would be a better fit on the street.

**11. Low Density or Medium Density.** This proposed project will build 29 bedrooms and 1 office, which can accommodate 30 to 40+ individuals on a 709 meters land. I would like to know if the developer has consulted with Brentwood community to evaluate the proposed plan. If Brentwood community was not consulted, a meeting shall take place to inform the residents living in the community. All neighbors should be invited to the meeting to express their legit concerns.

**12. Building Height.** They are the first full 3 story row houses to proposed on Brentwood RCG lot. It will be an absolute jarring structure on Brighton Drive.

**13. Landscaping.** RCG lot requires 30% soft surfaced landscaped area. The proposed landscaping plan does not provide details as to how 30% soft surface fits in.

**14. Privacy.** There are balconies on 3rd floor of the proposed projects. They can easily see through my backyard and front yard with serious privacy concerns. We strongly demand extra protection to protect our privacy as an adjacent neighbor.

**15. Area Resident Feedback.** There is no contact with neighbors with respect to the proposed project. As adjacent neighbors, we need to know more about this project. We would propose having a meeting with the developer to send our sincere concerns. Our communication channel is open, but the developer has not proposed to any constructive way to hear from us.

The purpose for rezoning is to bring in affordability to the neighborhood. However, the proposed row houses are designed for the sole purpose of maximizing profits from rentals, no affordability at all. These two new buildings are going to be built as apartment style attracting short-term and long-term renters. There' no benefits to be brought to the Brentwood community but purely profits to the investor at a detrimental to the residences on Brighton Drive. I strongly oppose the development of row houses on 3840 Brighton Drive.

Zhe Zhang

**Samnick, Cyrille**

**From:** Marvin Wiebe <[redacted]
**Sent:** Wednesday, April 1, 2026 5:52 PM
**To:** Le Pichouron, Christian
**Cc:** DP Circ; office; WARD4
**Subject:** [External] opposition to application DP2026-01358

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A quote from page 37 of the Municipal Development Plan: " The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of existing neighborhoods."
I live directly across the street from the proposed development at 3840 Brighton Drive NW. (DP2026-01358)
This development would be a jarring contradiction to any homes in the vicinity and the city's own ideal.

MASS

The existing homes on this block are primarily low bungalows with few split level homes.
This development would include a row house consisting of 3, 3-storey units plus a semi detached unit, all with secondary suites for a total of 10 dwelling units on a single residential lot.
Based on the elevations shown on the plan, the proposed housing project will be 33' 8 1/4" above grade and tower above the neighboring property by 17' 8"(5.39m). The decks are shown to be approximately 22 feet above grade. This will give a clear line of sight from the decks into neighboring properties while residents are attempting to enjoy the privacy of their own homes and yards.
The overall height will cast significant shadows on surrounding properties, disrupting the natural light into nearby homes and affecting the sunlight on existing gardens and landscapes.

SETBACK

The indicated setback of the proposed buildings is not consistent with any others in the area and will require the removal of several trees. One of these trees is a City deciduous tree. This tree must remain undamaged!
As this property is located at an elbow in the road rather than a corner, the minimal setback will create a dangerous blind spot for drivers in both directions as well as pedestrians.

DENSIFICATION

The proposed development will include 29 Bedrooms which will increase the population density on this single family property from the current 6 to a minimum of 29 occupants, an increase of approximately 500% on a single property.

TRAFFIC AND PARKING

The plan shows on-site parking for 5 vehicles. With a minimum of 29 occupants, we could expect to have an additional 24 vehicles creating a high volume of traffic with inadequate street parking in front of the buildings, meaning many vehicles will be parked in front of other properties on both sides of the street. Many current residents require the parking space in front of their home due to mobility issues.

UTILITIES AND SERVICES

The increase in population, along with 24 bathrooms, 10 kitchens and laundry facilities, will have an overwhelming effect on the aging sanitary sewer main that is already operating at capacity and requires regular maintenance or repair.

These units will require 200 amp electrical services. Is the current city service in this block able to handle the increased load?

There would be much less lawn and yard space to absorb storm water or place snow creating a significant increase of runoff into storm sewers.

With the added street parking, will the city be able to effectively clean and maintain our roadway?

EMERGENCY SERVICES

With the crowded design of this project and excessive street parking, will emergency vehicles and personnel have easy access to the properties?

There is currently ONE fire hydrant on Brighton Drive, located at about mid block. In the event of a fire, is the current firefighting infrastructure sufficient?

For this level of density it should be required that each unit has a fire suppression system in place.

SAFTEY

Brighton Drive is populated by a mix of families, many with young children.

The increase in traffic on our street will be a very real hazard for pedestrians, children at play and drivers.

This proposed development has many obscured walkways and small hidden areas creating the potential for harm due to violence.

SUMMARY

This is an egregious development that would strain city services, create excessive traffic and parking concerns, diminish safety and generally change the entire context of our community. This project should be situated in a high density with other units of similar design and intention, not on a quiet side street in the heart of Brentwood.

Sincerely,
Marvin Wiebe

# [External] Application: DP2026-01358 New Rowhouse Building at 3840 Brighton Dr NW

JY

Joanne Yu <[redacted]>
To christian.lepochouron@calgary.ca
Cc DP Circ; WARD4; office@brentwoodcommuity.com

Reply | Reply All | Forward | ...

Fri 4/3/2026 8:19 PM

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To whom it may concern,

I am writing to oppose the development of the above mentioned application for new rowhouse building development permit.

To have so many units so tightly packed into a lot will lead to parking issues.

The impact on the landscape of the neighbourhood. To have so dense and tight living quarters in a neighbourhood will lead to more people coming and going, the noise, the extra traffic, the lost of green space and the peace and conhesion of our community will be lost.

I strongly oppose this application development permit.

Thank you for your kind attention.

Joanne Yu
3844 Brooklyn Cres NW owner and resident

**Samnick, Cyrille**

**From:** Paula Schermann [redacted]
**Sent:** Saturday, April 4, 2026 4:17 PM
**To:** Le Pichouron, Christian
**Cc:** David Norris; DP Circ; WARD4; office; Kelly, DJ
**Subject:** [External] DP2026-03158 - Strong opposition from neighbours at 3847 Brighton Drive NW

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April 4, 2026

Christian Le Pichouron
Planning and Development, City of Calgary
e: Christian.LePichouron@calgary.ca
v: +1.825.945.8857
Application: DP2026-01358
Application Type: New: Rowhouse Building (1), Semi-detached dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 Brighton Drive NW

Mr Le Pichouron,
DP2026-03158 should be terminated by city administration for a number of reasons. This development application has abused blanket rezoning, exploited R-CG zoning, and is bullying the neighborhood. Please consider the problems outlined below as you process the application. The property is a good candidate for development but the application has so perverted the objectives of blanket rezoning that we feel the city should cancel the application and force the developer to consider a more suitable design.

Exploitation of Blanket Rezoning

Blanket rezoning was imagined to help the city increase housing supply, better utilize expensive city infrastructure, improve neighbourhoods without them losing their character, and hopefully (through increased supply over time) improve housing affordability. We agree with this vision. We also generally agree that it is more efficient for the city to process development permits through administration and not council when applications fit the rules. DP2026-03158 has bent the intent of blanket rezoning while maintaining the illusion of following the rules. The key implications of this design will over-use expensive city infrastructure and degrade the neighborhood. It appears this design will actually drive families (the target of the neighborhood's character) away.
The units in this design are focused on many small bedrooms; 30 bedrooms across the 5 upper and 5 basement suites. The "flex" rooms in this design could legitimately stretch the

number of bedrooms to 35. It appears to be designed as a rooming house and not a family house. The best economical application of this design is a short-term rental like AirBnB. With 35 occupants, likely adults, consuming water and power, it is highly likely that the sewer will be over utilized and the power grid will need upgrades. Brighton Drive is a simple "L" shaped road that these 35 occupants, likely each with a car, will over consume street parking. I oppose having my infrastructure compromised and needing upgrades added to my taxes and fees for an apartment building disguised as a row house.

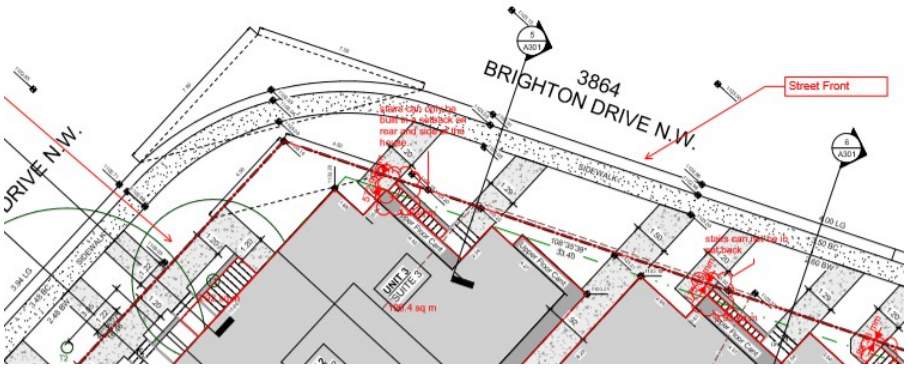
The neighbourhood has a gentle character. The residents use their back yards, quiet streets, local schools, local parks, local shopping. Young families seek entry to area homes for these amenities. The design is unlikely to attract this target demographic. The high occupancy will result in significant traffic to the street with occupants coming/going, getting deliveries, and living. This will negatively impact street safety for area children who learn to ride bicycles on the street. Should the property transition to short-term rental, transient population of up to 35 people will further degrade the character and further discourage families from the neighborhood. Do not allow this application to corrupt the neighborhood character.

This design has perverted blanket rezoning by taking occupancy to the extreme on a single property. The fact that city administration must now judge the application without council or other support means that the developer is taking advantage of the process to exploit the property and degrade the neighborhood.

<u>Abuse of R-CG Zoning</u>

R-CG zoning provides a wide scope of housing with various limits. R-CG does not allow low rise apartment buildings. Many low rise apartment buildings have 20-30 suites with a combination of 1 & 2 bedrooms. It is reasonable for such an apartment building to have 35 bedrooms. These buildings require different zoning and have various requirements for parking, neighborhood fit, utilities, etc. DP2026-03158 is attempting to achieve apartment building occupancy without the associated requirements. This design must be considered not just by the R-CG rules, but more importantly by the rules of it's equivalent occupancy building.

Within the R-CG requirements, set-back, parking, and garbage are important considerations for neighbours. When considering this design, it appears that the buildings are not set-back 3m from the front property line. Brighton Drive is a "L" shape and this property is on the inside corner in the middle of the block. The result is the front property line runs the length of both the north and west side of the property. It appears that only the west side meets the set-back requirements, while the north side encroaches. The current property owner, who is also the applicant, respected this north side setback a few years ago when the garage with 2nd story suite was constructed. It appears that the desire for a higher number of bedrooms drove a decision to decrease the north side front setback in order to achieve the maximum allowed lot coverage for R-CG. There is no reason city administration should allow a setback relaxation.



Garbage, compost, and recycling pickup in our neighbourhood is from the lane. The design appears to accommodate the number of bins for each unit on the interior of the property. In reality, many existing row houses (such as in Capital Hill next door to Brentwood) keep their bins in the alley in front of the garage but between the car doors. This design will result in a large number of bins obstructing the lane for neighborhood access and emergency and service vehicles. A good visual is the following picture taken from Morley Trail NW of a 4 unit row house (without secondary suites to my knowledge). As you can see the bins protrude into the lane and are not kept on the property between the row house and the garage. It is reasonable to expect that 10 suites will not keep the bins in an orderly location inside the property. This design takes advantage of the R-CG zoning rules but will significantly degrade the neighborhood lane access and safety. A better solution is required.

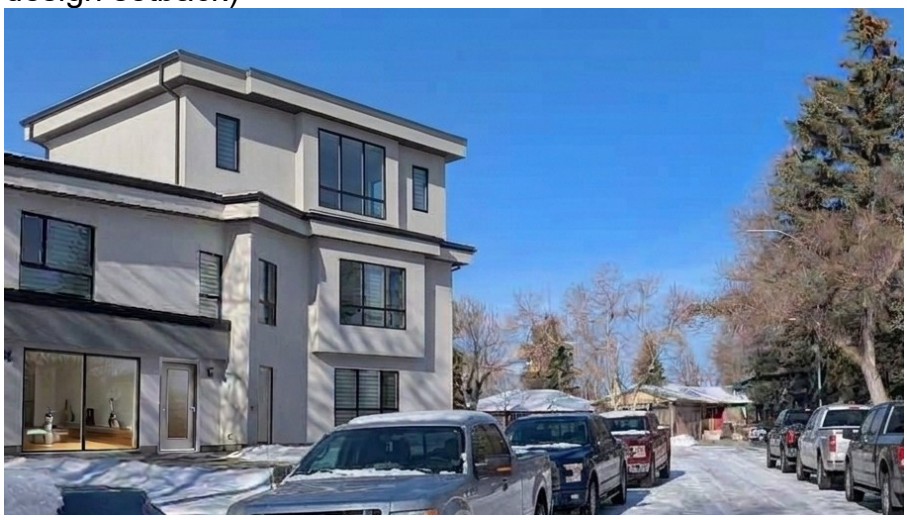


Parking in our neighborhood is a combination of street, garages and driveways. The proposed design appears to be following the R-CG rules by allocating 0.5 parking stalls for each suite for a total of 5 garage spots. In reality, the perversion of the number and nature of occupants will likely result in up to 35 vehicles at full occupancy. The street front of this property could support up to 10 vehicles. The balance of occupant vehicles will park across the street or down the road. The best visual is the following views of the current street followed by a mock-up picture of the same street filled with parked cars.

Current view facing west (note on the left side the current garage with secondary upper suite with proper setback)



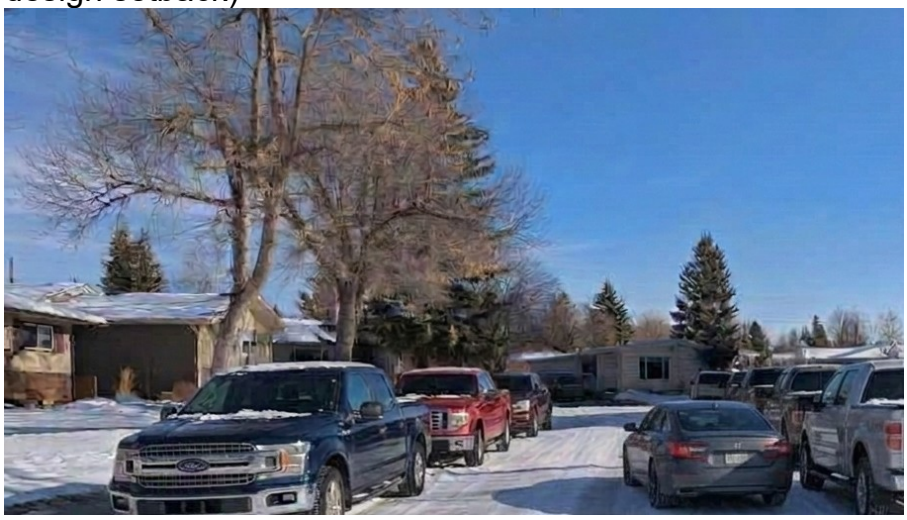
Mock-up view facing west (note estimated location of replacement 3 story buildings with design setback)



Current view facing north



Mock-up view facing north (note estimated location of replacement 3 story buildings with design setback)



The extreme occupancy of this design will significantly impact driver sight lines due to building obstruction and the large number of expected parked vehicles. As illustrated by the mock-up

images, both west bound and north bound vehicles will experience a blind corner in front of the property. The expected number of additional vehicles will force occupants, neighbours and visitors to pass in both directions with a full curb of parked cars on both sides. The neighborhood is not designed for the vehicle maneuverability and traffic flow for the occupancy equivalent to a low rise apartment building. The abuse of R-CG zone rules by this design is going to significantly impact street access, and especially restrict movement of large fire trucks.

Bullying the Neighborhood

The scope of DP2026-03158 is beyond the intent of blanket rezoning and R-CG. The design is not aligned with the objectives of the municipal development plan (MCP). Specifically the design does not ensure an appropriate transition between area intensity. Further, the design creates dramatic contrasts in the physical development pattern. This a complete disregard of the objectives of the neighbourhoods in our city.

The design shows contempt for the concept of "appropriate transitions" by the inclusion of a 3rd floor to maximize the number of bedrooms and occupancy. Of specific concern is the balcony on the south side of the row house. This 3rd floor balcony provides significant overlook to the property directly south. This south property is currently occupied by a young family. This overlook is extremely insensitive to the neighbour's privacy. The south property owner has no recourse to obstruct this overlook as fences or other screens are limited by by-laws to specific heights. The design has specifically eliminated the opportunity to use tall skinny trees like columnar poplar due to the maximum coverage of the lot and the minimum side setback. A design with such contempt for neighbours should be rejected outright by the city.

The design is a major contrast to the street. The setback on the west side is nominally 3 meters closer to the street than the existing homes to the south. When this minimum R-CG front setback is coupled with a 3 story structure, the dramatic contrast to all homes is magnified. The setback on the north side is both inconsistent with R-CG by being less than the required 3 meters, but also nominally 3 meters closer to the street than the existing home to the east. The basic objective of municipal development to "not create dramatic contrasts" has been disregarded by this design which maximizes all possible property coverage and build height. The developer is taking advantage of R-CG rules without consideration for municipal development objectives.

Conclusion

DP2026-03158 is severely flawed. The developer has clearly demonstrated a willingness to put city administration in the unfortunate position of enforcing the R-CG rules over the good intentions of blanket rezoning and municipal development. The specific concerns we identify with the design are the direct result of a developer maximizing the occupancy within the maximum physical limits of R-CG. The abuse of the development permit process forces neighbours like us to consider the true economic motivations of the developer. Our neighbourhood, and our personal enjoyment of our property across the street, should not be degraded by this perversion. Terminate this permit and force this developer to propose an appropriate design that achieves the intent of blanket rezoning.

Respectfully,

Paula Schermann and David Norris
Homeowners of 3847 Brighton Dr NW

**Samnick, Cyrille**

**From:** Jaume, Mariela on behalf of DP Circ
**Sent:** Monday, April 6, 2026 8:39 AM
**To:** 'yan wu'
**Cc:** DP Circ; Le Pichouron, Christian
**Subject:** RE: [External] Concerns Regarding Proposed Development Application DP2026-01358

Good morning,

Thank you for your feedback, your comment has been received by the City.

Regards,

Mariela Jaume
**Applications Processing Representative**
Calgary Building Services
Planning and Development
The City of Calgary | Mail code: #8108
Floor 3, Municipal Building - 800 Macleod Trail S.E.
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5




ISC:Unrestricted

**From:** yan wu <[redacted]>
**Sent:** Friday, April 3, 2026 11:34 AM
**To:** Christian.LePochouron@calgary.ca; DP Circ <DP.Circ@calgary.ca>; office <office@brentwoodcommunity.com>; WARD4 <Ward4@calgary.ca>
**Subject:** [External] Concerns Regarding Proposed Development Application DP2026-01358

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Dear Christian, Brentwood Community Association, City Document Controller, and Ward 4 Councillor,

I am writing to express my concerns regarding the proposed development application (DP2026-01358) located opposite my residence.

My primary concern relates to privacy. A three-storey structure would overlook our bungalow, significantly impacting our privacy and enjoyment of our home. In addition, the height of the development may result in increased shadowing, reducing natural light to our living spaces and yard.

I am also concerned about how this development fits within the existing neighbourhood character. The surrounding area is predominantly low-density, and a building of this scale may not be consistent with the current streetscape.

Furthermore, there are considerations regarding increased traffic, limited parking availability, and additional strain on local infrastructure. These factors could contribute to congestion, inconvenience, and potential safety concerns for residents.

Construction-related impacts, including noise, dust, and heavy vehicle traffic, are also a concern for the immediate area.

Finally, I am mindful that approving a development of this scale may set a precedent for similar projects in the future, potentially leading to broader changes in the character and density of the neighbourhood.

I respectfully request that these concerns be carefully considered during the review process before any final decisions are made.

Thank you very much for your time and consideration.

Yours sincerely,

Yan Wu

Residence in 3855 Brighton Dr.

April 6, 2026

RE: **Strong Objection to City of Calgary Development Permit DP202601358 – 3840 Brighton Dr NW**

Dear Christian le Pichouron,
Planning File Manager, City of Calgary

cc: Brentwood Community Association, DJ Kelly, DP Circulation

I am writing to formally and strongly oppose **Development Permit DP202601358** for the proposed multiresidential development at **3840 Brighton Dr NW**.

Brentwood is a wellestablished, lowdensity neighbourhood characterized primarily by **singlefamily bungalows and semidetached homes**, generous lot spacing, mature trees, and a consistent residential scale. The proposed development, consisting of a **threestorey rowhouse with six dwelling units, a threestorey semidetached building with four dwelling units, five basement suites, and a fivecar garage,** represents a dramatic and incompatible intensification for this location.

**Original Intention of the Area: Single Family Homes**

The primary purpose of this area was to establish a neighbourhood comprised entirely of single family homes. When these properties were initially marketed and purchased, the understanding was that each would serve as a private residence for one family, creating a cohesive and stable community. This expectation influenced both the purchase price and property tax rates, as buyers were willing to invest more for exclusivity and the associated benefits.

However, with recent changes permitting basement rentals, garage suites, and duplexes, the landscape of the neighbourhood has shifted. These modifications have introduced higher density and rental opportunities, leading to a decrease in property values. As a result, the integrity and market value of single-family homes are at risk, impacting all residents who invested under the original premise.

**Incompatibility With Neighbourhood Character**

The **height, massing, and density** of this proposal are fundamentally out of scale with the surrounding built form. Structures reaching approximately **33.9 ft and 35.6 ft in height** are entirely inconsistent with the prevailing onestorey bungalow streetscape.
This level of intensification will permanently alter the character of Brighton Drive and set an undesirable precedent for further overdevelopment in an area never designed to accommodate it. Once it is built there will be no going back to the feel of the neighborhood as it stands today.

**Overcrowding and Density Concerns**

The proposal introduces **ten dwelling units plus multiple secondary suites on a single parcel**, a level of density that far exceeds what existing infrastructure, streets, and services were designed to

support.
This concentration of residents is inappropriate for a quiet residential street and undermines the stability and livability of the neighbourhood.

**Parking, Traffic, and Safety Impacts**

The development provides parking that is clearly insufficient relative to the number of proposed dwelling units. A **fivecar garage for up to ten units**, combined with basement suites, will inevitably result in **significant overflow parking**, congestion, and increased traffic on Brighton Drive NW. This raises serious concerns regarding pedestrian safety, winter road access, emergency vehicle access, and daily usability for existing residents.

**Loss of Privacy, Sunlight, and Enjoyment of Property**

The proposed threestorey buildings will create **overlook, shadowing, and loss of privacy** for adjacent properties that were built with the expectation of lowrise neighbours. The scale and proximity of these structures will negatively impact sunlight, backyard usability, and overall enjoyment of surrounding homes.

**Discretionary Nature of the Application**

Importantly, this application is **discretionary**, not permitted asofright.
Discretion exists specifically so that developments which are technically allowable under land use but **clearly inappropriate in context** can be refused. In this case, approval would contradict the intent of discretionary review and disregard the established character of Brentwood.

**Conclusion**

This proposal prioritizes maximum density over community compatibility and fails to respect the established form, scale, and function of the neighbourhood. Brentwood residents are not opposed to thoughtful, contextsensitive development, but this project is **neither modest nor compatible**.

For these reasons, I respectfully request that **Development Permit DP202601358 be refused** or, at minimum, substantially redesigned to reflect the existing lowdensity bungalow character of the area.

Thank you for your time and consideration of this submission.

Sincerely,

Ken Farley

Address: 3931 Brooklyn Crescent. NW

Contact information: [redacted]

**Samnick, Cyrille**

**From:** Mike R [redacted] >
**Sent:** Tuesday, April 7, 2026 10:52 AM
**To:** Le Pichouron, Christian; DP Circ; office; WARD4
**Subject:** [External] 3840 Brighton Dr. N.W. DP2026-01358

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As outlined in the Neighbor Notification circulated by the Brentwood Community Association please find our comments regarding DP2026-01358.

The site plan and the Landscaping plan both show the NW facing side as 3840 Brighton Dr. N.W. while the N.E facing side is shown as 3864 Brighton Dr.N.W. This error has created much confusion for people who do dot have the resources needed to puzzle it out. in some cases my neighbors have made assumptions like this is the new second building address or this includes the house across the alley. 3864 is actually the house on the corner lot of Brighton Dr. N.W. and Charleswood DR.N.W. This "error" has created the impression that this is a corner lot proposal rather than the true inner curve of a Drive.

This DP is for 3840 Brighton Dr.N.W. but includes work on the adjacent property 3836 Brighton Dr.N.W. It is a requirement of the DP application that there be a letter of authorization from the owner of the land, their agent,or other persons having legal or equitable interest in the parcel. As this DP includes work on the parcel 3836 Brighton Dr. N.W. has this required Letter of Authorization been provided by the owner of 3836 Brighton DR.N.W.? This DP application shows the removal of several mature trees,some of which are on the 3836 property. Has the required Public Tree Disclosure Statement been provided?

As the intended use of this 3840 Brighton Dr. project is 100% rental, including use as short term rental, shared accommodation, rental of a single bedroom or rental of the garages. Has the required Completed Use questionnaire been provided? Quite clearly this is intended as commercial use project to the extent that there is an onsite rental office. It is obvious that this is a commercial rental property business applying to operate within a residential neighborhood.

As the application is for 2 separate buildings does this open up the potential to sub divide later? Again this would require the Completed use Questionnaire to know.

The application Title Page clearly shows the NW facing building having set back alignment with the other buildings on the entire block The Site/Block plan shows the NW facing building approximately 12 feet further to the NW. This greatly reduced set back raises a number of questions. Has the necessary traffic study been conducted and considered. This reduced set back on the inner arch of Brighton Dr. greatly reduces the visibility at this location. Has the necessary review been conducted to insure all emergency services will have the required clearances and capacity to operate safely. It needs to be noted here that this is NOT a corner lot and this inner curve in Brighton Dr. is NOT an intersection with traffic controls. A similar blind spot is being generated at the entrance to the alley as well.

The Site/Block Plan, Landscaping Plan, Building Elevations and Title Page have multiple inconsistencies with each other. For example they do not provide exterior finish materials and in the case of the Title Page show a building set back in alignment with the existing properties on the block which is far from accurate.

We hope these observations help with the review process. A concern that we have is that they will be shared with the Applicant allowing the inconsistencies and misinformation to be modified or adjusted for re-submission rather than having this application rejected.

Mike and Arlene Rogers
3832 Brighton Dr.N.W.

i

**Doug Hemstreet**
4711 Charleswood Dr NW
Calgary, AB T2L 1G8
[redacted]8

April 7, 2026

**Development Authority**
City of Calgary, Planning Services
P.O. Box 2100, Station M
Calgary, Alberta T2P 2M5

**Re: Written Objection – Development Permit Application DP2026-01358**
**Proposed Multi-Family Development – 3840 Brighton Drive NW, Calgary, AB**

To All Parties,

I am concerned about the context of the proposed development relative to the rest of the road / crescent. The location is in the middle of the crescent, not on a busy through road. It is located inside the crescent and directly affects all residents on this street. The location of this development is concerning because of the increased traffic from development and lack of parking that will be available for the development of this size. Also, the older water and sewer lines be able to withstand the increased flow from a development that will almost double the number of residents on the street.

There are also concerns with the design of the development:

- Are the entrances going to align with the existing houses or be pushed to the outer limits of the lot.
- It appears that the height is blocking sun to the neighbors, will the high windows be opaque for neighbors' privacy.
- There is the removal of several mature trees this is not in alignment with city bylaws to maintain landscaping and shade coverage.

Although I understand the direction the city wants to take to densify these "inner city" communities this development does not meet architectural or context parameters for this street. The development is in the wrong location and of the wrong type for this location.

It is my hope that the city development authority will follow city bylaws and guidelines when reviewing this property and realize how out of place it is for the location and neighborhood.

Thanks for your consideration,

Douglas Hemstreet

April 7, 2026

**To Whom it may Concern,**

**Please accept this letter as my formal objection to DP 2026-01358 at 3840 Brighton Drive NW.**

Brentwood is a community that was established in the 1960's and generally ranked as one of the most desirable communities in the city due to is mature, tree line streets with a high walk score due to its proximity to the amenities such as the transit system, schools (both primary and secondary), parks, and food / entertainment. There is already a variety of housing options including single-family, duplex, townhouses, and condos in the Brentwood area. The choices of single-family verses higher density are primarily driven by the proximity to 'urbanized' areas that follow the guidelines of adjacent communities that have local area plans. This means that single family homes (mostly single storey or split-level bungalows) are dedicate to certain zones, and higher density options are in another. The density planning in the Brentwood Community was set up when the City proposed Transit Oriented Development, and the area around the Brentwood LRT Station were densified. A well-planned thoughtful way to increase population growth to established / mature communities.

Now, with the proposed development at 3840 Brighton Drive, the community is at risk of losing its identity, specifically 24 single family home residents on Brighton Drive.

First the size of the development is totally out of context to the existing street. This proposed development includes 5 townhouses and 5 basements suites. That is a **41.6%** increase to number of dwellings currently on the street. Each town house includes 4 bedrooms plus a 'flex' that will be advertised as a 4+ bedroom unit, so 5-bedroom units. And the basement suites include another 2 bedrooms. That totals **35** bedrooms on the site. On average, there are 3 bedrooms per current single-family lot on Brighton Drive. The proposed development will increase the current bedroom count by **48.6%**. This increase in density on a quiet side street in Brentwood, would completely destroy the community feel. For added context, there are 35 bedrooms x 1.5 people per bed, is 52.5 people that could be living on this site. Currently with the single-family lots, 3 x 1.5 people per bed, that would be and **11.7** times multiplier on this lot. Not double, or triple, but 11.7 times more people on this lot than the surrounding lots. This sounds more like an apartment complex than a 'row house' development.

Obviously, with this increase in population on a single street, there would be significant impacts on utilities, strains on parking, public safety concerns, and waste management servicing.

The aging infrastructure for sanitary, storm, and water need to be reviewed. There are already issues on Brighton Drive with the sanitary services. The Storm system already has issues with flooding in the spring and summer months. The new development will only increase hard surfaces and reduce permeable surfaces to further strain the storm systems in our area.

Shallow Services such a Power and Gas will also be impacted. The proposed development is calling for level 2 car chargers, which will definitely impact the dedicated power demand to the current site. If an Enmax upgrade in the area is required, this should be a developer cost. And should not impact disruption of services to the current residents on Brighton Drive or other surrounding residents. The other unsightly result of the increased number of units, will be the increase in the number of meters. This should not be something the neighbouring community members should have to see. Same goes with the gas meters, these can not be on the side of the house facing the neighbours. The result of this development will require **20** utility meters!, 10 electrical meters and 10 gas meters. These are not shown on the proposed development application and there does not appear to be a logical spot for all these meters. Sounds like something of a commercial development vs. development on a mature 1960's community.

Impacts on parking. With only 5 garage units, there will definetly be an increase to street parking. If there is one vehicle per bed (30) there could be 25 vehicles that need to park on the street. A standard car requires approximately 26' for street parking. That would mean this proposed development would require 650' of street frontage to park. That would be one side of the entire street of Brighton Drive that would be consumed by vehicles for this proposed development. This does not make sense. In addition to parking, comes the increase in traffic. Currently there are 24 residents on Brighton Drive, with local traffic only. With this development there will be an increase of traffic on the road that puts pedestrians, and children at risk. There is already a blind corner at this site and with an increase in traffic around this corner, there will be an increased risk of someone getting hurt.

Public Safety. Reviewing the plans for this site, it does appear that there are many 'hiding spots'. The front stairs to the basement suites will be a particular area of concern that is not visible from the street. The same will go with the areas inside and on the side between the properties that look to be open to the public. With a development with so many bedrooms, there will never be a sense of who 'belongs' in the development. Brighton Drive has eyes on the street as there are many young families and older senior citizens that have lived most of their lives on Brighton Dr who look out for each other. The street does not need to have a development that puts the safety of our community at risk.

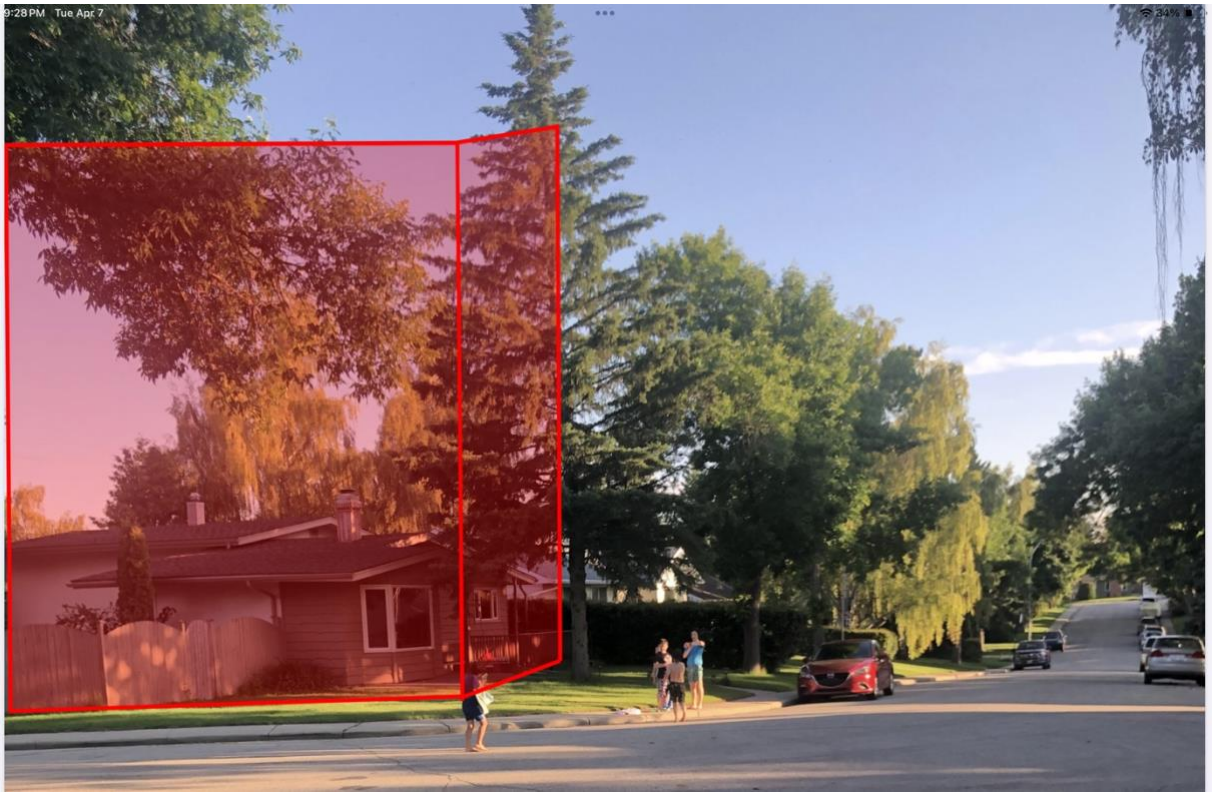
Waste Collection. The number of bins does not line up with the number of occupants for this development. With the number of beds and potential people living in this development, there should be a minimum of 1 of each bin (waste, recycling, and organic waste) per unit. That would be a total of 30 bins. Based on the number shown in the application, the site will have waste and recycling overflowing by the time the City comes to collect. The residents of Brentwood should not have to live next to a development that does not have the proper waste collection. This proposed development is more like a multi-family development that has private

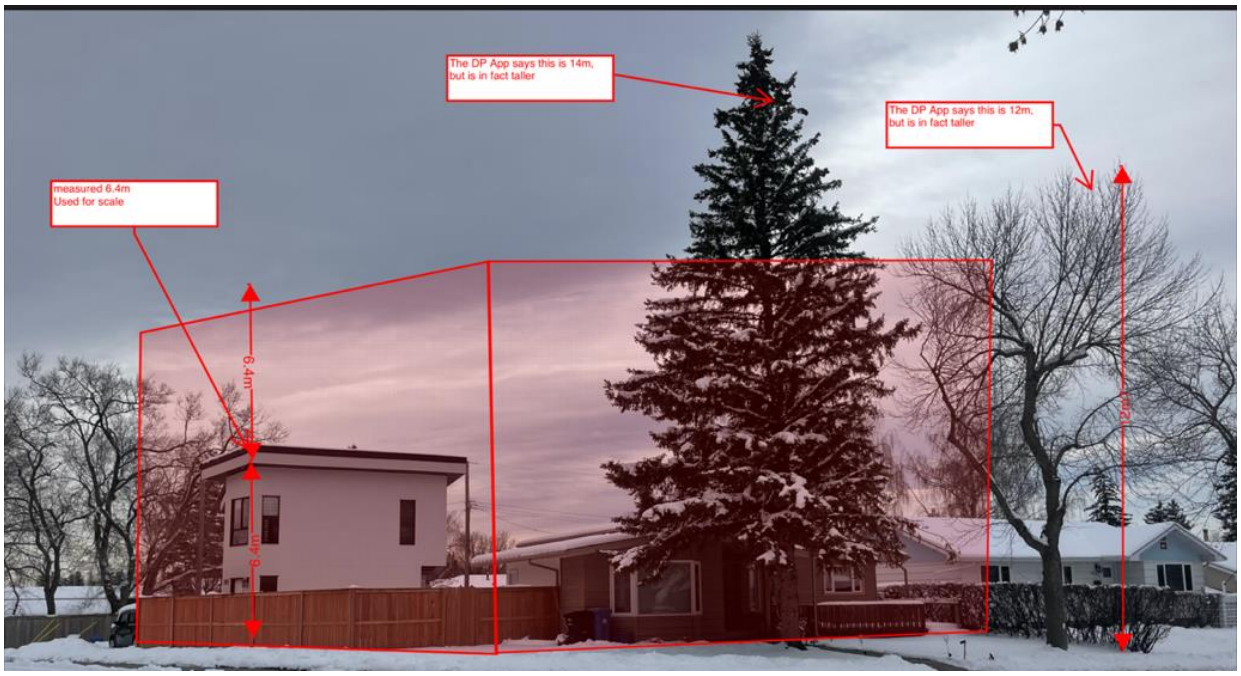
waste collection and disposal, and that doesn't fit or make sense on a quiet single family residential street.

Context of the Development.

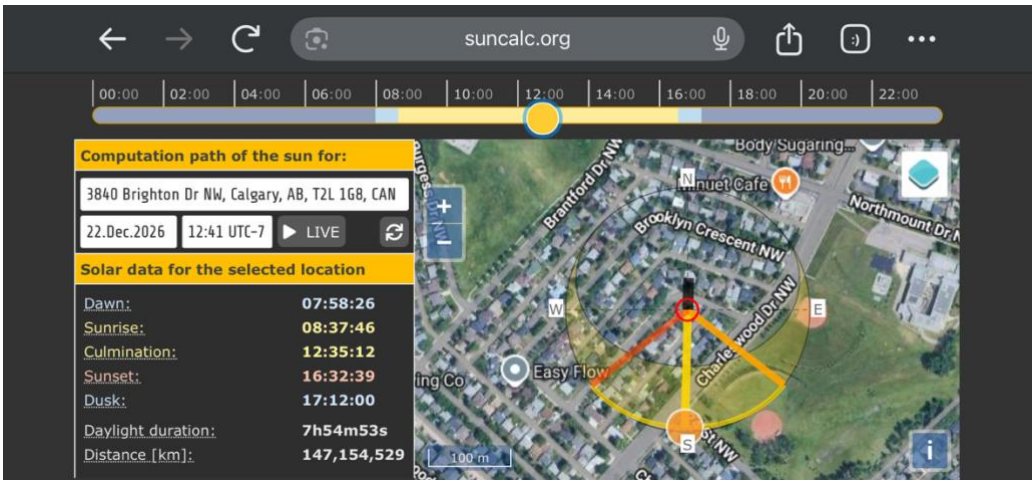
There are many issues with the proposed development that don't fit the context of the street. To quote page 37 from the City's Municipal Development Plan; "The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of the existing neighbourhoods." This proposed development is far from that.

The height is completely out of control. Below are a couple of photos of the existing street with an overlay of approximate scale of how the the proposed development will fit.

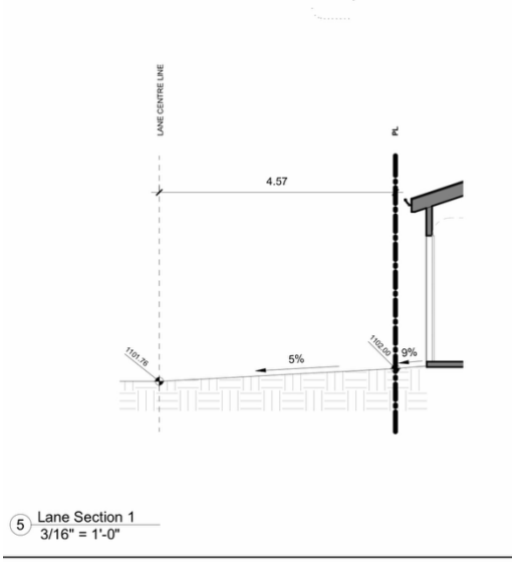


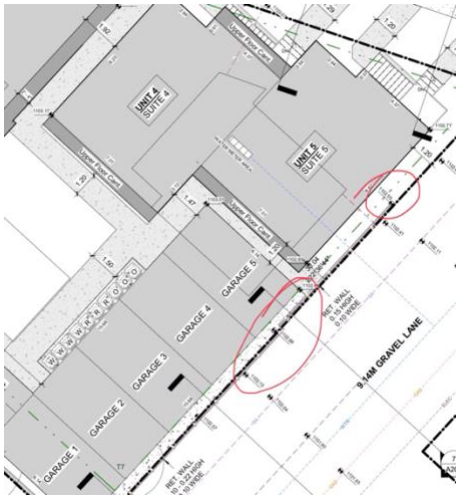



According to the DP application drawings the 3 storey building is 10.7m on a street that is primarily bungalows or split levels that are 4m in height. That is **2.7 times** the height of the neighbouring structures. Most of the residents of Brighton Drive have lived there for over 20 years, some more than 45 years! Something of this size is completely out of context on this street and will create obstructed views and shadowing of neighbouring properties. Some properties may not be able to have a garden or their lawns could be destroyed due to the lack of sunlight. Based on a shadow study for an 11m building, the neighbouring properties may not see any natural light on their front yards for the entire winter!

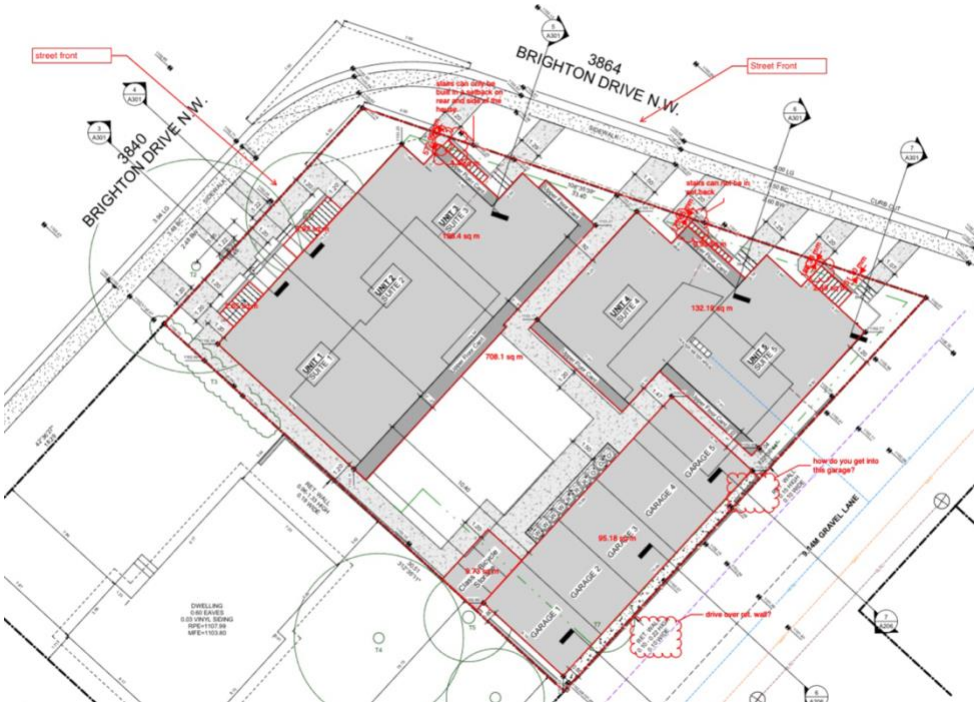


In addition, the neighbouring sites would lose all privacy on their lots with the balconies looking directly into their backyards. The roof line is not typical of the street and shows a flat roof structure, where the street currently primarily consists of pitched roof lines. Obviously, this is proposed by developer to maximize the floor plate and maximize the number of bedrooms they can fit in the building but compromising the roof lines of the mature street. The height calculations also need to be reviewed as the roof as noted on the drawings is 1113.53 and the lowest grade point on the site is noted on the plan is 1102.55, but the grades don't work around garage 4 and 5, which could in-fact mean that the building height is over 11m if the grades need to be dropped around the garage. The cross sections in this area show the grade at the property line is 1102.00. Which would put the building at a height of **11.53**m. Which not communicated properly on permit application, drawings or notices that state the building is 10.7m high. Totally misleading.

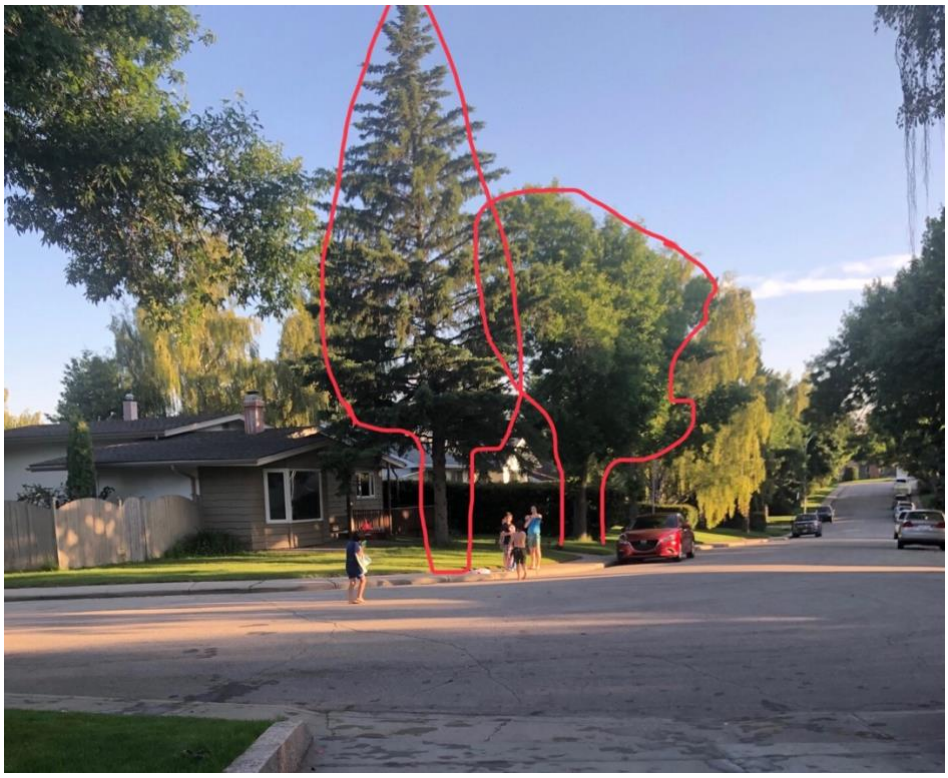


Overall Site Coverage. The application drawings need to be reviewed. The numbers shown on the cover page for site coverage do not appear to be correct. Based on the building area including cantilevers, bike storage, and stair structures the total area is 444.9m2. This represents a total site coverage area of **62.8%** of the total 708.1m2. **Over the allowable area.** There appears to be errors with the structure being constructed with in the allowable setback limits. From my understanding stairs to entrances can only be constructed within a setback along the sides and rear of the lot. This is not the case on this application as the stairs to front entrances along Brighton Drive are built within 3m of the setback. Further to this, the setback along the building along the north side of Brighton Drive appears to only be 0.6m, which would indicate that the applicant believes this to be a side lot. This does not make sense if the front entrances of the units are on that street front. In fact, there are more front entrances on this side of the street than on the west side. Further to this, the Owner of the lot has previously constructed a garage with a suite above in 2019, in which they appeared to follow the 3m set back when that application was approved. Setting precedence on the site that this is a street front. This lot is considered to be on an 'elbow' rather than a corner lot. A corner lot is only against another corner lot. If there are houses in front it is considered a front.



The building front along the west side of Brighton Drive does not line up with the sight-lines along the entire street. The new development on the west side is 4.86m (nearly 16') in front of the entire street line. Further to this, because the building is moved closer to the street, there are two mature trees that are proposed to be removed to accommodate the size of the proposed building. **One of which is a City of Calgary tree.**



Landscaping. The plan for landscaping does not fit within the landscape of Brighton Drive. The plan not only removes 3 established trees on the lot (**one in which is a City of Calgary tree) but** also includes the removal of a shared shrub with the neighbouring property, as well as three established **trees on the neighbouring lot**. The replacement trees are hardly worth planting as they are all inside the property behind the buildings except for one, and they are only 2-3m in height. They will look ridiculous compared to the mature trees on Brighton Drive and in context to the massive proposed structure. The tiny shrubs will surely die as they are all mostly on the north side of the street and will never be maintained on a development of this size. The amount of impervious landscaping is drastically increased on this proposed application. Including 10 concrete entrances into each dwelling on City of Calgary property.

Lastly, the errors and misleading information regarding this application. Firstly, the signage was not in place on the site until April 1, and notes that the deadline for comments is April 15. This is not 21 days as noted on the City of Calgary website. In addition, it is noted on the website that a project of this size requires a 'large' sign, with a rendering. I hardly suspect that the two sandwich boards are considered a large sign. This not fair the residents of the community that have not properly been notified. The advertising period should be followed with the appropriate signage. The notification is misleading. It indicates that there is 1 new building, but there are in-fact **3**. It notes 5 secondary suites, but in-fact **10**. It notes 10.7m in height, but in-fact is **11.5m** based on the section elevation points. And it indicates that this fits the current Land Use District. The last point is very contentious. It is very clear that this application was submitted at the last minute due to the City reconsidering the Blanket Rezoning that was only approved a couple of years ago. Obviously, the City is reconsidering this Blanket Rezoning as it is allowing proposed developments that will completely destroy a community as proper steps are not in place to prompted proper density planning. I am not against density, and fully expected density when I moved to this community over 20 years ago. But it needs to be done thoughtfully, and in the designated areas. Density of this magnitude on a street that is not planned for something like this will completely destroy the identity of Brentwood and Brighton Drive. Imagine this development gets approved, and then reform comes into place that does not allow similar density because it doesn't fit the context of the Brentwood community.




This development (if approved) will **forever** be remembered as a **mistake** at the cost to the community of Brentwood and specifically the 24 residents of Brighton Drive. But City Council and Administration can take this as an opportunity to rectify the decisions of the past and **reject** this application to show the Citizens of Brighton Drive, Brentwood, and Calgary that the Council and Administration is doing the **Right** thing. I trust that City administration will make the correct decision when it comes to the review of this proposed development application.

Sincerely,

Chris and Sarah

3851 Brighton Drive NW

April 11, 2026

To Whom It May Concern,

**Please accept this letter as our formal objection to Development Permit Application DP 2026-01358 for the proposed 5-townhouse and 5-basement-suite development at 3840 Brighton Drive NW in the Brentwood community.**

Brentwood is a mature, established neighbourhood from the 1960s that consistently ranks among Calgary's most desirable areas. Its tree-lined streets, high walkability, and proximity to transit (including the Brentwood LRT station), schools, parks, and amenities have long defined its character. While the community already offers a mix of housing types—single-family homes, duplexes, townhouses, and condos—density has historically been thoughtfully directed through Transit-Oriented Development principles. Higher-density options were concentrated near the LRT station, preserving quiet side streets like Brighton Drive for single-family and low-density forms. This balanced approach has maintained Brentwood's identity as a stable, family-oriented neighbourhood.

The proposed development at 3840 Brighton Drive fundamentally threatens that identity. It replaces a single-family lot with five 3-storey townhouses (each marketed as 4+ bedroom units with a flex space) plus five 2-bedroom basement suites—creating a total of 35 bedrooms on one lot. This represents a 41.6% increase in dwellings and a 48.6% increase in bedrooms compared to the existing 24 single-family homes on Brighton Drive. Using conservative occupancy estimates (1.5 people per bedroom), this site could house approximately 52.5 residents—**11.7 times** the density of neighbouring lots. This is not modest infill; it is an apartment-complex scale inserted into a quiet residential street.

Such extreme densification will create severe, predictable impacts that mirror concerns raised in other Calgary mature neighbourhoods where similar proposals have been rejected:

**Infrastructure strain:** Brighton Drive already experiences sanitary sewer issues and seasonal storm flooding. The proposal dramatically increases hard surfaces and impermeable area, worsening drainage while adding significant demand on aging water, sanitary, and shallow services (power and gas). Level 2 EV chargers and 20 utility meters (10 electrical + 10 gas) are not shown on the plans and would require upgrades that should not burden existing residents. Similar infrastructure and servicing concerns have been cited in refusals of R-CG applications city-wide.

**Parking, traffic, and safety:** With only five garages, 25+ vehicles could spill onto the street (requiring ~650 feet of frontage—essentially consuming one full side of Brighton Drive). Traffic will surge on a street currently serving only local residents, exacerbating the existing blind corner and endangering children and pedestrians. Multiple "hiding spots" (recessed basement stairs and internal pathways) raise public safety issues in a neighbourhood defined by "eyes on the street" from long-term families and seniors. Waste collection is also inadequate for the projected occupancy, risking overflowing bins on a single-family street. These exact concerns—parking overflow, traffic, and safety—have led to SDAB rejections of comparable infill projects.

**Height, massing, and incompatibility with neighbourhood character:** The 3-storey, 10.7 m (possibly 11.53 m due to grading discrepancies) building is 2.7 times taller than the predominant 4 m bungalows and split-levels. It will cause severe shadowing, obstructed views, and loss of privacy (balconies overlooking backyards). Flat roofs and modern massing clash with the street's pitched-roof, mature

aesthetic. Site coverage appears to exceed allowable limits (calculated at 62.8%), with setbacks violated (including front stairs within 3 m and a 0.6 m side setback on what functions as a street front). Two mature trees—including a City of Calgary tree—plus a shared shrub are slated for removal, with inadequate replacements. The building line protrudes 4.86 m ahead of the established streetscape. These issues directly violate the City's Municipal Development Plan (MDP, p. 37), which states: "The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of the existing neighbourhoods."

**Calgary has repeatedly rejected similar proposals for precisely these reasons.** Most notably, in August 2024 the Subdivision and Development Appeal Board (SDAB) overturned approval of a 10-townhouse development in West Hillhurst (a comparable mature inner-city neighbourhood). The Board ruled that the required relaxations were "beyond what is reasonable," citing incompatibility with adjacent developments, vehicle circulation problems, and failure to meet sound planning principles. Community opposition over three years highlighted the same scale, massing, parking, and character concerns raised here. City Council has also refused multiple R-CG rezonings and developments specifically to protect neighbourhood character and avoid inappropriate densification (including excessive units or secondary suites).

Furthermore, City Council's recent repeal of blanket rezoning (just days ago) underscores the community-wide recognition that unchecked infill of this nature destroys established neighbourhoods. This application appears to have been rushed in anticipation of that policy change, yet the MDP's clear direction for contextual development still applies. Approving it would set a dangerous precedent, encouraging more out-of-scale projects before stronger safeguards take effect.

This proposal is not thoughtful densification—it is over-development that will permanently erode Brentwood's livability, property values for the 24 households on Brighton Drive, and the community's identity. I urge the Development Authority to **reject** DP 2026-01358 in its current form. Calgary has the opportunity to demonstrate that it values sensitive, compatible growth over unchecked profit-driven density.

Thank you for considering these planning-based objections. I am available to discuss further or provide additional documentation.

Sincerely,

Aaron and Candace Krush

3903 Brooklyn Crescent NW (Residents since 2008)



**Samnick, Cyrille**

**From:** Sarah Bardell <[redacted]>
**Sent:** Tuesday, April 14, 2026 8:57 PM
**To:** christian.LePochouron@calgary.ca; DP Circ; office; WARD4; Farkas, Jeromy A.
**Subject:** [External] DP2026-01358

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To Whom It May Concern,

I am writing to formally oppose the development permit proposal DP2026-01358 for 3840 Brighton Dr NW.

My husband and I have lived on Brighton Drive for 20 years. The character of this neighborhood is what drew us to our home and where we raised our two sons. While our street consists primarily of bungalows, we have always supported reasonable growth, such as the developments at Brentwood and Northland malls.

However, the scale of this specific proposal is unsuitable for a residential street. The building's size and the high number of units proposed are better suited for main thoroughfares. If approved, this project will significantly impact our daily lives and permanently diminish our property value.

Thank you for your time and for considering these serious concerns.

Sincerely,

Sarah Bardell

4711 Brockington Rd NW

Calgary, AB

T2L 1R5

April 14, 2026

Dear Mr. LePichouron:

RE: DP 2026 – 01358

Application Type: Rowhouse 5 + 5

Address: 3840 Brighton Dr NW

I am **opposed** to this proposed new development of 10 units on a street which is currently all single family bungalows.

My reasons are as follows:

1. The new buildings would be totally **out of context** with the bungalows on Brighton Drive.
2. From the diagrams which I have seen, the proposed 3 storey buildings look more like an apartment building than a house. Again, totally out of context. Such apartments are more appropriate in the Brentwood Mall area.
3. This development is far too large – 10 units, 29 bedrooms, and 25 bathrooms. On a street of generally 3 bedroom homes.
4. Where will all of the residents **park?** I anticipate that each of the 10 residences will have at least one car – some two. That is a potential 20 cars. Where will they all be parked?
5. I also wonder where all of the **blue, green, and black bins will be housed? There will be a potential 30 bins.**
6. I am also concerned about the **loss of mature trees**. There are a number of such trees on the property which will be ripped down. Plus there is a risk that roots of trees in neighbouring yards will have spread into the property to be developed and run the risk of being damaged and then die as a result of the digging and construction.

I strongly urge that The City **reject the proposed development at 3840 Brighton Drive N.W.**

Yours truly,

(Ms.) Lee Hunt

Christian.lepichouron@calgary.ca office@brentwoodcommunity.com

dp.circ@calgary.ca ward4@calgary.ca TheMayor@calgary.ca

D.J. Kelly
Ward 4 Councillor
The City of Calgary
Office of the Councillors (8001)
P.O. Box 2100, Station M
Calgary, AB, Canada T2P 2M5

Transmitted via e-mail

1 May 2026

Councillor Kelly,

In advance of tomorrow's Jane's Walk, we are sharing a few thoughts about the proposed development at 3840 Brighton Drive NW and development in Calgary more generally.

First, the developer's community engagement has been perfunctory, contradictory to statements in the development application, and should be weighed accordingly. The notice shared with residents — attached as Appendix 1 — is two pages, not particularly informative, and contains a material inconsistency: it refers to "townhouse units," whereas the planning application refers to "rowhouse" structures. More significantly, the notice states "(10 homes total)," which directly contradicts the five-unit count in the development permit application. The developer's own materials demonstrate that this is not a five-unit development and it should not be treated as one for density measurement purposes.

Second, the proposed development is a form of regulatory arbitrage. The City accorded owners and developers the ability to use the superseded R-CG standard for applications submitted before 8 April 2026. As we argued in our comment letter, the ability to one-off upzone under R-CG creates a cost-transfer framework and provides current applicants with a windfall. The City may have felt an obligation to provide developers with regulatory continuity. The current administration, having repealed the blanket upzoning framework, has no obligation to maximize windfalls created by the old regime — and in fact has a duty to minimize them.

The developer is seeking to build a maximalist project under superseded regulations. The developer has been granted a privilege, which he takes to be a right to turn every dial to the maximum — and beyond given the developer’s own stated density level of 10 units — allowed by a discarded regulatory regime. We ask that you set those dials to an appropriate level.

Third, this development — and Calgary development more broadly — operates under a framework of investor primacy. Investors, developers, and property owners appear to hold a presumption that projects should proceed absent a contrary demonstration from citizens and the community. This inverts the



SDAB2026-0113

appropriate presumption. Development applications should carry no such default. The burden of demonstrating compatibility with the community and surrounding infrastructure ought to rest with the applicant, not with residents.

Blanket rezoning encoded this inversion in policy. As you rethink the development framework, we ask that you restore the proper presumption: citizens and communities first.

Finally, a note on context and coherence. Context is a stated guiding principle for Calgary development, applied to date imperfectly and sporadically — but no less critical for that.

Edward Luce, a journalist who has lived in leading cities around the world, recently stated that Georgetown is among the world's finest neighbourhoods. As Figure 1 below illustrates, its distinction is not mystery: the streetscapes are aesthetically coherent — varied enough to be interesting, harmonious enough to hold together. That quality attracts people and sustains neighbourhoods over generations. Inglewood demonstrates the same principle within Calgary.

**Figure 1: Snapshot of Georgetown, D.C.**



Brentwood and Brighton Drive share this quality in a distinct way. The postwar residential scale, consistent setbacks, and mature canopy give the neighbourhood and street a coherence that is genuinely worth protecting. Approving a maximalist development under superseded regulations would erode that coherence



SDAB2026-0113

incrementally — and incremental erosion is exactly how coherent neighbourhoods are lost.

We appreciate your attention to these matters and look forward to the conversation tomorrow.

Yours truly,

Kimberly Coutts
[redacted]

Jason Quenneville
[redacted]

## Appendix 1: Developer's Outreach Notice

# Hello Neighbours!

**Re: Proposed Development at 3840 Brighton Drive NW (DP2026-01358)**

You are receiving this notice because your property is located within 60 metres of the proposed development at **3840 Brighton Drive NW**.

**A Development Permit** application has been submitted to the City of Calgary and is currently under review. This outreach is being undertaken on behalf of the applicant and is separate from the City's formal review process. Its purpose is to provide clear, accurate information about the proposal and to offer an opportunity for questions and feedback.

## Project Overview

The proposal is for a grade-oriented multi-family development on a single residential parcel at 3840 Brighton Drive NW. The site is designated **R-CG (Residential – Grade-Oriented Infill)** under the City of Calgary's Land Use Bylaw, which supports for this type of residential development.

## Key Details

- **Building form**: Two buildings — one 3-unit rowhouse and one semi-detached (2-unit) building
- **Height**: 3 storeys
- **Homes**: 5 townhouse units, each with a secondary suite (10 homes total)
- **Parking**: 5 enclosed garage stalls accessed from the rear lane
- **Access:** Vehicle access is from the rear lane rather than Brighton Drive NW
- **Landscaping:** New landscaping is proposed as part of the development

The scale and form of the development are consistent with the applicable R-CG district regulations

## Share Your Feedback

We invite you to share any questions or comments. A summary of key themes from neighbour feedback will be compiled and shared with the project team and the City as part of the review process. Where appropriate, questions will be addressed directly.

## Project Contact:

Latosia Campbell-Walters, RPP, MCIP, IAP2, PMP
Principal Planner/Lead Engagement
Sparks Planning Group
Coordinating community outreach on behalf of the applicant
Email: brighton.dp@sparksplanninggroup.com

Scan to share your feedback

**3859 Brighton DR NW • Calgary AB • T2L 1G7**

Appendix 1 (continued):



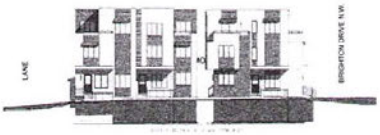

## Project at a Glance











This visual summary is provided for information purposes as part of applicant-led outreach. The **application is currently under review** by the City of Calgary through the Development Permit process. Visit the City of Calgary Development Map by searching for **DP2026-01358**

Scan the QR code to access project information and share your feedback

Scan here

**Samnick, Cyrille**

**From:** Marvin Wiebe <[redacted]
**Sent:** Thursday, May 14, 2026 2:29 PM
**To:** Le Pichouron, Christian; DP Circ; office; WARD4
**Subject:** [External] DP2026-01358

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to whom it may concern,
I live at 3843 Brighton Drive, directly across the street from this proposed development and I am vehemently opposed to its approval.
I attended a meeting where it was brought to the designer's attention that there was not a consistent 3m setback for the proposed dwellings. The designer claim that the NE exposure is a side yard is completely incorrect.
This property is actually at an elbow in Brighton Drive, not an actual corner.
The semi detached units will have their front entries facing the NE section of Brighton Drive, While the row house will be facing the N portion. All dwelling units included in this permit application will have front entries facing the same street, and all will have Brighton Drive addresses. This is a clear indication that the semi detached units absolutely require a 3m setback and, therefore, do not conform to zoning regulations.
Sincerely,
Marvin Wiebe

**Samnick, Cyrille**

**From:** Barb Wiebe <[redacted]>
**Sent:** Tuesday, June 2, 2026 3:42 PM
**To:** Le Pichouron, Christian
**Cc:** DP Circ; office; WARD4
**Subject:** [External] DP2026-0138

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Dear Mr. LePichouron:

Re: Application: DP2026-10358
Application Type: New Rowhouse Building, Semi-detached Dwelling, Secondary Suites, Accessory residential building (5 garages)
Address: 3840 Brighton Drive NW
Proposed Use: new row house with 3 main dwellings and 3 basement suites, new semi-detached building with 2 main dwellings and 2 basement suites, 5-car garage

I am a resident of Brentwood and live at 3843 Brighton Drive NW, across the street from the proposed development at 3840 Brighton Drive NW. On March 28, 2026, I submitted a letter outlining my serious concerns regarding this proposed development. Recently, the applicant added some changes to his proposal. Sadly, the changes do not address any of the concerns previously listed in my above-mentioned letter, nor do they address any of the concerns clearly stated to the developer and his team by all the Brighton Drive residents at a meeting held at Brentwood Community Hall on May 11 (also attended by Councillor Kelly).

I remain opposed to the above Development Permit for the following reasons:

1. "The City of Calgary promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods". This tenet of good architectural design is not adhered to by this proposed development, showing no architectural sensitivity to the styles of the surrounding homes. The proposed towering structures dwarf the existing bungalows on the street. The projected setbacks will be visually jarring when compared to all other homes. The massive scale of the proposed development would be completely consistent and harmonious in many high-density areas of Calgary (such as University District and Rockland Park), but not on a quiet residential street in a 60-year old neighbourhood. If the developer wanted to address this problem, the revised drawings would have shown a clear reduction in footprint, a clear reduction in massing and building form, and a reduction in unit count. The revised drawings submitted by the developer to the planning department showed absolutely no change in any of these metrics.

2. Proper balance of light and shadow can significantly affect the well-being of neighbours and the viability of our outdoor spaces. With a peak height of about 11 metres above grade, the proposed buildings will throw my home (and many others) into almost total shade for at least 6 months of the year. Less direct sunlight inside my home will create a darker, less pleasant environment; less direct sunlight will negatively impact my perennial gardens that I have happily enjoyed working on since my retirement. Again, the revised drawing show no lessening of height of the proposed structures.

3. The revised plans for the new development shows a small change in total bedrooms from 28 to 25, while keeping the original planned total of 10 kitchens and 25 bathrooms. Assuming full occupancy, the single lot will be housing 25 - 50 people as opposed to the present-day 6. This is a huge increase in population density on our street.

4. Traffic congestion and scarcity of parking are serious concerns. There are over 20 young children living on our street and in the summer months they are often seen riding their bikes and scooters along the block. This proposed development is situated on the inside corner of the elbow of our street. The minimal setback of the building design combined with the anticipated number of vehicles parked along the street would create a blind corner that could potentially pose a serious danger for both pedestrians and other vehicles.

5. Landscaping remains problematic. The revised plans allow the public tree to be saved, but not the huge deciduous tree that would be a coveted asset in any community in the City.

In conclusion, all of my concerns could be addressed by reducing the size and scope of the proposed development. Densification of Calgary’s inner-city neighbourhoods is necessary, but I believe this can be done in a reasonable and safe manner.

Thank you for your attention to this matter.

Sincerely,

Barbara Wiebe

**Samnick, Cyrille**

**From:** Elaine Jensen [redacted]t>
**Sent:** Friday, June 5, 2026 4:55 PM
**To:** Le Pichouron, Christian; DP Circ; Kelly, DJ
**Subject:** [External] 2026-03158

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Sir Madam

*In April I filed comments on DP 2026-01358. It appears that a new DP Application was filed on or about May 26th, 2026 under the same DP number (01358). I have reviewed the May 26th Application and it does not resolve the issues I identified in my April 15th submissions. Consequently, for efficiency, I am re-filing my April 15th comments to be incorporated into the June 9th submissions on the new Application".*
My name is Elaine Jensen. I am writing to you to discuss the development of 3840 Brighton Dr. NW in Brentwood. DP 2026-03158.

I have reviewed the plans on the city of Calgary development map.

I have lived across from this lot for 18 years. We renovated a bungalow. (3835 Brighton Dr.) Our design was for many windows, a very bright house. We spokewith neighbors about our plans. Protected all trees and turned an old bungalow into a beautiful home suiting the neighborhood.

I have suffered with depression for almost 30 years after my two daughters were murdered in Bonavista. I can document this for you if needed. The proposed plans show a 10 unit development, which will not assimilate into this street in any way, but my problem is the height of the proposed three level homes. Our hard earned renovation will no longer allow me to live in the brightness, which I need. It will be shaded by these homes.

My neighbors across the road and adjacent will feel this darkness.

The need for row housing and suites can be accommodated at the end of blocks, or bus routes. This development is on the middle of our block. Please take this letter into account and feel free to contact me at any time.

Elaine Jensen
[redacted]
[redacted]

Sir  Madam

My name is Elaine Jensen. I am writing to you to discuss the development of 3840 Brighton Dr. NW in Brentwood. DP 2026-03158.

I have reviewed the plans on the city of Calgary development map.

I have lived across from this lot for 18 years. We renovated a bungalow. (3835 Brighton Dr.) Our design was for many windows, a very bright house. We spoke with neighbors about our plans. Protected all trees and turned an old bungalow into a beautiful home suiting the neighborhood.

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My neighbors across the road and adjacent will feel this darkness.

The need for row housing and suites can be accommodated at the end of blocks, or bus routes. This development is on the middle of our block. Please take this letter into account and feel free to contact me at any time.

Elaine Jensen


3835

My name is Glen Jensen, my wife and I live at 3835 Brighton DR NW.

We purchased this 1959 Bungalow 18 years ago. The most Important things about this home before we purchased it was its location. It was on a quiet street, great tree canopy through-out the whole street and well maintained old character Homes. A community proud neighborhood.

We purchased this home with the intent to totally renovate it. This was to be our forever and eventual retirement home. Before we started our renovation's we consulted with our neighbors , to show them what the final project would look like. We were adding some square footage to the front of the house, we made sure we were not blocking any site lines.

We assured them that we would keep all mature trees on the front of the property.

We wanted this home to fit within the neighborhood , but have a high-end modern design. Lots of large windows to bring in natural light into the house. Well landscaped to give it a beautiful curb appeal.

I'm attaching a photo of our house:

We have since both retired a few years ago, my wife worked in Health care, I worked for the City of Calgary.

There have been a few changes throughout the years , overall it has remained the same in neighborhood. Everyone knows their neighbors.

This letter is in regards to the Building application **DP2026-01358** @ 3840 Brighton Dr NW across the street from us.

New Rowhouse with 3 main dwellings & 3 basement suites, a new semi detached with 2 main dwellings and 2 basement suites. 5 small garages ( basically 5 dwellings with 5 basement Suites.

It will have 29 bedrooms, 1 office, 25 washrooms, 10 kitchens.

Total capacity of 30-45 people. An increase of 700% - 100% more density of a typical detached dwelling. **This is pretty much an apartment building !**

**( This proposal is beyond SHOCKING )**

**( How is this be GENTLE DENSITY) ?**

This property sits 2/3 ‘s of way down Brighton Dr at the elbow of our street.

There are approximately **10 homes** across the street that face towards this property. Mine included. One directly beside the property on the south side and another  directly on the east side.

- This proposal will increase traffic by an astronomical amount. **Safety Concern**

- Parking will become a major issue on the whole street due to the location of the property, being at the elbow of our street. There are 4 homes across the street that have front driveways. Because the property is in a curve in the road, no parking will be permitted in that area. This will now force parking East and South along Brighton Rd.
  Creating **NO** parking for existing home owners.

- These town homes will be almost 3 times the height of all of the existing homes in the area. This is not **contextual** to all of the surrounding homes. **All Bungalow style**

- The height will cause shadowing to the west and north of this property. WE will no longer have any direct morning sunlight. This will impact sunlight in our house and all the landscaping Growth. The whole purpose of the original design of our home.  ( READ the letter my wife Elaine Jensen sent in regards to this.)

- Another contextual issue, is these homes will **not** be built in alignment with the set back of all homes south on Brighton Dr. They will be built much closer to west and north side property line. This removes all existing green space. These new buildings along with more cars parked on the street will now create a blind corner that will be very dangerous for children and drivers.

- Drawings indicate the removal a large City tree and a spruce tree in the front of the property. How can the removal of this mature tree allowed. We are to protect the City's canopy. Especially at a point in time when the City has just implemented ( The Branching Out Program) giving home owners free trees to plant on their property's to help increase the city's canopy. Drawings also indicate the removal of 3 large trees in the backyard of the house beside this property ( 3836 Brighton Dr ). This seems suspicious !

- This project will entail a large excavation. How are we as adjacent home owners going to be guaranteed that during construction and in the future that we will not have a sudden increase of Radon levels in our homes. There is no geotechnical study or report to protect us from this.

- The Removal of green space on the west and north side of this property and increased land use of buildings will effect overland drainage ( Flooding ) will become an issue. Property's on the east side of Brighton DR are at a higher elevation than the homes on the west side.

- Issues with Comfort and security for neighbors. ( massive influx of renters on one property). We have lots of young families with children living on this street.

In final Closing. This proposed development will make a drastic impact on what has been a quiet safe street. Original home owners/ young family's / retired couples.
We are not opposed to the construction of a couple of 2 story semi-detached homes or some 2 story infills, but this proposal is beyond comprehension.
( SHOCKING, UPSETTING STRESSFUL ,ETC). Allowing the construction of this SIZE of property signifies to the nearby homes that there is no safety net for us as tax payers.

We would welcome anyone to come and meet with homeowners and see the homes on our street.

Glen Jensen

I can be reached @ [redacted]7

For further comments or questions

**Peter and Lisa Florence**

3824 Brighton Dr. NW

Calgary, Ab Canada T2L 1G8

4[redacted]

June 8, 2026

**Development Authority**

City of Calgary, Planning Services

P.O. Box 2100, Station M

Calgary, Alberta  T2P 2M5

**Re: Supplementary Written Objection – Development Permit Application DP2026-01358 (Amended Plans, May 25, 2026)**

**Proposed Multi-Family Development – 3840 Brighton Drive NW, Calgary, AB**

Dear Development Authority,

I am writing as a nearby resident to supplement my earlier written objection to Development Permit Application DP2026-01358. I have reviewed the amended plans dated May 25, 2026 and acknowledge that the applicant has made several positive changes in response to concerns raised. However, a number of significant planning issues remain unresolved, and I respectfully ask the Development Authority to consider them before rendering a decision.

## 1. Acknowledgement of Improvements in the Amended Plans

I note the following positive changes between the original submission (March 10, 2026) and the amended plans (May 25, 2026):

- **Privacy fence:** A privacy fence has been added along property boundaries, as shown on the amended Landscaping Plan (A003). This is a meaningful addition that partially addresses privacy concerns for adjacent residents.
- **Frosted glazing on side elevations:** The amended elevation drawings (A203, A205) now show frosted glass windows on the east and west elevations at upper floor levels, which will reduce direct sightlines into neighbouring yards.

- **Increased shrub planting:** The landscaping plan has increased the proposed shrub count from 21 to 35, which will improve screening over time.
- **Partial tree retention:** Trees T4, T5, and T6 (located in adjacent properties) are now shown as "To Remain" rather than removed, and the amended plans add a requirement for an Urban Forestry Technician to be onsite for all open excavation within 4m of public trees.

While these amendments are welcome, they do not fully resolve the planning concerns set out below.

## 2. Inconsistency in Proposed Density and Unit Count

The amended plans contain a material inconsistency that requires clarification. The Title Page (A001) continues to state that the proposed development contains 5 units and lists unit areas for all five primary units plus five basement suites (ten dwellings in total). However, the Site/Block Plan (A002) now states a proposed density of "4 units / 0.0709 Ha = 70.51 U/Ha."

This discrepancy between the title page and the site plan is a significant ambiguity. The Development Authority and affected residents cannot properly assess the impact of this application without a clear and consistent statement of how many dwelling units are proposed. Under the Land Use Bylaw, Section 35(c) and (d), the Development Authority must assess the appropriateness of the location and the compatibility of the proposed development with the neighbourhood – and that assessment depends entirely on knowing the actual number of units. I request that the applicant be required to reconcile this discrepancy before the application proceeds further.

## 3. Building Coverage Has Increased Beyond the Original Proposal

Despite other reductions in gross floor area, the amended plans show total building coverage of 57.26% (406.63 m²), an increase from the 56.55% (400.99 m²) shown in the original submission. The permitted maximum under the R-CG land use designation is 60% (425.45 m²), so the proposal remains within the bylaw limit; however, the fact that coverage has increased while gross floor area has decreased is an unusual outcome that warrants scrutiny. I ask that the Development Authority confirm the accuracy of the coverage calculations in the amended submission.

## 4. Parking Deficiency Remains Unaddressed

The amended plans make no change to the parking provision. The Bylaw Study on Sheet A001 continues to show only 5 garage stalls and 6 bicycle spaces for a development that, on the face of the title page, proposes 10 dwelling units. Even if the unit count is ultimately confirmed as 4 primary units (as suggested by the site plan), this would still yield a parking ratio of 1.25 stalls

per primary unit – and it is unclear whether the basement suites are counted separately for parking purposes.

Under the Land Use Bylaw, Section 35(g), the Development Authority must assess access, parking and transportation requirements. The inadequate on-site parking provision will place pressure on street parking along Brighton Drive NW and on lane access, to the detriment of existing residents, service vehicles, and emergency access. I reiterate my request that a formal parking demand assessment be provided and that the Development Authority confirm whether any parking relaxation is being sought and, if so, on what basis.

### 5. Building Mass, Height, and Neighbourhood Character

The amended plans confirm that the building height at the south-east corner of Building 2 is 10.72 metres (as noted on Sheet A002). The parapet elevation on all elevation drawings remains at T/O Parapet = 312–10 ½3 (approximately 9.7 metres), with the roof peak of Building 1 reaching the same 1113.38 elevation shown in the original submission. The three-storey built form and overall massing have not been reduced.

The MDP, Section 2.3.2, requires that infill development "not create dramatic contrasts in the physical development pattern" and that it "respect the existing character of low density residential areas." The Calgary Infill Guidelines require that "new development should respect the existing scale and massing of its immediate surroundings." A three-storey multi-family building of this scale remains inconsistent with the low-rise residential character of Brighton Drive NW. No shadowing study has been submitted to demonstrate the impact of this massing on adjacent properties and public spaces. I ask that this be required before the permit is approved.

### 6. On-Site and City-Property Trees Remain Unprotected

While the amended landscaping plan now retains trees located in adjacent private properties (T4, T5, T6), the existing trees on the subject property and on City-owned land (T1, T2, T3, and T7) are still shown as removed. The amended plans note that an Urban Forestry Technician must be onsite for all open excavation within 4 metres of public trees, but this measure protects roots during construction – it does not address the removal of mature trees outright.

The DP Review Checklist asks whether proposals retain existing healthy, mature trees where possible, and whether a Tree Protection Plan is in place for trees on City property. I request that the Development Authority confirm whether a formal Tree Protection Plan addressing the City-property trees has been submitted, and require the applicant to provide justification for the removal of the remaining on-site trees rather than designing around them.

In summary, while I welcome the amendments the applicant has made, I respectfully ask the Development Authority to:

- Require the applicant to reconcile the discrepancy between the unit count stated on the Title Page (5 units + 5 suites = 10 dwellings) and the Site/Block Plan (4 units), and reissue a corrected submission for review;
- Confirm the accuracy of the building coverage calculation and explain why coverage has increased despite the reduction in gross floor area;
- Require a parking demand assessment and confirm whether a relaxation is being sought and on what planning basis it would be supported;
- Require a shadow study assessing the impact of the three-storey building mass on adjacent and nearby properties; and
- Confirm that a Tree Protection Plan has been filed for trees on City property, and require justification for the removal of all on-site and City-property trees.

I appreciate the opportunity to provide these supplementary comments and ask that they be considered alongside my earlier submission. I am available to discuss these matters further and can be reached at the contact information above.

Respectfully submitted,

**Peter and Lisa Florence**

Nearby Resident, Brighton Drive NW

**Samnick, Cyrille**

**From:** [redacted]
**Sent:** Monday, June 8, 2026 11:33 AM
**To:** melanie.brentwoodDTC; DP Circ
**Subject:** [External] re: DP 2026-01358
**Attachments:** bungalow next door.jpg; city tree in yard where proposed 10 unit building is to go.jpg; house to be torn down.jpg

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On March 29th I filed comments on DP 2026-01358. It appears that a new DP Application was filed on or about May 26th, 2026, under the same DP number (01358). I have reviewed the May 26th Application, and it does not resolve the issues I identified in my March 29th submission. Consequently, for efficiency, I am re-filing my March 29th comments to be incorporated into the June 9th submissions on the new Application.

Thank you

Marie Wong

**Your comments were successfully submitted. March 29, 2026 at 02:23:41 PM**

This page contains valuable information. Please print this page or screen capture for your records.

Development permit

Address: 3840 BRIGHTON DR NW

File number: DP2026-01358

More information

Your comments, along with that of other internal and external parties, will be carefully considered during this application review process. If the file manager requires further clarification on your submission they will reach out to you using the contact information provided.

In addition to comments received, file managers also consider other factors such as Land Use Bylaw rules and regulations and planning policies. Depending on the complexity of the applications these considerations may take a few weeks.

To track the status or find the final decision on this development permit, we encourage you to visit developmentmap.calgary.ca using the file number above.

All decisions (approvals and refusals) will be posted and include an opportunity to appeal which is called the advertising period. If no appeal is submitted within the advertising period, the decision will remain the same.

For further information see:

Development permit process: https://www.calgary.ca/development/permits/process.html

Notification of decision: https://www.calgary.ca/development/public-notices.html

Appealing the decision of the approving authority: http://www.calgarysdab.ca

What was submitted:

Designated circulation referee comments: No

Requester name: Marie Wong

Email: mwong3812@gmail.com

Address: 3812 Brighton Dr NW

Phone number: (

Overall, I am/we are: In opposition of this application

Areas of interest or concerns:

- Building (massing, façade, height, shadowing, etc.)
- Access/accessibility (vehicle, pedestrian, cycling)
- Parking or loading zones
- Landscaping plans
- Environmental preservation
- Privacy considerations
- Garbage and recycling facility locations
- Site layout
- Other

What are the strengths and challenges of the proposed development?

currently this lot has a bungalow, like the majority of homes on this street. We have three bi-level homes and one new two story, very other home is a bungalow so the proposed three level building with 29 bedrooms does not fit the neighbourhood. This lot is on a corner which limits available parking, which is already an issue with the U of C so close and students parking on the street and nearby streets. There is a huge city tree on the lot and huge spruce tree, both of which will be removed. This building will overshadow neighbours across the street and block their sun. This proposed development is the most egregious. No accessible or affordable housing is planned. Homes in this neighbourhood and Brighton Dr in particular have had issues with the sewage pipes collapsing because they are made of cardboard and a tar like substance. This project will put even more pressure on aging infrastructure

Will the proposed change affect the user and enjoyment of your property? If so, how?

Do you see the proposed changes as compatible to the community? If not, what changes would propose to make it more compatible with the community?

I believe that in order to help match the city's and community goals, a building like a duplex with four suites would be more in line, would fit the neighbourhood design better and would provide increased housing. A new build should also be built for accessibility, not like the three story proposed build.

How will the proposed impact the immediate surroundings?

The neighbours will be in shade because of the height of the proposed building. There is very limited parking as it is on a corner. Going from a bungalow and a suite over top of an unattached garage which is what is currently there, to a 10 unit 29 bedroom building which will not fit into the homes on the street is egregious. This building will not be accessible nor affordable housing, both of which are sorely needed in Calgary.

General comments or concerns regarding this proposed development:

I am not against increasing housing, Brentwood has many apartment building, two stories high and the big complex at Bentwood Mall which has three high rise condo buildings and also the Brio townhouses. There is the huge complex on Brenner Dr. We are not NIMBY, we want to maintain the feel of the neighbourhood. The house we live in is the house my husband grew up in, and his parents were the second owners. Our street has many original owners or their families living in the home and they have renovated the homes but kept the architecture and the yard space.

June 8th, 2026

The City of Calgary

Planning and Development

Application DP2026-01358

ATTN: Christian LePichouron

Planning File Manager

RE: DP 2026-02358, 3840 Brighton Dr. N.W.

I am the owner of 3836 Brighton Drive NW, who is the adjacent property owner of the proposed development. After reviewing the revised building plan of 3840 Brighton Drive, I see no material changes have been adjustment in the latest revision.

**Building Mass**

The newer revision has not changed the building mass. It's still going to be three stories, which is not a fit in Brighton Drive as most buildings are bungalows. The three-story building will impose significant stress on the neighborhood.

I have also studied the proposed redevelopments in Brentwood. They are 100% two-story buildings except for this development plan for 3840 Brighton Drive. All other developers understand 2-story buildings would fit the Brentwood neighborhood. Given the limited space in Brighton Drive, this three-story building plan should not be permitted.

**Waste Servicing**

The revised plan has increased by two new garbage bins but reduced bin size from 96 gallon to 65 gallon, resulting in less garbage capacity for 10 potential family usages. The revision will result in potential illegal garbage dumping to neighbor bins.

**Landscaping**

The revised plan has left trees in my backyard as where they are. But the shrubs in the front yard have not been addressed. Neither the owner nor developer has discussed the shrubs removal in any communication channels to me since they are joint owned.

My family has been dedicated to trim the shrubs twice every year since we moved in 2020. The owner of 3840 Brighton Drive has not done any work to maintain the shrubs. I require further communication from the developer or owner on shrubs removal.

**Fencing**

The concrete retaining wall between my property and 3840 Brighton Drive is part of my building. The front portion of the retaining wall is on property line and the latter wall falls into my property line. Neither the developer nor the owner has communicated to me with respect to the retaining wall removal. I require similar retaining walls to be built or compensation if they choose to build with different materials.

**Parking**

The revised plan did not address as to where the tenants can find parking for their 25-bedroom tenants. This will most likely create congestions on Brighton Drive.

**Building Layout**

I have compared the prosed building plan to other rowhouse developments in Calgary. The proposed rowhouses proposed to build 5 bedrooms per plex or 25 bedrooms in total are excessive. Even in the more density neighborhoods, rowhouses are usually built with 3 bedrooms per plex or 4 bedrooms max. But these proposed townhouses are planned to have 25 BEDROOMS!

**Draining**

The proposed buildings are at the highest elevation on Brighton Drive. With the increased rainfall in Calgary, there will be more rainwater draining to my side. I require the developer to create a matured draining system with downspouts labeled properly on the building plan. This should ensure snow and rain waters are drained properly.

I support context sensitive redevelopment in Brentwood. However, because there is no fundamental change of the revision on 3840 Bright Drive, I strongly oppose the redevelopment.

I, as a significant affected neighbor, would really hope to see demonstrations for below:

1. The proposed buildings should fit in low-density street on Brighton Drive
2. Proposed buildings should fit in street context. Three story-building should be reduced.
3. Proposed buildings should not create congestion to neighbors. This requires careful consideration in parking, garbage removal, traffic flow, draining, and sewer lines.
4. Proposed building should not create safety hazards to neighbors.

**Samnick, Cyrille**

**From:** David Zhang [redacted] >
**Sent:** Monday, June 8, 2026 2:13 PM
**To:** Le Pichouron, Christian
**Cc:** DP Circ; office; WARD4
**Subject:** [External] Re: DP2026-01358 Address: 3840 BRIGHTON DR NW
**Attachments:** DP2026-01358 Updated Letter of Objection.docx

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Application: DP2026-01358
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 BRIGHTON DR NW
Dear Le Pichouron,

I have reviewed the building plan revision on 3840 Brighton Dr NW and noticed no material changes. The current revision has not addressed the most significant concerns. Please see my comments in the attachment.

Thank you

David Zhang, property owner of 3836 Brighton Drive NW.

On Wed, Mar 25, 2026 at 9:03 AM David Zhang <edmcorporationcalgary@gmail.com> wrote:

> Application: DP2026-01358
> Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
> Address: 3840 BRIGHTON DR NW
> Dear Le Pichouron,
> I am a resident of Brentwood and live at 3836 Brighton Drive NW, adjacent to the proposed development at 3840 Brighton Dr NW.
>
> I am strongly opposed to the above Development Permit for the following reasons:
>
> **1. Parking capacity.** The applicant is proposed for a 5 plex plus 5 legal basements for a total of 10 suites. The 10 suites will demand at least 15 parking spaces. How could the 5 small parking stalls be enough to absorb large parking needs? Where could trucks and large vehicles be parked? If not planned diligently, the extra parking demands will add enormous pressure to the quiet neighborhood, causing significant parking stress and stealing existing neighboring parking spaces.
> **2. Garbage capacity.** These 10 suites buildings have requested 4 black bins, 3 compost bins and 3 recycling bins. Given the 5 times increase in population, this will not be sufficient to accommodate their garbage disposal demands. There are currently two families living in the two buildings with 6 bins in total. It has been overfilled with garbage bins

observed several times. How could 10 bins be enough for 5 times more populations? The potential garbage overflow will certainly destroy the neighborhood.

**3. Sewer line capacity.** The sewer line was not accounted for by the dramatic household increases when it was built. Because the new buildings are at a high level of the street and five times more sewers will be pushed down in the pipe when they are built. This will cause potential sewer backflow to existing households down the pipe if the sewer line is not enough to absorb the extra waste.

**4. Noise.** There will be tremendous noises from the new buildings with 5 times more population residing at the premises. There will be car noises from early in the mornings to party times extremely late at night. There's no way to mitigate the noise exposure to neighbors.

Given the listed concerns above, I strongly oppose the new 5 plex with 5 basement suites. They are not a good match to the existing neighborhood. A duplex or two detached properties are more suitable. Please consider my feedback and thank you for taking time to review my concerns. Should you have other questions, please reach me at my cell 403-689-8068 or email at edmcorporationcalgary@gmail.com.

Regards,

Zhe Zhang (David)

***R. Bruce Brander, MSc, LLB, P.Eng***
***3861 Brighton Dr. N.W.***
***Calgary, Alberta***
***T2L 1G7***

June 9th, 2026

The City of Calgary
Planning and Development
Application DP2026-01358

ATTN: Christian LePichouron
Planning File Manager

VIA e-mail: Christian.LePichouron@calgary.ca

**RE: DP 2026-02358, 3840 Brighton Dr. N.W. (the "Subject Site")**

I am the owner and resident of 3861 Brighton Dr. N.W. which is located on the north side of Brighton Dr. N.W. approximately 100 feet (29 m) north-east of the Subject Site. As such I am directly affected by the proposed development of the Subject Site.

I oppose the proposed development for the reasons articulated below and also note that I have had the opportunity of reviewing the submissions of my neighbours at 3859 Brighton Dr. N.W. and endorse those submissions. Consequently, to avoid duplication I will not repeat submissions already made by them.

On April 15th I (and various other homeowners) filed comments on DP 2026-01358 – which, I believe, had been in circulation for some time and for which the City set an April 15th deadline for comments. However, it now appears that a **new** DP Application was filed on or about May 26th, 2026 under the same DP number (01358) as the "old" DP Application. I haven't seen any explanation as to why a "new" DP would be issued, under the same number as the "old" DP and shortly after the developer's planners and the residents had a meeting to discuss the residents' concerns with the "old" Application. This process has just wasted time – if the Applicant was planning a new Application why hold a 'community engagement' meeting on the "old" Application.

In any event, I have reviewed the May 26th Application and it does not resolve the issues I identified in my April 15th submissions. Consequently, because it is not clear what process the City is following (i.e. is there really a "new" Application, or is it an amendment to the "old" Application) I am re-filing my April 15th comments as part of these June 9th submissions on the "new" Application.

***R. Bruce Brander, MSc, LLB, P.Eng***
***3861 Brighton Dr. N.W.***
***Calgary, Alberta***
***T2L 1G7***

**Neighbourhood Context**

Brighton Dr. comprises 26 single-family homes (excluding the Subject Site). One of those is a two-storey, 4 are split levels, and the remainer are bungalows. The proposed development of the Subject Site is totally out of context for the street, and I note in particular:

- The Subject Site is at the high point of Brighton Dr. The proposed development is not only huge, but it also is positioned to have the maximum (negative) impact on the community.
- The Subject Site is proposed to have a Rowhouse Building (6 units, 3 up and 3 down) and a semi-detached dwelling (4 units 2 up and 2 down) and a 5-car garage.
- The Subject Site is proposed to have 3-storey buildings.
- None of the other properties on the street have anything close to the magnitude of what is proposed for the Subject Site. Many of the other properties don't even have garages, let alone a 5-car garage.
- And, it is trite to say, none of the other properties have anything like 3-storeys – the single biggest lot development is 2 storeys – the rest are one storey (for the bungalows) and 1 ½ storeys for the split levels.

None of this favours the City approving a totally out of context proposal for the Subject Site. My neighbours and other parties have addressed the many other deficiencies in the proposal.

**Infrastructure**

My neighbours have discussed infrastructure issues in their submissions but I wish to provide some details and context with respect to the potable water supply. In particular:

- The Subject Site obtains its water from a main that runs down the alley behind it (the alley between Brighton Dr. and Charleswood Dr). As noted above the Subject Site is proposed to go from 2 units to 10 units with, undoubtedly, a corresponding increase in water flow.

[redacted] 4[redacted]

***R. Bruce Brander, MSc, LLB, P.Eng***
***3861 Brighton Dr. N.W.***
***Calgary, Alberta***
***T2L 1G7***

- This water main then runs to the north across Brighton Dr. and runs between my house (3861 Brighton) and my neighbour's house (3859 Brighton) to connect into another main that is in the alley behind our houses (alley between Brighton Dr. and Brooklyn Dr.). We get our water from the main that runs down the alley behind us – not from the main that feeds the Subject Site but runs across our property.

- From City records, the main that runs under Brighton Dr. and between our houses is a 150 mm (6") cast iron pipe installed in 1959 – and is what would now be called "thin wall" cast iron that was used prior to the introduction of ductile iron pipe.

- The main is 2.5 m (approximately 8 feet) from the foundation of each of our houses.

- City data also shows that the soil between the two houses has a high risk of susceptibility to corrosion (based on soil resistivities – a proxy for corrosivity) – a topic which one would now assume is high on the City's agenda.

We don't know if the proposed development of the Subject Site will affect (or possibly affect) this water main because it appears that no infrastructure assessment has been done – even though the City has to be aware that the infrastructure is over 60 years old. It is amazing that this is not automatically a part of the City's review process for new developments in established areas. Needless to say, if a 6" watermain fails a mere 8' from my house foundation, it is not going to be a happy ending. Yet why is it up to adjacent residents to identify these risks as part of the development approval process? It is very easy for the Applicant to say that it is fine by them to look at infrastructure at a later state of the process, but it isn't the Applicant who is going to get flooded out if the water main blows.

I understand that it is City practice to do technical review of infrastructure at a later stage of the process, but if we've learned anything in this City over the last couple of years it is that past practice may not be adequate. As noted above, the water main in question is over 60 years old, is cast iron, not ductile iron, and City data shows risk of corrosion. It is also one of the relatively unique situations where a water main runs under private property. These factors should be examined at the current stage of the project – not later. There is no reason why this project be allowed to off-load risk on other (downhill) residents without proper examination?

***R. Bruce Brander, MSc, LLB, P.Eng***
***3861 Brighton Dr. N.W.***
***Calgary, Alberta***
***T2L 1G7***

**Conclusion**

As noted above I am not going to repeat the submissions of my neighbours at 3859 Brighton Dr. I can sum up my submissions as noting that this proposal is totally out of context in the neighbourhood, and that many issues (particularly with respect to water mains and other infrastructure) have not even been examined by the City or the developer.

The Application should be refused.

Yours very truly,



R. Bruce Brander
CC:
dp.circ@calgary.ca -- City's document circulation controller
office@brentwoodcommunity.com -- Brentwood Community Association
Ward4@calgary.ca – Ward 4 Councilor DJ Kelly

Subject: Formal Objection – DP2026-01358
3840 BRIGHTON DR NW

June 9, 2026

To Whom It May Concern,

I am writing to formally object to Development Permit Application DP2026-01358. This objection was previously submitted March 29, 2026 and since then we have had various discussions with City Council members, Community Association representatives, and the developer. The revised plans submitted to the city of Calgary have failed to take in account any of the concerns raised by myself of other people of the community.

This proposal represents an over-intensification of the site and is not compatible with the established context of the surrounding neighbourhood. The area is characterized by low-density, wide-lot, single-family homes, and the introduction of multiple dwelling units, secondary suites, and a large accessory building on a single parcel does not respect the prevailing built form, parcel pattern, or community character. The current (now rescinded) land use is (R-CG). The 'C (Contextual)" indicates 'rules require that any new development takes into account the existing scale, height, and lot coverage of surrounding homes. Buildings are generally capped at an 11-metre (roughly 2-story) height limit so they don't tower over neighboring properties." The current application shows a 3-story building with a 57% site coverage by buildings. Neither of which are consistent with the neighborhood.

The recent application also shows the removal of city trees and potentially the removal of trees in the adjacent properties. During the "Jane Walk" held by the community association with the city representatives it was noted that maintaining the existing trees is a vital concern for the community.

While the current dwelling is used as a rental property, it is poorly maintained and does not present concerns related to upkeep. The existing home represents a form of gentle density that is more appropriate for the area. If additional density is necessary, it would be more suitable to explore options within the existing structure—such as internal suites—rather than demolishing the home and introducing a significantly larger, more intensive redevelopment that does not align with the surrounding built environment.

Additionally, the existing garage with a secondary (mother-in-law) suite above does not match the architectural aesthetics of the primary residence, nor does it align with the overall neighbourhood character. The proposed development would further exacerbate this inconsistency and contribute to a fragmented and incompatible streetscape.

A significant concern is insufficient parking provision relative to the number of proposed units. The recent application shows five (5) townhouses with up and down units (total of ten units). The anticipated parking demand will exceed on-site capacity, resulting in on-street overflow. This will negatively impact roadway function, access, and safety,

particularly given that the street design was not intended to support higher-density residential use.

Additional concerns include:

- Increased traffic generation inconsistent with the existing road network capacity

- Impacts on adjacent properties through overlook, reduced privacy, and massing

- Lack of contextual fit in terms of scale, height, and site coverage

- Cumulative impact of incremental intensification within a low-density area. The City of Calgary has implemented an agent to replace the single-family homes in similar areas with multi-unit condominiums. This trend is likely to continue but reasonable discretion is required as to the location of these units.

- Quality concerns over the construction. Similar projects being done in neighboring areas appear to be of low-quality construction and materials. These projects seem like a 'cash grab' for the developer versus looking at what is best for the longevity of the community.

This proposal should be evaluated on its planning merits and its contextual fit within the surrounding area. In its current form, it does not meet those expectations or adequately address the concerns raised by the community.

I respectfully request that this application be rejected.

Sincerely,

Chris Jaggard, P.Eng.

3939 Brooklyn Cres. NW
Calgary, AB T2L 1G9

Subject: Formal Objection – DP2026-01358

To Whom It May Concern,

I am writing to formally object to Development Permit Application DP2026-01358.

This proposal represents an over-intensification of the site and is not compatible with the established context of the surrounding neighbourhood. The area is characterized by low-density, wide-lot, single-family homes, and the introduction of multiple dwelling units, secondary suites, and a large accessory building on a single parcel does not respect the prevailing built form, parcel pattern, or community character.

The current dwelling currently has a rental unit above the new garage and has been maintained and does not present concerns related to upkeep. The existing home represents a form of gentle density that is more appropriate for the area. If additional density is to be considered, it would be more suitable to explore options within the existing structure, such as internal suites, rather than demolishing the home and introducing a significantly larger, more intensive redevelopment that does not align with the surrounding built environment.

Additionally, the existing garage with a secondary (mother-in-law) suite above does not match the architectural aesthetics of the primary residence, nor does it align with the overall neighbourhood character. This was a concern raised by neighbors during the construction, but at that point the project was near complete with no recourse provided. The proposed development would further exacerbate this inconsistency and contribute to a fragmented and incompatible streetscape.

A significant concern is insufficient parking provision relative to the number of proposed units. According to the recent community association meeting, this is an indicated twenty-nine total bedrooms contained within this development. The anticipated parking demand will far exceed on-site capacity, resulting in on-street overflow. This will negatively impact roadway function, access, and safety, particularly given that the street was not designed to support higher-density residential use. There have already been concerns raised regarding rental properties in the area and the number of vehicles parking on the streets and poor property upkeep.

There is also a growing concern regarding the current infrastructure in the area. Calgary has already seen multiple years of with watermain issues and water restrictions. Has the city reviewed the current design and the available capacity in the neighborhood able to meet the proposed population densification. Neighbors are already commenting on needing to replace sewer lines as they are failing after 60+years. The additional dwellings (29 total bedrooms) proposed would put a significant strain on the current systems. Have the city engineers reviewed this? What about waste disposal?

Additional concerns include:

- Increased traffic generation inconsistent with the existing road network capacity
- Impacts on adjacent properties through overlook, reduced privacy, and massing
- Lack of contextual fit in terms of scale, height, and site coverage
- Cumulative impact of incremental intensification within a low-density area
- Added strain to an aging infrastructure and utility system

As a discretionary application, this proposal should be evaluated on its planning merits and its compatibility with the surrounding context. In its current form, it does not meet those expectations.

I respectfully request that this application be refused.

Sincerely,

Chris Jaggard
3939 Brooklyn Cres. NW
Calgary, Alberta,
T2L 1G9

**Samnick, Cyrille**

| | |
|---|---|
| **From:** | Jason Quenneville [redacted] |
| **Sent:** | Tuesday, June 9, 2026 5:57 PM |
| **To:** | Le Pichouron, Christian |
| **Cc:** | Kelly, DJ; WARD4; office; DP Circ |
| **Subject:** | [External] Comment letter opposing DP2026-01358 (part 1 of 2) |
| **Attachments:** | 20260609 Comment letter regarding updated DP2026-01358 3840 Brighton Drive NW KC JQ.pdf; 20260415 Comment letter regarding DP2026-01358 3840 Brighton Drive NW KC JQ.pdf |

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Mr. Le Pichouron,

Please find attached our comment letter opposing DP2026-01358 at 3840 Brighton Drive NW.

As well, please find attached our original 15 April 2026 letter of opposition to the proposed development. We will share the other enclosure referenced in our letter, a letter to DJ Kelly with some pertinent comments about the development, under separate cover (sending all together exceeds the City's email size limitations).

Please let us know if you have any questions or comments about our letter.

Jason Quenneville and Kimberly Coutts

3859 Brighton Drive NW
Calgary, Alberta, T2L 1G7

9 June 2026

Mr. Christian Le Pichouron
Planning and Development, City of Calgary
Christian.LePichouron@calgary.ca
825-945-8857

Transmitted via email

Application: DP2026-01358
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 Brighton Drive NW

Dear Mr. Le Pichouron:

On 15 April 2026, we filed comments on DP2026-01358. A revised application was filed on or about 26 May 2026 under the same DP number. We have reviewed the 26 May 2026 application, and it does not resolve the issues we identified in our 15 April 2026 submission. Consequently, for efficiency, we are re-filing our 15 April 2026 comments to be incorporated into the record for the 9 June 2026 submissions on the revised application. In addition, we are filing with this letter: a letter to Councillor DJ Kelly dated 1 May 2026; and supplementary comments addressing the consultation process, regulatory arbitrage, the antithetical nature of the proposed development relative to Brentwood and Brighton Drive, the proposed development's appropriation of Brighton Drive's commons, and the City's limited capacity to regulate this and similar development projects.

In addition to the reasons raised previously, we oppose the proposed development for the following reasons:

- The developer has engaged in flawed, after-the-fact consultation with affected stakeholders and has made no substantive changes to the proposed development in response to overwhelmingly negative feedback;
- The flawed regulatory framework now in place provides the developer with a windfall, and the proposed development is structured to maximize that windfall;
- The proposed development is antithetical to the established planning and design character of Brentwood and Brighton Drive;
- The proposed development seeks to appropriate common resources held by Brighton Drive residents; and



SDAB2026-0113

- The City lacks a sufficiently robust regulatory framework to ensure that even a subset of the proposed development can be built and occupied responsibly.

**Flawed, After-the-Fact Consultation with No Substantive Integration of Feedback**

The developer's consultation with affected stakeholders was perfunctory and conducted after the fact. We received the developer's notice after the 15 April 2026 comment period had already closed — that is, after the formal window for public input had expired — and well past the point in the project's planning lifecycle at which substantive changes could realistically be incorporated. The consultation was informational in character rather than genuinely participatory: its purpose appeared to be disclosure, not dialogue.

Despite receiving extensive and substantive feedback from affected residents — feedback that was overwhelmingly negative — the developer made no material changes to the proposed development. The revised application filed on 26 May 2026 does not meaningfully address the scale, massing, setback, density, parking, or privacy concerns raised. This confirms that the consultation was designed to satisfy a procedural requirement rather than to inform design. Consultation that does not change anything is not consultation in any meaningful sense.

**Flawed Regulatory Framework Provides the Developer with a Windfall**

We addressed the regulatory framework extensively in our 15 April 2026 submission and in our letter to Councillor Kelly. We wish to highlight here the economic dimension of what the current framework permits.

Calgary's blanket rezoning policy, implemented in 2024, rezoned established residential lots to permit a substantially wider range of uses and densities without requiring individual development permit hearings or site-specific justification. The policy was intended to increase housing supply. Its effect, however, has been to confer a substantial increase in land value on properties in established neighbourhoods — a windfall that accrues entirely to the developer and is funded by the degradation of neighbourhood character, amenity, and the common resources of adjacent property owners.

The proposed development at 3840 Brighton Drive NW maximizes this windfall. It proposes the densest and most intensive form of development permitted under the discontinued and repealed framework, on a lot whose value was previously premised on single-family residential use. The difference between that prior value and the value of the proposed development, net of construction costs, represents the developer's windfall, which only the developer can readily access under the current regulatory regime.

The City has obligations under the current regulatory framework, but it has no obligation to maximize developer windfalls. As a regulatory body acting in the public interest, the City retains — and is expected to exercise — discretion to ensure that the costs of

development are not transferred to adjacent residents and the broader community. The proposed development fails that test.

**Context, Coherence and the Benefits of Planned Neighbourhoods and Streets**

Figures 1–3 present photographs of Norford Avenue, a planned street in University District. A glance confirms the street's planned character: consistency, order, unity, and rationality. Heights, geometric form, setbacks, and lot coverage are uniform. Because of this overall design consistency, variations in construction materials and individual design choices remain harmonious and integrated. Norford Avenue is an attractive, cultivated street in which nothing is out of place. The style of development proposed for 3840 Brighton Drive NW is architecturally compatible with Norford Avenue's design language — a fact that underscores that the problem is not the building type in the abstract, but its contextual fit on Brighton Drive specifically.

**Figure 1: Norford Avenue (wide perspective)**



**Figure 2: Residences on Norford Avenue Have Consistent Heights**



**Figure 3: Residences on Norford Avenue Have Consistent Setbacks**



**Brighton Drive NW Demonstrates the Benefits of a Planned Street**

Brighton Drive was similarly planned. Building heights and forms, setbacks, and lot coverage are consistent and harmonious. Although decades have introduced some variety, Brighton Drive retains an air of planning, cultivation, and coherence (Figures 4–6). This coherence is not accidental — it reflects the planning principles that shaped Brentwood as a neighbourhood and is the foundation of the street's character and liveability.

Calgary's Municipal Development Plan (MDP) recognizes neighbourhood character as a substantive planning value. The MDP directs that new development respect and reinforce the existing character of established communities. The Land Use Bylaw similarly requires that development applications be evaluated for compatibility with adjacent land uses and the surrounding built environment. These are policy obligations the City is expected to apply when evaluating DP2026-01358, not discretionary aspirations.

**Figure 4: Brighton Drive Has a Broadly Consistent Building Pattern**



**Figure 5: Brighton Drive Has Consistent Setbacks**



**Figure 6: 3840 Brighton Drive NW Is Currently in Proportion to Other Structures in Brentwood and on the Street**



### The Proposed Development is Antithetical to Brighton Drive and Brentwood

The proposed development does not respect or reinforce Brighton Drive's character — it contradicts it across nearly every measurable dimension. Figure 7 documents those contradictions systematically.

**Figure 7: Comparison of Brighton Drive Character and Proposed Development**

| Attribute | Brentwood / Brighton Drive | 3840 Proposed | Comment |
|---|---|---|---|
| **Height** | 1–1.5 storeys | 3 storeys | More than double the prevailing height; fundamentally inconsistent with the streetscape |
| **Setback** | Deep | Shallow | Disrupts the visual uniformity of the street when viewed along Brighton Drive |
| **Lot coverage** | Moderate | High | Eliminates the spatial rhythm and visual breaks that define the street's character |
| **Visual spacing** | Substantial — visual breaks between structures | Limited | Brighton Drive's character depends on the breathing room between buildings |
| **Roof form** | Peaked | Flat | Inconsistent with the prevailing residential vocabulary of the street |
| **Privacy** | Substantial | Materially impaired | Height, balconies, windows, reduced setback, and limited vegetation combine to overlook adjacent properties |
| **Parking** | Adequate — each structure accommodates vehicles via driveway and garage | Inadequate — 0.5 stalls per unit is insufficient for expected vehicle ownership | Below a reasonable minimum even at reduced density assumptions; spillover onto Brighton Drive is the foreseeable result |
| **Density** | Low to moderate | High | Out of scale with the established pattern of the street and neighbourhood |

As Figure 7 illustrates, the proposed development does not merely differ from Brighton Drive in degree — it contradicts it. On height alone, the proposed structure is more than double the prevailing built form. Combined with a shallow setback, the effect on the streetscape is not incremental variation but rupture. A development that contradicts the prevailing character on every measured attribute cannot be said to respect or reinforce it, as the MDP requires.

The City is not obligated to approve every development that is technically permitted under a zoning. It retains — and is expected to exercise — discretion to evaluate whether a specific design is compatible with the established character of the street and neighbourhood in which it is proposed. The proposed development at 3840 Brighton Drive NW fails that test comprehensively.

**The Proposed Development Seeks to Appropriate Brighton Drive's Commons**

Brighton Drive can be understood as an ecosystem that provides its residents with shared resources held in common. Consider sunlight and passive heating. Because structures have modest heights and generous setbacks, they do not unduly shade adjacent properties. Residents across the street enjoy access to sunlight and the passive heating it provides — a common resource available to all, even in winter months when the sun sits low on the horizon.

A three-storey structure changes this equation fundamentally. The taller structure retains access to sunlight and passive heating for its own occupants. Adjacent properties will lose access to these resources — not because of any decision they made, but because the proposed development is first to appropriate them. Privacy, freedom from noise and light pollution, and access to on-street parking operate in the same way: they are currently common resources available to all residents of the street, and the proposed development would appropriate them for its own benefit.

The proposed development works, if that word can be used, by taking from the collective. It is viable only because it is first to defect from the cooperative equilibrium that currently governs Brighton Drive. When this logic is extended — as the blanket rezoning policy demonstrated — the result is the systematic degradation of the shared resources that make established neighbourhoods liveable. This is not a novel dynamic: it has a precise name in the ecological and economic literature. It is the Tragedy of the Commons.

The City's role as a regulator exists in part to prevent exactly this outcome — to protect shared neighbourhood resources from private appropriation, and to ensure that the costs of development are not externalized onto those who did not choose to bear them.

**Inadequate Regulatory Framework for Development and Construction**

Even if the City were inclined to approve the proposed development, serious questions arise as to whether the City has the regulatory capacity to ensure it is built responsibly and that affected residents are adequately protected during construction and after occupancy.

Calgary is experiencing historically unprecedented construction volumes. According to the City, it processed a record 18,168 residential building permits in 2024 — a 22% increase in single-detached permits and a 63% increase in semi-detached permits over the prior year. This volume has materially strained the City's regulatory infrastructure. The City's Vista/ePermit system experienced a significant outage during this period, creating an acknowledged backlog of permit applications. In January 2026, the City introduced re-inspection fees of $327 per visit with the following stated goals: "promotes compliance, reduces delays, and ensures inspection resources are used effectively." Measures to ration inspectors ("used effectively" and "reduces delays") and the need to "promote compliance" do not signal a robust regulatory architecture.

In addition to resource constraints, the City's enforcement model is reactive by design rather than proactive. Bylaw enforcement is complaint-driven, requires complainants to identify themselves, and begins with education rather than immediate consequence. This model transfers the burden of "promoting compliance" onto the community rather than the City, where it belongs.

The City should not approve a development it cannot regulate responsibly.

**Conclusion**

The proposed development at 3840 Brighton Drive NW is deficient on every dimension this letter has addressed. The developer's consultation process was perfunctory and after-the-fact, and the substantive feedback of affected residents has been disregarded. The current regulatory framework confers a windfall on the developer, and the proposed development is structured to maximize it. The development is antithetical to the established character of Brighton Drive and Brentwood, contradicting prevailing heights, setbacks, lot coverage, roof form, density, parking adequacy, and privacy across every measurable attribute — in direct conflict with the Municipal Development Plan's neighbourhood character policies and the Land Use Bylaw's compatibility requirements. It appropriates common resources — sunlight, privacy, on-street parking, and quiet enjoyment — that Brighton Drive residents currently hold collectively, and does so irreversibly. And the City lacks the regulatory capacity to ensure that even a scaled-back version of this development can be built and occupied without material harm to adjacent residents and the public.

The City has discretion here. Zoning establishes what is permitted in principle — it does not compel approval of every application that nominally fits within a permitted use. That

discretion exists for exactly this situation: a development that is technically permissible but contextually inappropriate, disproportionate in scale, and harmful in its consequences for those who must live beside it. We ask the City to exercise that discretion and refuse the application.

The City's decision on this application will be noted. Should the application be approved notwithstanding the grounds set out in this letter, we reserve all rights to pursue available remedies, including appeal to the Development Appeal Board. This letter and its supporting documentation are intended to constitute a full record of our objections for that purpose.

Yours truly,

Kimberly Coutts (yyckimberly@gmail.com)
Jason Quenneville (jquenneville@fastmail.com)

cc: DJ Kelly, Councillor Ward 4
Brentwood Community Association
City of Calgary document circulation

Enclosures: Original submission to the City dated 15 April 2026
Letter to Councillor DJ Kelly dated 1 May 2026

3859 Brighton Drive NW
Calgary, Alberta, T2L 1G7

15 April 2026

Mr. Christian Le Pichouron
Planning and Development, City of Calgary
Christian.LePichouron@calgary.ca
825-945-8857

Transmitted via email

Application: DP2026-01358
Application Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)
Address: 3840 Brighton Drive NW

Dear Mr. Le Pichouron:

We are residents of Brentwood and live at 3859 Brighton Drive NW, which is directly across the street (to the north) from the proposed development at 3840 Brighton Drive NW. The carriage house at 3840G Brighton Drive NW is directly south of our house.

We oppose the proposed development for the following reasons:

- Current regulations that allow one-off upzoning will inappropriately distribute gains to owners who re-develop, costs to the surrounding community, and have no obvious compensation mechanism;
- The City's density calculation understates the true density of the proposed development;
- The proposed development is inconsistent with Calgary's development principles and the RCG context criterion;
- The proposed development lacks an infrastructure capacity assessment;
- The proposed development creates unmitigated flood risk to adjacent properties; and
- The proposed development imposes multiple adverse effects on the surrounding community.



SDAB2026-0113

**Background and Overview of the Proposed Development**

The subject property at 3840 Brighton Drive NW currently consists of a single-family residential home plus a garage/laneway home (carriage house) in the community of Brentwood. The current owner is seeking approval to redevelop the lot with a three-unit rowhouse structure and a two-unit semi-detached structure. Each unit will include a secondary suite, for a total of 10 housing units and 29 bedrooms across the development.

According to the submitted DMAP plan, the proposed development has a density of 70.42 units per hectare (28.5 units per acre) and lot coverage of 56.55%. As established later in the density section of this letter, this figure excludes secondary suites that satisfy the City's own definition of a dwelling unit. Therefore, the corrected density, counting all 10 units, is 140.8 units per hectare (57 units per acre).

For reference, my property at 3859 Brighton Drive NW has a density of 17.1 units per hectare and lot coverage of approximately 45%. These figures are representative of other properties on Brighton Drive and in the surrounding community.

**Brighton Drive: Comparative Street Statistics**

Excluding 3840 Brighton Drive NW, Brighton Drive comprises 26 single-family homes. At an average of 3.5 bedrooms and 3.5 residents per home, the street has approximately 91 bedrooms and 91 residents in aggregate. Using a representative lot size of 0.0585 hectares, the typical residential density on Brighton Drive is approximately 60 residents per hectare.

The proposed development's impact on Brighton Drive's population can be modelled across three scenarios of increasing intensity.

**Scenario 1 — City's claimed density (5 units, upper suites only).** At 3.5 residents per unit across five upper-level units, the proposed development adds approximately 17.5 residents to Brighton Drive — an increase of 19%. Under this scenario, one lot (less than 4% of Brighton Drive's residential properties) would house approximately 16% of the street's total population. This equates to a residential density of 247 residents per hectare at the subject property.

**Scenario 2 — Corrected density (10 units, upper and lower suites occupied).** As established in the density section, commercial logic and financial necessity make occupation of the secondary suites the realistic baseline, not an exception. At 2.5 to 3.5 residents per unit across all 10 units, the proposed development adds 25 to 35 residents to Brighton Drive — an increase of 27% to 38%. Under this scenario, one lot would house approximately one quarter of Brighton Drive's total population. This equates to a residential density of 353 to 494 residents per hectare.

**Scenario 3 — Maximum occupancy (yield-optimized, room-by-room rental).** As documented in the density section, active investors in Calgary's Northwest are currently pursuing sophisticated rental strategies to maximize yield, which may include room-by-room strategies. This strategy is commercially viable at the scale of the proposed development, either independently or in combination with comparable nearby properties. At 1.5 residents per room across 29 rooms, the proposed development could add approximately 43 residents to Brighton Drive — an increase of 47%. Under this scenario, one lot could house nearly one third of the street's total population. This equates to a residential density of approximately 606 residents per hectare — consistent with high-rise apartment development patterns, as illustrated in Figure 8 of the density section.

**Summary.** Even under the City's own under-corrected density calculation, the proposed development would house a disproportionate share of Brighton Drive's population on a single lot. Under the realistic and maximum occupancy scenarios, the demographic impact on a 26-home street is severe. These figures provide the quantitative foundation for the infrastructure, adverse effects, and cost-transfer arguments that follow.

**Current regulations that allow one-off upzoning will inappropriately distribute gains to owners who re-develop, costs to the surrounding community, and have no obvious compensation mechanism**

**Principle:** Regulation exists, in part, to prevent project developers and sponsors from profiting by transferring costs to others. Efficient resource allocation requires that parties internalizing benefits also internalize costs. One-off upzoning violates this principle systematically.

**The all-or-none logic:** Upzoning functions coherently only as an all-or-none proposition. With no upzoning, there are no windfall gains and no cost transfers — a workable baseline. Blanket rezoning creates imperfect but partial symmetry: costs are transferred to neighbours, but surrounding properties also acquire incremental option value from area-wide development potential, partially reconciling the equation. The City's repeal of blanket rezoning acknowledged that even this partial symmetry was insufficient to justify the costs imposed on communities.

**Why one-off upzoning is the worst outcome:** One-off upzoning retains all the costs of blanket rezoning while eliminating even its partial symmetry. The project developer or sponsor captures a regulatory windfall — land value created by public action, not private effort. Neighbours bear infrastructure costs, externalities, and speculative pressure on adjacent land. Crucially, because the upzoning is parcel-specific rather than area-wide, surrounding owners acquire no offsetting development option value. The result is a pure transfer: all benefit to the sponsor or developer, all cost to the community, with no compensation mechanism. This is the structural definition of a regulatory subsidy.

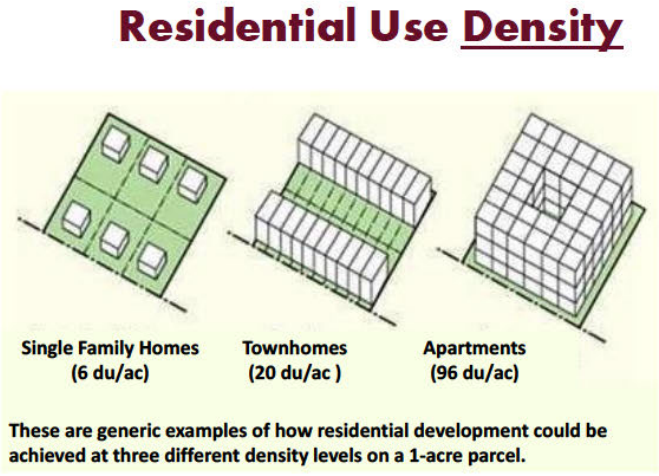
**The post-election problem:** The current framework is further compromised by the treatment of applications submitted during the post-election period. By allowing these projects to proceed under the superseded regulatory regime, the City has created a privileged class of project sponsors and developers with a vested claim on community subsidy — a position that is indefensible on any principled regulatory basis. There is no coherent public interest rationale for why this subset of applicants should be entitled to transfer costs to their neighbours when that entitlement has been withdrawn for everyone else.

**What follows:** Given these dynamics, the City should apply heightened scrutiny to all post-election projects and reject any application where the cost transfer to the surrounding community is material and uncompensated. 3840 Brighton Drive NW meets this test: it is nearly unanimously opposed by surrounding residents on cost-transfer grounds, and no compensation mechanism exists to reconcile sponsor benefit with community cost. Approval would be an explicit regulatory failure. More broadly, any one-off upzoning approval should require demonstration that project costs are not externalized or that community costs are compensated — failing which, the application should be denied.

**The City's Density Calculation Understates the True Density of the Proposed Development**

The City of Calgary calculates density for this project as the number of units, excluding secondary suites, divided by land area in hectares. On this basis, the project has a density of 70.42 units per hectare (28.5 units per acre) — within the RCG standard and, as Figure 1 illustrates, consistent with moderate townhome-scale density of approximately 20 units per acre.

**Figure 1: Residential Use Density Illustration**




Source: Visualizing Development Density / Intensity, Lorton Visioning, November 23, 2020

This calculation is misleading for three independent reasons: it conflicts with the City's own definition of a dwelling unit, it conflicts with the Canda Mortgage and Housing (CMHC) definition, and it ignores the commercial purpose the secondary suites serve.

**The secondary suites are dwelling units by definition.**

The City of Calgary defines a dwelling unit (the definition for "unit" refers to "Dwelling Unit") as a use that contains two or more rooms used as a residence, with kitchen, living, sleeping, and sanitary facilities (Figure 2). CMHC defines a dwelling unit similarly as a suite designed for use as a domicile, usually containing cooking, eating, living, sleeping, and sanitary facilities (Figure 3). The floor plans for the secondary suites at 3840 Brighton Drive NW (Figure 4) show bedrooms, a kitchen, living area, and bathroom. The secondary suites satisfy both definitions in full. Their exclusion from the City's density calculation is a convention that contradicts the City's own bylaw definitions.

## Figure 2: City of Calgary's Definitions of Unit and Dwelling Unit in Land Use Bylaw 1P2007

**(137)** "*unit*" means a Dwelling Unit or a Live Work Unit.

**188** "Dwelling Unit"

(a) means a *use*:

(i) that contains two or more rooms used or designed to be used as a residence by one or more persons; and

(ii) that contains a *kitchen*, living, sleeping and sanitary facilities;

(b) is a *use* within the Residential Group in Schedule A to this Bylaw;

(c) requires a minimum number of *motor vehicle parking stalls* in accordance with the District the *use* is listed in;

(d) requires a minimum of 0.5 *bicycle parking stalls — class 1* per Dwelling Unit for *developments* greater than 20 Dwelling Units; and

(e) requires a minimum of 0.1 *bicycle parking stalls — class 2* per Dwelling Unit for *developments* greater than 20 Dwelling Units.

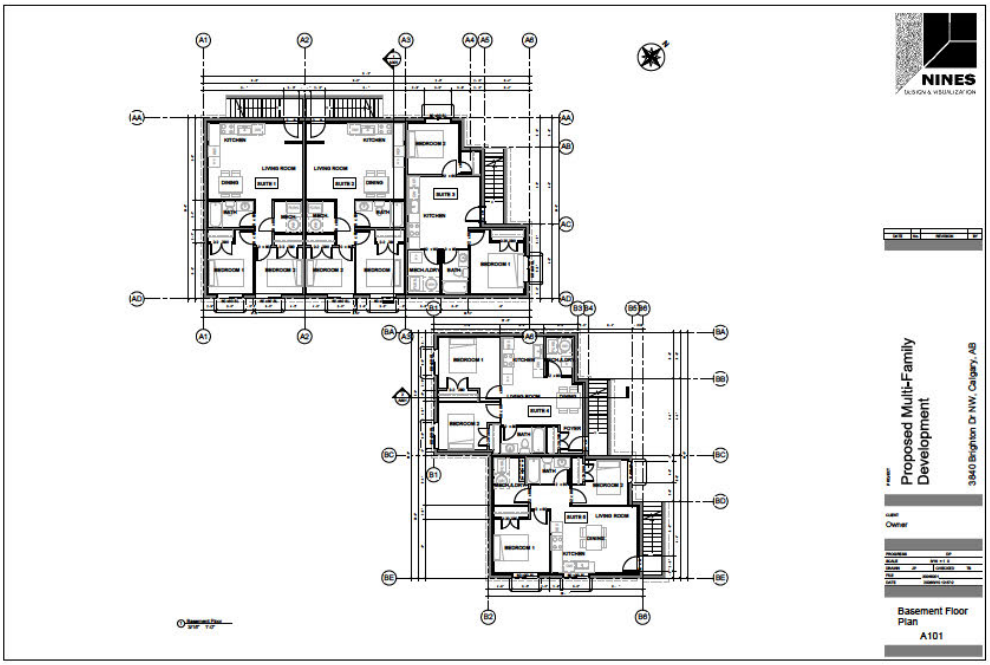
Source: City of Calgary website

## Figure 3: Canada Mortgage and Housing Corporation's definition of dwelling unit

| | |
|---|---|
| duct tape | *See* Heating and cooling terms. |
| duct sealant | *See* Heating and cooling terms. |
| duplex | *See* Housing types. |
| dwarf wall or partition | *See* partition. |
| dwelling, multiple *(collectif d'habitation, m., logement collectif, m.)* | A building or part of a building designed for residential occupancy and consisting of more than two units. Multiple dwellings include triplex, row and group houses, stacked townhouses, and apartment buildings. |
| dwelling unit *(logement, m., unité, f.)* | A suite operated as a housekeeping unit, designed for use as a domicile by one or more persons and usually containing cooking, eating, living, sleeping and sanitary facilities. |

Source: "Glossary of Housing Terms," Canada Mortgage and Housing Corporation, page 44.

**Figure 4: Floorplans for secondary suites at 3840 Brighton Drive NW**

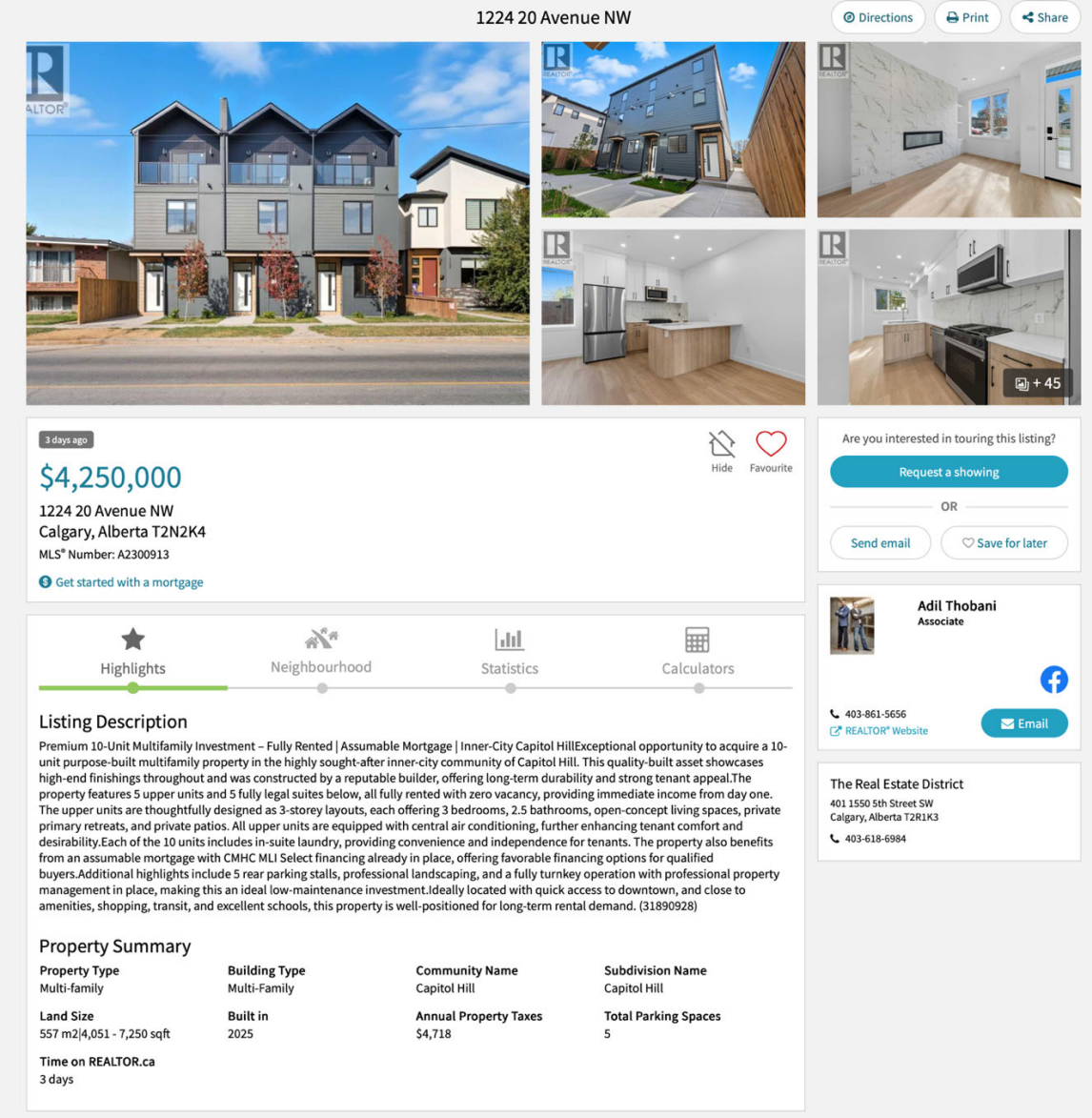



Source: DP2026-01358 – Circulation Package.pdf

**The secondary suites are dwelling units by commercial necessity.**

A developer's own commercial logic confirms this. Figure 5 reproduces a listing for a comparable project marketed explicitly as a "10-unit purpose-built multi-family property," with "5 fully legal suites below, all fully rented with zero vacancy, providing immediate income from day one." The project type is similar conceptually to the proposed development. The developer does not describe it as a 5-unit property — because commercially, it is not.

**Figure 5: Real estate listing for project comparable to the proposed development**



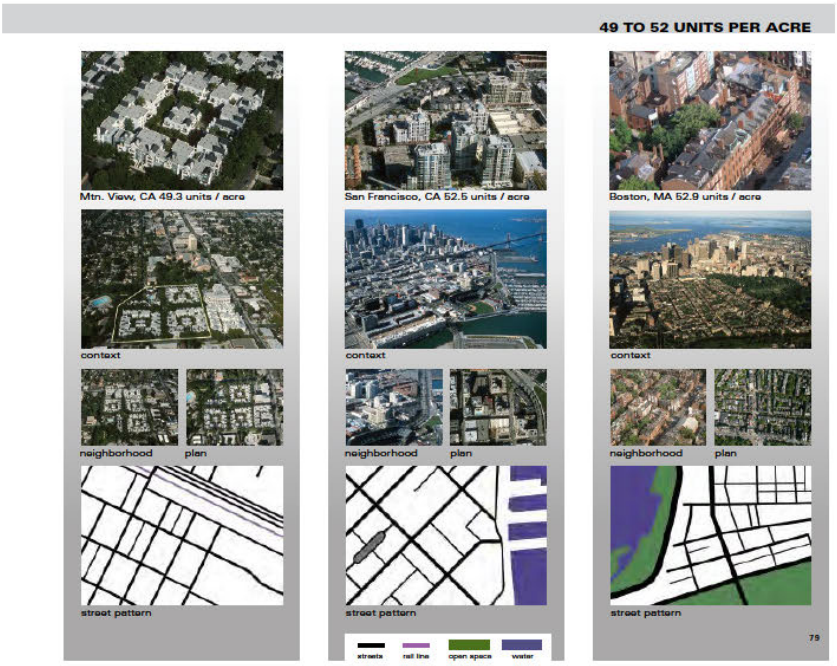

Source: Realtor.ca website (pdf of listing included in appendix package)

The economics make the point directly. At a purchase price of $4,250,000 ($850,000 per townhome across five townhomes), debt service alone is approximately $3,500 per month per townhome. Total carrying costs — debt service (~$40,000), property taxes (~$4,000), insurance (~$5,000), maintenance (~$5,000), and pre-tax required return on equity (~$25,000) — approach approximately $6,500 per month per townhome. Rental income from the upper portion of each townhome cannot service these costs. Income from the secondary suite is not incidental; it is structurally required. The secondary suites are dwelling units by design, definition, and financial necessity.

**Corrected density calculation.**

Counting secondary suites as dwelling units — which both the City's own definitions and commercial logic require — doubles the unit count from 5 to 10. This produces a corrected density of 140 units per hectare (57 units per acre). As Figure 6 illustrates, this density is no longer consistent with townhome development. It begins to approach mid-rise apartment density, a fundamentally different development form and a fundamentally different impact on Brighton Drive.

**Figure 6: Illustration of 49 to 52 Units per Acre**




Source: "Visualizing Density", Julie Campoli and Alex S. MacLean, page 15.

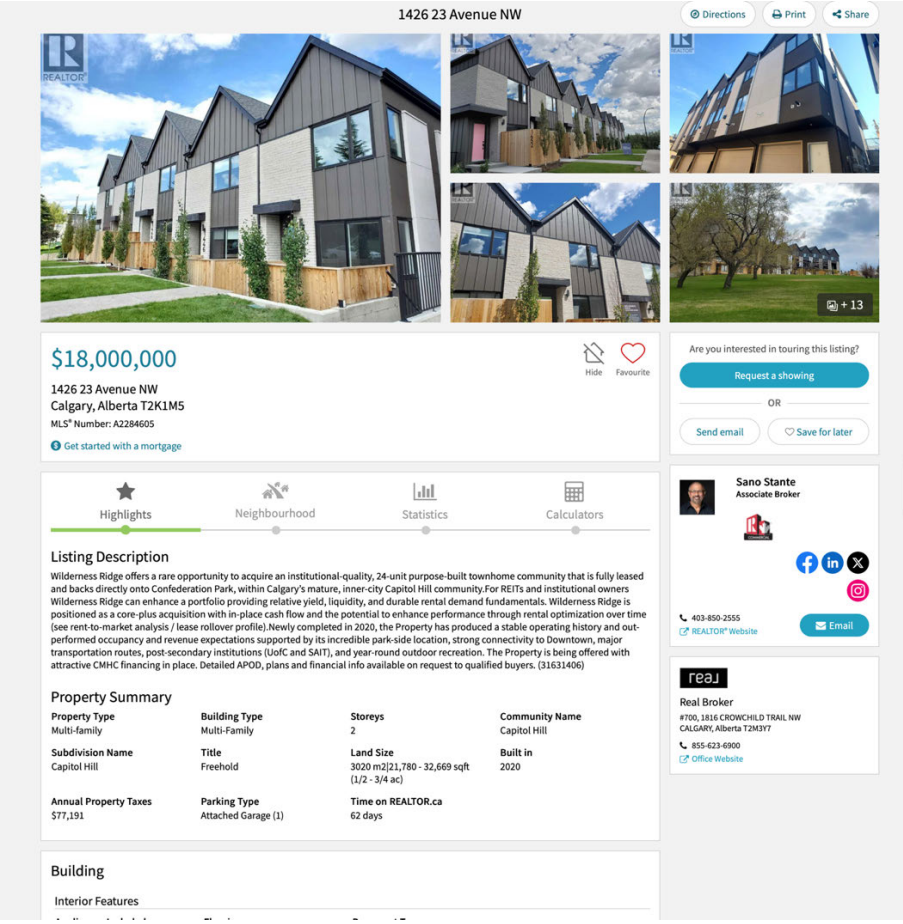
**Scenario analysis: density under active and intensive management.**

The corrected figure of 57 units per acre assumes upper and lower suites are rented as discrete units. A further scenario is relevant.

*Intensive yield management (room-by-room rental):* Figure 7 illustrates a Calgary Northwest listing that explicitly references "rental optimization" strategies, which could include maximizing yield through individual room rentals. This is not a hypothetical — investors are actively pursuing such strategies in Calgary. An investor could acquire four

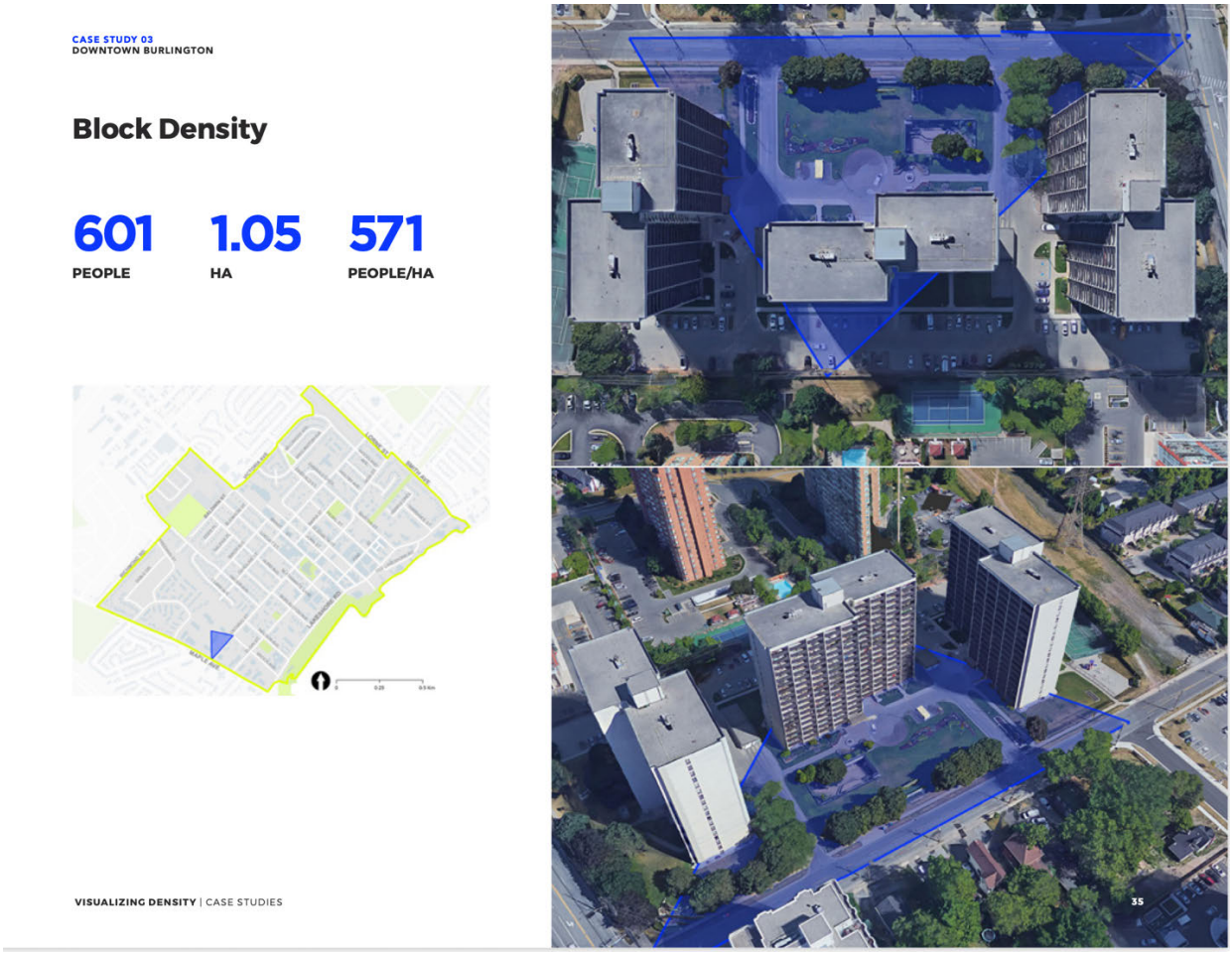
comparable developments to achieve the scale of the example development. Under maximum occupancy, the proposed development could reach approximately 606 residents per hectare — a density consistent with high-rise apartment development, as illustrated in Figure 8. This is presented as a maximum stress-test scenario, not a prediction, but it reflects the ceiling of commercially plausible outcomes under the current regulatory framework.

**Figure 7: Real estate listing for commercially intense rental management**




Source: Realtor.ca website (pdf of listing included in appendix package)

**Figure 8: Illustration of 571 people per hectare density**




Source: Visualizing Density, Canadian Urban Institute, page 35.

**Summary.**

The City's preferred density measure excludes secondary suites that meet its own definition of dwelling unit, meet the CMHC definition, and are integral to the project's commercial viability. The corrected density — 140 units per hectare — places the proposed development in the small apartment category, not the townhome category, with a correspondingly disproportionate impact on Brighton Drive's population and character. Under realistic active management scenarios, that impact is larger still.

**The Proposed Development Is Inconsistent with Calgary's Development Principles and the RCG Context Criterion**

Calgary's 2020 Municipal Development Plan establishes that "the City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods" (MDP 2020, p. 37). RCG zoning independently requires that development be appropriate to its context. The proposed development at 3840 Brighton Drive NW fails both tests across multiple measurable dimensions.

**Sensitive**

The proposed development requires the removal of mature trees that are consistent with the established character of Brighton Drive and Brentwood. This loss is irreversible. The replacement landscaping shown in the renderings is characteristic of a new subdivision on the city's periphery, not a mature inner-city community. Sensitivity to existing neighbourhood character requires preserving, not eliminating, the physical features that define it.

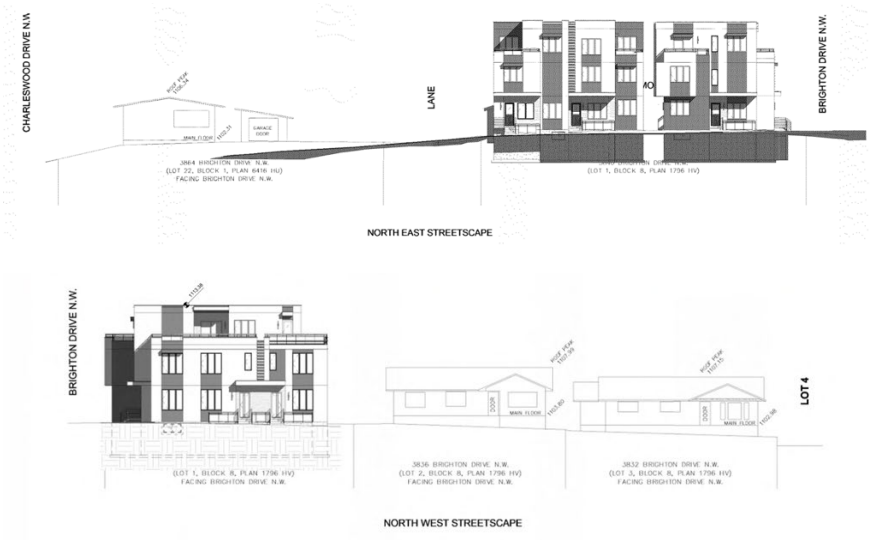
**Compatible**

Brighton Drive is composed of predominantly of 1 to 1.5 storey single-family homes. The proposed development is approximately double that height — a difference that is not a matter of degree but of kind. The development also has materially smaller setbacks and greater lot coverage than adjacent properties and the broader street. Figure 9 illustrates these differences directly. The result is a structure whose massing is disproportionate to everything around it. These are not subjective aesthetic judgments; they are measurable physical departures from the established built form of the street.

**Complementary**

As Figure 9 illustrates, the architectural language of the proposed development bears no relationship to the surrounding streetscape. The design, massing, height, and siting of the structure do not extend or reinforce the visual character of Brighton Drive — they contradict it. A development that is complementary adds to the coherence of a street; this one disrupts it.

**Figure 9: Comparison of the proposed development with Contextual Adjacent Properties**




Source: DP2026-01358 – Circulation Package.pdf

The density analysis in the preceding section establishes that the proposed development significantly exceeds the moderate density implied by the City's unit calculation. That density compounds the incompatibility findings here: the physical form of the development is inconsistent with the neighbourhood, and the intensity of use it represents makes that inconsistency more consequential, not less.

Taken together, the proposed development fails the MDP's infill principles and does not meet the RCG context criterion. These are independent grounds for rejection of the application.

**The Proposed Development Lacks an Infrastructure Capacity Assessment**

Brentwood was largely built in the 1960s, and much of its underground infrastructure dates from that period. Brighton Drive's water and sewer systems are approaching the end of their designed service lives. The City's recent experience with aging water trunk lines illustrates concretely what end-of-life water infrastructure failure looks like and the disruption it causes. Adding density to a street served by infrastructure of this age and condition is not a neutral act.

The application contains no evidence that the City has assessed whether Brighton Drive's water, sewer, natural gas, or electrical infrastructure can support the load the proposed development would add. This is not a minor procedural gap. Infrastructure capacity is a material consideration for any development that meaningfully increases density, and the proposed development — at corrected density levels established in the preceding section — represents a significant intensification of use on a single street.

The cost consequences of this gap fall on the public. If the proposed development triggers infrastructure upgrades — to water lines, sewer capacity, or electrical distribution — those costs will be borne by the broader ratepayer base, not by the developer. This is a direct instance of the cost-transfer dynamic that runs throughout this letter: private benefit to the project sponsor, socialized cost to the community.

The City should require, as a condition of any further consideration of this application, a current infrastructure capacity assessment for Brighton Drive covering water, sewer, natural gas, and electrical systems. In the absence of such an assessment, approval of the application would mean accepting an unquantified infrastructure liability on behalf of Calgary ratepayers. That is not a responsible basis for a development decision.

**The Proposed Development Creates Unmitigated Flood Risk to Adjacent Properties**

A water main running between 3859 and 3861 Brighton Drive NW dates from Brentwood's original construction in the 1960s and has not, to our knowledge, been assessed for remaining service life or replaced. This infrastructure is directly adjacent to our property. The proposed development creates three distinct mechanisms by which this water main could fail, any one of which would likely cause severe flood damage to our property.

**Construction vibration.** Excavation and construction activity in close proximity to aging cast-iron or clay water mains is a known failure risk. Ground disturbance from construction at 3840 Brighton Drive NW would occur in direct proximity to this infrastructure.

**Increased demand load.** At corrected density — 10 units rather than the 5 claimed by the City's calculation — the proposed development places materially greater sustained demand on the water main than the single-family use it replaces.

**Fire suppression pressure.** The proposed development increases fire risk relative to the current baseline: higher occupancy density increases ignition probability, and the structure's complexity increases suppression difficulty. Fire response requires water delivered at extremely high pressure. Aging water mains are known to be vulnerable to pressure surges of this kind. A fire suppression event at or near the proposed development could precipitate catastrophic failure of the adjacent main.

Should the water main fail beside our property, the resulting flood damage could constitute a total loss. This is not a remote or theoretical risk — it is a direct and foreseeable consequence of approving a development adjacent to end-of-life infrastructure, with no mitigation measures proposed and no compensation mechanism for affected property owners. This is the cost-transfer dynamic in its most acute form: the developer captures the benefit; we bear an unmitigated risk of total loss.

The City should require, as a condition of any further consideration of this application, an independent engineering assessment of the water main's current condition and remaining service life, and a construction management plan that addresses vibration risk during the build. In the absence of these conditions, approval of the application would mean knowingly transferring material financial risk to adjacent property owners.

**The Proposed Development Imposes Multiple Adverse Effects on the Surrounding Community**

The visual, contextual, and density impacts of the proposed development are addressed in preceding sections. This section documents additional adverse effects across four categories: physical and environmental impacts, use intensity impacts, public safety impacts, and City enforcement capacity. Individually, each of these impacts is a legitimate planning concern. Collectively, they establish that the proposed development imposes a disproportionate and unmitigated burden on Brighton Drive and the surrounding community.

**Physical and Environmental Impacts**

*Drainage.* The proposed development has approximately 33% greater lot coverage than other properties on Brighton Drive. This reduces the site's capacity to absorb stormwater and increases runoff risk to adjacent properties — a direct, quantifiable externality imposed on neighbours without compensation.

*Landscaping and tree removal.* The proposed development requires removal of seven trees, four of which are mature specimens of 7 to 14 metres that contribute materially to the character of Brighton Drive. Most significantly, the plan requires removal of a City-owned tree on public property. Removal of a public asset requires independent justification and should not be treated as a routine development condition. The proposed replacement planting — young development-style trees — does not restore what is lost and is inconsistent with the established character of a mature neighbourhood.

*Shading and solar access.* The proposed development's height will cast substantial shade on adjacent properties, curtailing passive solar heating in winter and reducing capacity for solar energy generation. This is particularly incongruous given that the development markets itself as solar-ready: the project will undermine the solar access of neighbouring properties in order to position itself for solar generation. Adjacent property owners will suffer a measurable economic harm with no compensation.

**Use Intensity Impacts**

*Congestion.* Brighton Drive already has a left-turn constraint at Charleswood during peak hours. The proposed development — at corrected density — will generate a disproportionate increase in vehicle trips, delivery traffic, and visitor parking demand on a street with limited capacity to absorb it. This is not a marginal incremental impact; at the density levels established earlier in this letter, it represents a step change in traffic intensity on a residential street.

*Parking.* The development plan provides inadequate parking relative to corrected density. The shortfall will transfer parking demand to Brighton Drive's on-street supply,

compounding the impact on existing residents. Delivery vehicles, service personnel, and visitors will add further pressure that the plan does not address.

*Privacy and noise.* The combination of increased height, additional windows, elevated balconies, and removal of mature vegetation creates material privacy impacts for adjacent properties. Noise will increase in proportion to realized density, and the loss of mature vegetation — which provides meaningful sound dampening — will compound this effect.

**Public Safety Impacts**

*Fire risk.* The proposed development introduces new wood-frame construction and significantly greater occupant density, both of which increase fire risk relative to the current baseline. As noted in the infrastructure section, fire suppression at this location poses an independent risk to the adjacent aging water main.

*Pedestrian safety.* Increased vehicle, delivery, and service traffic on Brighton Drive will increase pedestrian exposure, particularly for children and elderly residents. Construction-phase traffic will compound this risk during the build period.

*Construction impacts.* A development of this scale will impose significant costs on adjacent properties and the street for the duration of construction — noise, dust, vehicle traffic, and access disruption. These costs are unmitigated and uncompensated, consistent with the cost-transfer pattern documented throughout this letter.

**City Enforcement Capacity**

Several of the impacts above depend on City enforcement to mitigate — snow removal bylaws, parking regulations, noise complaints, property standards. The City's current enforcement capacity is demonstrably insufficient for existing demand: recent experience on Brighton Drive required multiple resident complaints and an extended period to resolve a single bylaw matter (a non-roadworthy Honda Civic was parked on the street for a protracted period). Calgary Police Service has publicly acknowledged budget constraints that limit response to non-urgent calls. The proposed development will add to enforcement demand on a system that is already unable to meet current obligations. The burden of that gap will fall on existing residents.

**Conclusion**

No single impact listed above is trivial. Taken together — drainage risk, loss of public trees, solar harm, congestion, parking shortfall, privacy loss, fire risk, and enforcement strain — they constitute a pattern of disproportionate, unmitigated, and uncompensated cost transfer to the surrounding community. The City's own development principles require that infill be sensitive, compatible, and complementary. A development that

generates this volume and range of adverse effects meets none of those criteria. This is an independent and cumulative ground for rejection of the application.

**Conclusion**

The preceding sections establish a comprehensive and multi-dimensional case against approval of the development application at 3840 Brighton Drive NW as currently filed. The grounds are not procedural technicalities — they are substantive failures on the City's own stated standards.

The proposed development materially misrepresents its density. The City's calculation excludes secondary suites that satisfy both the City's own definition of a dwelling unit and the CMHC definition, and that are integral to the project's commercial viability. Correctly measured, the development is not a moderate townhome project — it is a small apartment development, with density implications that approach mid-rise scale under active management and high-rise scale under yield-optimized management. The City's own density framework, applied honestly, does not support approval.

The proposed development fails the City's infill principles. Calgary's Municipal Development Plan requires that infill be sensitive, compatible, and complementary to the existing physical patterns and character of the neighbourhood. The proposed development is none of these. It is approximately double the height of surrounding structures, has materially smaller setbacks and greater lot coverage, removes mature trees — including a tree on public property — and bears no visual relationship to the established streetscape of Brighton Drive or the character of Brentwood. These are not matters of subjective preference; they are measurable physical departures from the built form the City's own policies are designed to protect.

The proposed development imposes unmitigated infrastructure risk. Brighton Drive's water and sewer infrastructure dates from Brentwood's original construction in the 1960s and is approaching the end of its designed service life. No infrastructure capacity assessment has been provided. A water main running directly adjacent to our property presents specific, foreseeable failure risk from construction vibration, increased demand load, and fire suppression pressure — any of which could result in catastrophic flood damage to our property with no compensation mechanism in place. The City should not approve a development that creates quantifiable risk to adjacent property owners without requiring independent engineering assessment and mitigation.

The proposed development imposes a broad range of adverse effects on the surrounding community — drainage risk from excess lot coverage, loss of irreplaceable mature vegetation including public property, solar access harm, congestion on a street with an existing constraint at Charleswood, parking shortfall, privacy loss, and increased fire risk — none of which are addressed or mitigated in the application as filed.

Most fundamentally, the proposed development is inconsistent with the regulatory principle that project sponsors must not profit by transferring costs to others. One-off upzoning of the kind at issue here creates a regulatory windfall for the developer —

value generated by public action, captured privately — while distributing real and uncompensated costs to the surrounding community. The City's own repeal of blanket rezoning reflects an acknowledgment that this cost-transfer dynamic is unacceptable. The current application makes that dynamic worse, not better: it is one-off rather than systemic, it lacks even the partial symmetry that blanket rezoning offered surrounding properties, and it was filed in a post-election window that the City has implicitly treated as conferring a privileged status with no principled basis.

**We respectfully request that the City reject the application at 3840 Brighton Drive NW as currently filed.**

This request is not a rejection of development or densification in principle. The developer retains the ability to file an application that meets the City's design principles, is genuinely in context with Brighton Drive and Brentwood, addresses the infrastructure concerns identified in this letter, mitigates the adverse effects documented above, and substantially reduces the cost transfer to the surrounding community. Such an application would warrant consideration on its merits. The current application does not.

The City's decision on this application will be noted. Should the application be approved notwithstanding the grounds set out in this letter, we reserve all rights to pursue available remedies, including appeal to the Development Appeal Board. This letter and its supporting documentation are intended to constitute a full record of our objections for that purpose.

Yours truly,

Kimberly Coutts [redacted])
Jason Quenneville [redacted])

cc: DJ Kelly, Councillor Ward 4
Brentwood Community Association
City of Calgary document circulation

**Samnick, Cyrille**

**From:** David Murray <[redacted]>
**Sent:** Tuesday, June 16, 2026 9:09 PM
**To:** office; DP Circ; Le Pichouron, Christian; WARD4
**Subject:** [External] DP2026-01358

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ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to spam@calgary.ca

Report Suspicious

To Whom It May Concern;

This is a supplementary response to my original letter of Friday, March 27, 2026 regarding DP2026-01358.

As I stated in my earlier letter, my wife and I have resided at 3839 Brighton Drive NW (primarily West of the proposed development) since 1980. We have been witness to a number of alterations (as well as one total replacement) to homes on Brighton Drive and concluded that they have (up to now) been positive contributions to the appearance of the neighbourhood.

Since the time of my original submission the Developer associated with the subject Permit Application has submitted an amended version of his original plan and I believe it deserves comment.

Immensity of Construct Volume

My understanding is that the process that we are participating in is because the subject application design/appearance lies outside the boundaries of a 'contextual' submission where the proposed development would have been very similar in size and exterior finish to

the adjacent bungalows prevalent on the block. Instead, the proposed development will not only be in strong negative contrast in visual appearance to the rest of our homes but will also be much larger in relative size. By way of an example I offer the following calculation:

Extracted from the Development Submission

| Block - Unit Number - Floor | Area (sq. meters) |
|---|---|
| A - 1 - 2 | 63.54 |
| A - 2 - 2 | 63.54 |
| A - 3 - 2 | 61.20 |
| B - 4 - 2 | 67.40 |
| B - 5 - 2 | 67.59 |
| Total | 323.27 |

The proposed development Is estimated at 11 meters in height at the top edge of the parapet.

323.27 * 11 = 3555.97 Cubic Meters of 'volume'.

I have chosen an average square footage of a bungalow on Brighton Drive as 1100 square feet (102.2 square meters)

From the Development Permit application the height of an adjacent bungalow is 4.2 meters.

102.2 * 4.2 = 429.24 Cubic Meters of 'volume' (an over-estimate given that a bungalow has a peaked or cottage roof).

A ratio of the two 'volumes' produces the following 3555.97 / 429.24 = 8.284

Conclusion: The developer is planning to replace a single family dwelling with 8.284 'bungalows' stacked up on a single lot.

It doesn't matter if this is a corner lot or not. This could not be considered to be 'reasonably outside the boundaries' of being a contextual replacement. This appears to be a gross abuse of the freedom to build new accommodations in Brentwood and specifically on Brighton Drive.

Privacy

If this Development Permit were granted, my wife and I (and our neighbours) would be directly across the street from a construct where residents of three residences would be present at an elevated vantage point (estimated at 8.5 meters) that during the winter months would provide them with an unfettered view of our living room picture window and master bedroom window. After 40+ years of a reasonable expectation of privacy in our home this represents an unwarranted intrusion.

| Floor | Window Description | Dimensions |
|---|---|---|
| 1 | 2 full windows | 6ft x 6ft |
| 1 | 6 doors with glass insers | unknown |
| 2 | 3 full windows | 6ft x 6ft |
| 2 | 4 smaller windows | 2ft x 5ft |
| 3 | 1 full sliding door set | 6ft x 6.5ft (est.) |
| 3 | 1 full window | 5ft x 6ft |
| 3 | 1 French Door | 3ft x 6.5 ft (est.) |
| 3 | 1 smaller window | 4ft x 4ft |

This is approximately 184 square feet (approx 17 square meters) of unfrosted glass. In addition, such a large expanse of glass will act as a very effective mirror in the afternoon directing heat and glare at our home and those of our neighbours for several hours on a sunny day.

Preservation/Protection of City of Calgary Tree

Based on the new Landscaping Plan I am prompted to ask if the Developer has submitted a comprehensive Tree Protection Plan?

Can you confirm that the 4 meter distance from the trunk referenced in the extract below from the City of Calgary web site https://www.calgary.ca/development/tree-protection-plans.html is in fact a RADIUS measurement and not a DIAMETER measurement? The Developer's diagram suggests otherwise.

**Identify a tree protection zone in which activities are restricted.** Minimally this zone is limited to the City of Calgary Land, 4 metre distance from the trunk and to depth 1.2 metres. The canopy of the tree is to be protected to the drip line.

In addition, I was unable to find a specific by-law that specifies a minimum distance that a new construct foundation must be from a City tree, however I learned arborists and horticultural experts generally recommend planting trees at least **4.5 to 6 meters (15 to 20 feet) away** from a foundation. Again, the revised proposal seems to not respect that recommended value.

Shadowing

I have learned that the City of Calgary has designated an extremely abbreviated list of places defined as Sunshine Protection Areas. Understandably, Brentwood would not fall into that area but I would hope that shadowing would at least be a secondary consideration for any proposed development. In my previous letter I referenced an estimated calculation regarding the maximum length of the shadow that would be cast by an 11 meter high building at the Winter Solstice (38 meters).

Given that:

1. the location of the proposed development relative to several other homes in the immediate vicinity will result in a shadow being cast towards us for a significant portion of daylight hours,
2. the setback at the proposed development is estimated at 5 meters,

3. the width of Brighton Drive at 9 meters and
4. the setback of my home is approximately 10 meters
5. a total distance of (24 meters),

It suggests that a significant portion of the front of my home and the homes of many of my neighbours will be in shadow.
It is my sincerest hope that the City has requested that the Developer produce and include in their revised submission, a Shadowing Study and the results will validate my estimates.

With Respect,
David & Angelika Murray

# FORMAL NOTICE OF OBJECTION

**Development Permit:** DP2026-01358
**Address:** 3840 Brighton Drive N.W.
**Community:** Brentwood, Calgary
**Submitted by:** Andrew Hayes, Resident – Brighton Drive N.W.

---

## 1. Introduction and Applicable Planning Framework

I am a resident and homeowner on Brighton Drive N.W. in the Brentwood community, submitting this formal notice of objection regarding **Development Permit DP2026-01358**, which proposes a multi-unit rowhouse development at **3840 Brighton Drive N.W.**

Planning context is particularly important for this application:

- The Brentwood community is not within the North Hill Communities Local Area Plan (LAP).
- The Brentwood Station Area Redevelopment Plan (ARP) applies only to lands within approximately 600 metres of the LRT station; the subject site is located outside that boundary.
- As a result, this application must be assessed primarily under the Municipal Development Plan (MDP), Land Use Bylaw 1P2007, and citywide policies respecting compatibility, infrastructure capacity, and neighbourhood livability.

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## 2. Existing Neighbourhood Context

Brighton Drive N.W. is a quiet, interior residential street characterized by:

- Predominantly one story single-detached dwellings developed in the late 1950s and early 1960s
- Consistent lot widths and heights
- Mature trees and established rear-lane servicing
- Low traffic volumes and a residential street function

The street is not a corridor, collector, or transition area, and it has not been identified in any statutory plan for concentrated or intensified redevelopment.

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# 3. Development Intensity and Occupancy (Units and Secondary Suites)

The submitted plans label **UNIT 1–5 and SUITE 1–5**, indicating five principal rowhouse dwellings, each with an associated secondary suite.

The applicant's bylaw study calculates density using only the five principal units, on a 0.071-hectare parcel, reporting 70.42 units per hectare, which is presented as within the R-CG district standard.

However, irrespective of how density is calculated by the applicant under the Land Use Bylaw, the submitted plans identify five principal dwelling units, each with a secondary suite. This clearly represents a functional intensity of ten dwelling spaces on a single interior residential lot. (and if the calculation was based on this number instead it would no longer be within the R-CG district standard).

This level of intensity has direct planning relevance because it materially increases:

- Daily trips and parking demand
- Lane-based servicing and waste-collection activity
- Water, sanitary, and stormwater loading
- Privacy, overlook, and residential amenity impacts

These effects must be actively assessed and mitigated through the Development Authority's decision-making process. The issue is therefore not solely numeric density, but whether the intensity represented in the plans has been adequately evaluated and addressed given the site's context.

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# 4. Compatibility, Scale, and Built Form

The proposed development represents a significant change in built form and daily activity level on a street comprised almost entirely of one story single-detached houses.

Concerns include:

- Introduction of an extreme form of multi-unit building form at the highest elevation of the street where no multi-unit buildings currently exist
- Building length and massing significantly exceeding the prevailing rhythm of the street
- Reduction in visual permeability and open space
- Increased concentration of activity relative to surrounding parcels
- This is an irregular, highly constrained parcel. The lot width, effective depth after setbacks, and reliance on established rear lane limit feasibility.

- Parking, utilities, drainage and servicing performance will all be severely impacted

Compatibility under the MDP is not limited to visual appearance; it also requires consideration of **functional impacts** and **reasonableness of transition**, particularly where no LAP or ARP directs intensification.

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# 5. Height, Massing, and Measurement Verification

The application materials reference an approximate building height of **~10.7 metres**. However, review of the grading information and elevations indicates that the structure sits on **one of the higher elevations on Brighton Drive**, and that height may vary depending on the grade point used.

Given the three-storey form, flat roof design, limited step-backs, the lot's topography and retaining structures the approval record should include a **survey-verified height calculation** using the measurement method prescribed in Land Use Bylaw 1P2007, clearly identifying the grade reference point used.

Confirmation of height compliance is necessary to properly assess massing and visual impact on adjacent properties.

---

# 6. Water, Sanitary, and Stormwater Infrastructure

Brentwood's underground infrastructure was installed in the late 1950s and early 1960s, designed to serve low-density, single-detached residential development.

The proposal introduces a materially higher intensity of use, which raises legitimate concerns regarding:

- Sanitary sewer peak-flow capacity in a gravity-based system
- Reliance on rear lanes as functional overland drainage pathways (and this parcel is at the high point of the street)
- Increased impervious surface area and accelerated runoff
- Cumulative risk to adjacent properties and municipal infrastructure

Notably, the landscaping and construction notes require the presence of an Urban Forestry technician during deep service excavation, confirming that significant subsurface disturbance is anticipated.

Despite this, no parcel-specific servicing or drainage capacity analysis has been provided to demonstrate that increased loading and altered site conditions can be accommodated without undue impact.

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## 7. Trees, Landscaping, and Environmental Impacts

Brighton Drive is characterized by mature tree canopy that contributes to stormwater absorption, privacy, microclimate regulation, and neighbourhood character.

The landscape plans indicate removal of seven mature decades old existing trees (including one City of Calgary tree) and identify risk to adjacent public trees during servicing works. However, no tree-canopy equivalency analysis or mitigation strategy has been provided to demonstrate how environmental and screening functions will be maintained.

Tree loss in established communities is cumulative and difficult to reverse and should be treated as a material planning consideration rather than a minor landscaping detail.

---

## 8. Site Coverage and Open Space

The applicant reports parcel coverage of approximately **56.6%**, within the 60% maximum permitted under R-CG.

While technically compliant, the combination of high coverage, reduced permeable area, limited setback from the street and three-storey massing contributes to reduced on-site buffering and increased reliance on lane and municipal systems. Coverage should therefore be assessed in combination with intensity and drainage performance, not in isolation.

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## 9. Privacy, Overlook, and Residential Amenity

Upper-level windows and doors (including what appear to be sliding patio doors) shown on the elevations create the potential for direct overlook into adjacent rear yards, houses and private amenity spaces.

No privacy or overlook analysis has been provided to demonstrate how these impacts will be mitigated through design measures such as glazing treatments, sill heights, screening, or landscaping.

Residential amenity impacts are a legitimate planning consideration, particularly on interior streets where adjacent properties were not planned to accommodate multi-unit overlooking.

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## 10. Traffic, Parking, and Lane Function

The plans show:

- Five garages serving the principal units
- Five secondary suites (additional households to the 5 principal units (see section 3))
- A waste plan accommodating 10 carts, to be rolled out by a private waste management company

Given reliance on the rear gravel lane, the approval record should clearly demonstrate how parking demand, cart staging, snow storage, service access, and turning movements will function without undue impact on neighbours.

No parking inventory, lane-function analysis, or operational review has been provided.

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## 11. Construction Phase Impacts

Construction of a multi-unit development of this scale on a narrow residential street and lane will generate short-term but significant disruption.

If approved, a construction management plan addressing lane access, staging, hours of work, protection of adjacent infrastructure, and post-construction lane restoration should be required as a condition of approval.

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## 12. Cumulative and Precedent Effects

Approval of a high-intensity development on a street of single-detached homes (and located mid-street on an irregular lot) establishes a practical precedent that may encourage similar proposals,

compounding impacts on infrastructure, lanes, and residential amenity before system-level upgrades can occur.

Cumulative effects are a relevant planning consideration and should be expressly evaluated.

---

# 13. Requested Consideration

Given that:

- The subject site is not governed by a Local Area Plan or ARP directing intensification
- The plans show five principal units each with a secondary suite, materially increasing functional intensity
- Several high-importance impact analyses have not been provided
- Infrastructure, privacy, and lane-function impacts are inadequately documented

I respectfully request that the Development Authority:

1. Require additional technical analysis and clarification where impacts have not been adequately assessed.
2. Impose enforceable conditions to mitigate identified impacts where approval is contemplated; **or**
3. Refuse the application if such impacts cannot be responsibly addressed.

---

# 14. Conclusion

I. support thoughtful, context-responsive renewal. However, the proposal under **DP2026-01358**, as submitted, introduces a level of intensity and impact that has not been adequately evaluated for this interior residential street.

Approval without a complete and defensible assessment risks transferring long-term impacts to neighbours and municipal systems, rather than resolving them through good planning.

Thank you for considering this submission as part of the review of DP2026-01358.

**Sincerely,**
Andrew Hayes
3823 Brighton Dr. N.W.

# APPENDICES

**Development Permit:** DP2026-01358
**Address:** 3840 Brighton Drive N.W.
**Community:** Brentwood, Calgary

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## APPENDIX A — Infrastructure Constraints (Water, Sanitary, Stormwater)

*(Supporting Section 6 of the Notice of Objection)*

### A1. Infrastructure age and design context

The Brentwood community was developed primarily in the late 1950s and early 1960s. Underground infrastructure—including water distribution, sanitary sewer, and stormwater systems—was designed to support:

- Single-detached residential dwellings
- Lower household occupancy
- Limited appliance and fixture loads
- High proportions of permeable surface area
- Dispersed, not concentrated, peak flows

While maintenance and local repairs have occurred over time, the original network hierarchy, pipe sizing, grades, and downstream routing remain largely unchanged. These systems were not designed to support concentrated multi-dwelling intensity on individual residential parcels.

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### A2. Sanitary sewer system sensitivity

Sanitary sewer systems in legacy neighbourhoods operate on gravity flow and are constrained by peak loading, not average demand.

The submitted plans show five principal dwelling units, each with a secondary suite, increasing peak-period discharge relative to historic site conditions. Peak conditions occur during:

- Simultaneous morning and evening use
- Wet-weather infiltration and inflow events

- Periods when downstream segments approach functional capacity

Because sanitary systems function as networked infrastructure, parcel-level mitigation (e.g., fixture efficiency) cannot address downstream constraints once surcharge risk occurs. Resulting impacts can propagate to:

- Adjacent private connections
- Shared laterals
- Lane-based infrastructure networks

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## A3. Stormwater drainage and overland flow reliance

Brentwood relies heavily on rear-lane drainage and overland flow pathways as functional stormwater system components. Characteristics include:

- Shallow lane gradients
- Historic culverted drainage features
- Limited redundancy in downstream conveyance

The proposed development would materially increase:

- Roof area
- Impervious surfaces (driveways, garages, service zones)
- Concentration and acceleration of runoff

While parcel-level stormwater controls may address regulatory minimums, they cannot replicate the distributed absorption characteristics of landscaped single-detached lots. Once overland flow capacity is exceeded, runoff seeks unintended routes, often toward adjacent properties.

The Brentwood area lies within a documented historic watershed with buried creeks and continuous groundwater flow feeding Confederation Park, making parcel-level excavation and intensification more hydrologically sensitive than typical greenfield sites.

---

## A4. Excavation sensitivity

The landscape and construction notes require an Urban Forestry technician to be onsite during deep service excavation, confirming that meaningful subsurface disturbance is anticipated.

The subject site is located within the historic North Hill Coulee / Confederation Creek watershed, which the Brentwood community plays a central role, as underground creeks drain from Brentwood south through Confederation Park before discharging into Nose Creek. City-supported watershed studies and community-referenced mapping confirm that while many tributaries in this system were culverted during mid-20th-century development, groundwater and stormwater flows continue to move through buried channels and storm infrastructure toward Confederation Park. This watershed context makes upstream excavation and increased site intensity in Brentwood hydrologically sensitive, particularly where parcel-specific servicing and drainage assessments are not provided.

---

### A5. Planning relevance

Infrastructure constraints are system-level, cumulative, and long-term. Approving development intensity without parcel-specific servicing and drainage assessment defers risk rather than resolving it, shifting impacts to neighbours and public assets.

These considerations are directly relevant to determining whether a proposed development is appropriate for its site and whether impacts have been responsibly assessed.

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## APPENDIX B — Intensity & Occupancy (Units and Secondary Suites)

*(Supporting Sections 3, 6, 9, and 10)*

### B1. Purpose

This appendix documents the functional intensity of the proposed development, based on the submitted plans, and explains why intensity—independent of numeric density calculation—is relevant to planning impacts and decision-making.

This appendix does not assume how secondary suites are counted for density under the Land Use Bylaw.

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### B2. Intensity as shown on the plans

The submitted plan set labels:

- **UNIT 1 through UNIT 5**, and
- **SUITE 1 through SUITE 5**,

indicating five principal rowhouse dwellings, each with a secondary suite.

The bylaw study calculates density using five principal units on a 0.071-hectare parcel, reporting 70.42 units per hectare.

---

## B3. Planning relevance of intensity

Regardless of how density is calculated, the plans represent ten dwelling spaces on a single interior residential lot, materially increasing:

- Daily parking demand and visitor activity
- Lane-based servicing and waste roll-out operations
- Water, sanitary, and stormwater system loading
- Privacy and residential amenity impacts

These impacts arise from occupancy and intensity, not from density math alone, and must be assessed accordingly.

---

## B4. Operational implications shown in the plans

The plan set indicates:

- Five garages serving principal units
- Ten waste carts to be rolled out by a private waste contractor
- Reliance on a rear gravel lane for servicing and access

No parking inventory, lane-function assessment, or operational mitigation plan accompanies these design choices.

---

## B5. Decision-making implications

Where a proposal introduces materially greater intensity than the surrounding context, the approval record should demonstrate that:

1. Intensity-driven impacts were identified and evaluated; and
2. Impacts are mitigated through enforceable conditions or redesign.

Absent that demonstration, approval risks unaddressed off-site impacts.

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# APPENDIX C — Missing Impact Analyses and Assessments

*(Supporting Sections 6, 7, 9, 10, and 12)*

The following studies or analyses were not provided with the Development Permit submission, despite the scale and intensity shown on the plans:

## C1. High-importance omissions

- **Servicing and Infrastructure Capacity Assessment** (water, sanitary, stormwater)
- **Shadow Impact Study** (solar access to neighbouring properties)
- **Privacy / Overlook Analysis** (sightlines, separation, glazing mitigation)
- **Contextual Massing and Transition Analysis**
- **Tree Canopy / Landscape Impact Analysis**
- **Lane Function and Operations Review**

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## C2. Why these omissions matter

Given the three-storey form, five principal units with secondary suites, reliance on rear-lane servicing, and removal of existing trees, the absence of these analyses limits the Development Authority's ability to conclude that impacts have been adequately assessed or mitigated.

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## C3. Planning implication

Where critical impact analyses are missing, approval may be premature. These omissions are relevant to determining whether the decision record is sufficiently complete and defensible.

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# APPENDIX D — Implementation and Construction Considerations

*(Supporting Sections 11 and 12)*

If approval is contemplated, enforceable conditions should be required addressing:

- Construction staging and lane access
- Protection of adjacent infrastructure and trees
- Lane restoration standards
- Waste handling and roll-out logistics
- Parking management during and after construction

These measures are necessary given the scale of excavation, lane reliance, and proximity to neighbouring properties.

To whom it may concern,

Please accept our formal objection to Development Permit Application DP 2026-01358 for the proposed 5-unit rowhouse and 5-unit basement suite development at 3840 Brighton Drive NW.

Fifteen years ago, we were newlyweds buying our starter home on Brighton Drive in Brentwood. We loved the location; close to amenities; mature tree lined streets; and the mix of younger & older families including original homeowners. Soon after, we welcomed our firstborn son who is now 15 and has grown up on this street. What was supposed to be a stepping stone to a larger home has turned into a place where we've put down roots. Why? Because the thoughtful built design of Brentwood is conducive to a peaceable quality of life and safe, peaceable place to raise our children.

One year ago in February, we welcomed our seventh child into our humble bungalow. And up until a month ago, we pictured raising our one year old son in this house on this same quiet street with our kids continuing to bike up and down the sidewalk and road, playing street basketball and road hockey well beyond the next 15 years.

Brighton Drive is a street where everyone knows your name; we look out for one another and keep an eye on the neighborhood, we collaborate with Brooklyn Cr. on block parties, and our children play together. When homes do go up for sale on our street there is a sadness in losing a neighbour, especially elderly original homeowners, while there is also an anticipation wondering if a new family with children might move in. Some of our neighbours are even second generation homeowners, having moved back into their childhood home. Since blanket rezoning has been implemented, when a "for sale" sign goes up we worry if the home is going to be turned over into a transient rental infill or multi-unit apartment style complex which is a severe departure from the current street design. What makes Brentwood a top-rated community to live, work and play is the pride of ownership that goes into building intentional community and upkeeping one's home that reverberates through the entire community due to the thoughtful mix of dwelling types.

But we are now seeing an expedient rush of developers trying to get their development permits in before the August deadline. There were surveyors out recently  measuring the bungalow at Brooklyn and Charleswood Drive at the entrance to our street. This potential increase in density due to lax R-CG restrictions has very real consequences for our daily lived experience. The current R-CG blanket rezoning has allowed for density at the expense of thoughtful planning and proper community consultation. It by-passes the transit oriented 30-year densification plans and spills into our quiet streets.

We have always been proud to call Brentwood home, but are seeing our neighbourhood – now even our street – rapidly change in a way that is not consistent with the neighbourhood design.

We oppose the proposed rowhouse for the following reasons:

**Environment - Carbon Impact**

The proposed development requires tearing down two existing dwelling units on the property, one of which was only just built within the past 3-4 years. The embodied carbon impact of wasted building materials (and other construction-related emissions) associated with this proposed process is egregious, and directly contravenes one of the key intents of blanket rezoning; to lower

carbon emissions. The proposed development clearly demonstrates no regard for this objective, rather it's designed to maximize profit for the developer.

**Environment - Tree Canopy**

The mature flora is being threatened, including seven mature trees proposed to be cut down – one on city property. There is no replacement sufficient for the loss of these mature trees. They represent time which cannot be exchanged for money. They are the result of residents who decades ago took actions to improve this streetscape. Further, removal of these trees would displace bird patterns and other fauna on our street. The City of Calgary is actively trying to replace and grow its urban canopy, and this proposed development directly opposes that effort. We value the tree cover on our street with great pride.

**Density**

We are alarmed that this proposed apartment style development will dramatically change the culture of our street and area and drive out current homeowners. When we bought in Brentwood it was with the agreement and understanding we were buying a house in a community with R1 zoning regulations to preserve the largely single family dwelling culture that attracts families to raise their children here. When people choose to live in a neighbourhood it's based on the understanding that it will retain the core character and features that attracted them. If people prefer high density, apartment style rowhouses then there are appropriate places for these dwellings to exist peaceably. But placing a 10-unit three storey complex on a single lot housing a bungalow is completely inappropriate for the street and area.

**Parking**

The development permit application does not fully account for the street parking this ten unit rowhouse will generate. Between the residents of this building, their guests and service workers it will create a true bottle neck on what is already a busy street with university students parking their vehicle for the day and walking over to the university.

**Traffic and Safety**

The increased traffic is of enormous concern for the safety of our seven children. Right now there are several rentals on our street, but the population of homeowners outweighs renters, this multi-unit would tip the scale considerably. This causes safety concerns for our family with increased vehicle and pedestrian traffic on our small residential street. We have had issues with theft in the past and we wonder how responsive the police and city will be to potential theft, vandalism and noise complaints.

**Infrastructure**

The current infrastructure was built in 1960 to serve approximately 24 homes on Brighton Drive. We are concerned the current age of the water, sewer, and electricity infrastructure will not support the increased density of the proposed rowhouse. What is the city doing to ensure the developer will incur the cost of any upgrades to the current infrastructure?

**Neighbourhood Character**

The proposed DP completely contradicts the aesthetic of the street and neighbourhood. The homes on our street are primarily single-storey 1960s bungalows and bi-levels. The height of the

DP towers over the surrounding homes and the building envelope stretches well beyond the setback of all other homes on the block. It does not belong on the street as currently proposed.

In conclusion, we fundamentally object to the proposed development in its current form. **We ask that the City reject this proposal.** The size and scope of this development does not belong on Brighton Drive and the greater Brentwood neighborhood.

Let's take a thoughtful and collaborative approach to density and development with all stakeholders at the table. Let's work together to build both a welcoming community for newcomers and at the same time preserve the quality of life that makes Brentwood a desirable community to invest in.

Thank you for your attention to this matter.

Ben and Sara Francis
3807 Brighton Dr NW

Application: DP2026-01358

Type: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary (5 suites), Accessory Residential Building (garage)

Addresses: 3864 Brighton Drive NW

3840 Brighton Drive NW

Land Use: R-CG (under review) Low Density Residential Districts

Proposed Use: new rowhouse with 3 main dwellings & 3 basement suites, new semi-detached with 2 main dwellings & 2 basement suites, 5-car garage

Proposed Development is discretionary

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# DP2026-01358 Comments

## Questions for 10-plex development

Where is plan sheet A301 with sections of front setbacks 3-7?
Is this DP plan for condominiums or apartments?
If it can be apartments will tenancy be long-term or short term?
What is the maximum headcount occupancy of each of the units?
What is the maximum occupancy of the site?
What type of pets are allowed?
Who is responsible for managing and maintaining the site? Especially after the developers/builders leave?
Are there any fences in the plan?

## Summary

2026-01358 is a terrible urban renewal development plan and the application **should be rejected outright**.

**These comments are against** this Development Plan 2026-01358 application.

Commercialization for profit should not be allowed in a single-family R1 residential area.

"They paved paradise, put up a parking lot" - Joni Mitchell “Big Yellow Taxi 1970

## Introduction

DP2026-01358 has no objective other than maximizing the profit of the owners and developers. It maximizes the building square footage and suites density on the property, minimizes every setback, and contributes nothing to the neighbourhood or community. Is there even one thing that benefits the neighbourhood?

This area was designed to be single family residential. The neighborhood is the park and should be protected.

Since the plan maximizes pushing buildings to property boundaries while everything else is pushed on to public property (anything they can’t sell).

Many of the concerns expressed below have the root cause of there simply being too much stuff in the development proposal application for this neighborhood and especially this lot.

In the comments below you will find many solid reasons to reject permanently this development application.

This community has a low turnover rate. People tend to stay here for life. Rental units or condominiums that turnover frequently are not a good fit.

The DP is unsuitable and matches nothing in the neighborhood.
The DP is more suitable for downtown Victoria or Vancouver.
The DP drawings expose some development, bylaw, and safety issues and omissions.
The DP adds no amenities to neighborhood and community district.

There is no pressing need or demand or even use for higher density in the neighbourhood. The DP is not appropriate for the land use of the district.

The DP application takes advantage of a temporary, unjust, unsupported, and soon to be repealed blanket rezoning policy that would permanently ruin the R1 zoning development promises, made many years ago, upon which many people trusted and made life decisions. The council who passed this were largely ousted and replaced by council who promised to and are currently processing the repeal of blanket rezoning. This DP application should never be considered if the repeal of the blanket rezoning is passed.

There are numerous questions, comments and issues below.

## Space

This DP plan tries to put as much sellable building area onto the lot as possible.

The very small remaining back yard has a small outdoor area for rest and relaxation, not many hobbies like gardening which is popular in the neighbourhood. Barely space to throw a ball. Don't kick one.

There is barely outdoor space for pets – deposits go on other people's lawns.

The big trees for the birds, squirrels, and insects would be removed.

There are no places outside for kids, or mental health. There won't be many kids living here.

It's kind of what warehousing people with minimal expectations and quality of life looks like. Like living in a downtown apartment.

It doesn't even have a maintenance shed for a shovel, rake or lawn mower.

Small outdoor space is shared by 30-40 tenants. Tight.

## Safety

### Fire Risks

The nearest fire hydrant is four houses down the block from the property.

Living in wood frame buildings with many (30-40) other people is riskier than 3-4 people in a single-family home. It is not only a numbers game but there is very little control over risky activities. Also, with 10 units the overall fuel load is 10x as great, 10 couches, 20 beds, drapes, curtains, carpet and lots of wood. The buildings are 40-feet high. If the roof is on fire the embers will soar over the neighbourhood in whichever direction the wind is blowing. All while the fire department is challenged by a multi-dwelling evacuation problem.

Fire response access to the inside back yard of these structures is extremely limited. Either 4-foot-wide concrete tunnels between buildings or over the 13-foot garage roofs. The adjacent property has a 6-foot block wall on the property line. The plan pushes all the buildings to the minimum setback clearances and reduce space for access wherever it was allowed. Even the street would be congested in the area with the extra vehicle parking.

The roofline on Garage West Elevation on A206 with Class 1 Bicycle Storage appears to be misdrawn. Also, the Bicycle Storage sits on the property line next to a block wall.

Building 1 unit 3 has only one door exit.

Building 2 unit 5 has only one door exit.

Garages 1 and 3 have no man door exit.

All the units and suites have basement window wells that are supposed to be emergency exits. They can be unknown or difficult to access for residents, visitors, kids, pets, first responders, or if something is blocking the window well like snow or an obstruction.

The stairs in these designs are all barriers to escape or rescue especially for people with handicaps or limited mobility. The same for basement window wells. Missing a second door emergency exit is a big risk.

## Lithium-Ion Fires

Something overlooked is what people bring into the house, or in this case what 30-40 people bring into the house. And one of the most dangerous is Lithium-ion batteries. They're everywhere, in things unexpected. The often come in multiples and are frequently unattended.

Estimating 30-40 people in these 10 units, that's 30-40 cellphone batteries, 30-40 wall warts, maybe 20 charge battery packs, 30 laptops batteries, 20 tablets, 30-40 watches, 20 game controllers, 40 TV/set top remotes, 10 drills drivers, 10 compact drivers, many other things are powered by Lithium-ion batteries, and they all need chargers. That's 200-220 batteries. Add 20 thermostats, 50 smoke detectors, 10 doorbells, 10 door locks, 14-28 car keys. That's 104-118 more. Total so far is 304-338 batteries, most Lithium-ion.

Don't forget the big ones. There are rough ins for 3 EVs or hybrids in the garages. And perhaps another 6 electric bicycles. They are the ones with the big energy stores.

Estimated 304-338 Lithium-ion batteries in the same wood frame construction as the 30-40 people living here. And the 3 EVs and 6 electric bicycles along with all their charges, cables, and peripherals. Only one malfunction can start a fire. And according to the following timely CTVNews.ca report below, you typically have 3 minutes or less to evacuate. All 30-40 of you.

The quotes below are from two different fire officials in Ottawa. Listen to the video. They are not trying to scare, just caution.

Quotes from an April 2, 2026 CTV News story titled **Ottawa family's home engulfed in flames sparked by lithium-ion phone charger**

https://www.ctvnews.ca/ottawa/video/2026/04/02/ottawa-familys-home-engulfed-in-flames-sparked-by-lithium-ion-phone-charger/

*"We begin with a CTV news exclusive, an Ottawa family, says they're lucky to be alive after their home, became engulfed in flames last week. The blaze was sparked by a lithium-ion battery inside a wireless phone charger, which was recalled in the United States. - Stefan Keyes - CTVNews.ca*

*"The fire spreading so fast, flames were already through the roof of this Ditzville home. It's the ninth fire caused by lithium-ion batteries in Ottawa so far this year. Once they start catching, they spread fast and they burn hot. In this case, it's a newer build home, and they burn very fast. So, we saw that the fire was right through the roof upon arrival, and that's because of how fast homes burn now, only giving people on average 3 minutes to get out of the home. - Nick Defazio - Ottawa Fires Services Public Information Officer*

*"We're seeing more lithium-ion battery fires due to misuse of them, not following manufacturer's instructions, and just the simple act of dropping a lithium-ion battery on a hard surface may damage the battery and it should be replaced. - Jimmy D. Fata - Ottawa Fire Services Assistant Division Chief*

The point is twofold. There is a multiplier effect to the number of people living in the building. Second, the more people in the home the less supervision and control. The news often reports how many people are affected or put out of their homes by fires in large multiple people homes. The impact is often much limited in R1 homes and districts like this one.

## Setbacks

Calgary's R-CG district generally mandates a 6.0m front setback. The front street and most prominent side for this property as shown in the colour rendering and is on north side. This side of the property has 7 of 10 sidewalks connecting to the public sidewalk, and 6 of 10 front entries to the units and suites. The setbacks for this side on the plans are not in compliance for a front setback.

The front and **only entrances** for unit 3 and suite 3, unit 5 and suite 5, and the front entrance of unit 4 and suite 4 face north Brighton Drive N.W. Six of the ten front entrances on this property are accessed on the north side of the property.

The current proposed plan has both building setbacks much shorter than either the adjacent properties or the one across the alley, and much shorter than the block averages.

The plans are missing drawing sheet A301. Site/Block Plan A002, sections 3, 4, 5, 6, 7 are noted to be on drawing sheet A301. A301 is omitted from the plan drawings so it is difficult to visualize how close these buildings appear from the street. (5 feet)

Because these buildings are pushed to the edge of the property, they will substantially reduce the sightlines (and safety) to traffic around the corner. This is exacerbated because on both sides of this corner the road slopes down and further out of sight. Additional parked cars obscure this further.

## Accessibility or Handicapped Facilities

There are no accessible, elderly or handicapped facilities. No elevators. Lots of stairs. Very poor escape exits.

## Greenspace

This DP application plan takes away significant existing greenspace in the neighbourhood and adds nothing to the greenspace quality of life. There will be no privacy screening whatever.

The entire property plan consists primarily of hard surfacing. The total amount of building roofs, overhangs, concrete sidewalks, and stairs leaves very little greenspace, and most of that is city property. It removes significant specimen trees from the adjacent property. Why? There is a very small area in the back unseen to street or back-alley neighbours. The total grass in back yard is ~350 sq-ft. Shared by 10 units. No recreation, relaxation or mental health areas.

The plan proposes the complete denuding of vegetation from this property including removing seven (7) 60-year-old mature trees and a hedge. It proposes to replace those with shrubs, and a few 10-ft-high saplings which **will never be visible** from the street in 40-years.

One planned removed tree is a mature tree on city land matching the neighbourhood.

The proposed small shrubs in front are an insignificant landscaping buffer against the wide and very tall buildings, and inconsistent with the vegetation diversity and size in the neighbourhood.

The people across Brighton Drive N.W. have nice trees and landscapes. They won't see similar looking at 40-ft-high x 120-ft-long of metal and glass and stucco and concrete, and a few shrubs. Plenty of extra vehicles and tires too.

Some existing removal trees descriptions:
This is what the neighbourhood loses.

T1 is a specimen mature 45-ft-high x 23-ft-wide spruce.
This tree is likely a legacy tree from Calgary's elementary school kids tree planting program.

T2 is a large 40 ft x 40 ft city tree on city property. Beautiful shade tree.

T4 is a specimen mature 32-ft-high x 31-ft-wide weeping birch. **It is gorgeous**.
It is in the adjacent yard, not imposing, and **has beautiful matching twin** 40-ft away.

T6 is a mature 12-ft-high x 18-ft-wide apple tree, a pollinator-supporter.
It is in the adjacent yard in the corner, unimposing.

The City's Urban Forest authority should physically visit and evaluate all these trees before they are removed.

The proposed Siberian Larch for the corner of the alley is a pyramidal tree typically reaching 50-80 feet with canopy spread of 20 feet used for shelter belts, ideal for windbreaks, timber, and large acreages due to tall robust nature. They propose planting a seeding 12 ft tall, 1 year old, 3 feet away from a 4 ft landing, a sidewalk and both property lines. It will overgrow the area and hinder sightlines when driving out of the alley. The shedding needles will be spreading organic material on the alley, harming the gravel roadbed.

## Privacy

There will be no privacy for the neighbours, even half-a-block away. The extreme and unmatched height of buildings, windows and balconies will overlook other neighbours' yards, fences, home windows.

The number of units and people on the property will go up by a factor of ten (10x). The number of short-term rentals and turnover in the property will rise dramatically.

If this DP plan is approved, the level of privacy in this quiet neighbourhood will drop.

## Amenities and Residential Quality of Life

This DP application focuses on maximum profit for the developer and owners. It is hard to find even one benefit of this DP application, to this residential single-family community or to the larger community. That makes it very close to a commercial endeavour.

Any increased profit they get from this will come from the devaluation of the existing properties and neighbourhood around it. Commercial development like this isn't consistent with the community.

The community doesn't want it and that should stop the application right there.

The home castle is the one place on earth people can call their own and have some environmental control.

There are limited attractions and facilities in this neighbourhood. Nearest sit-down restaurant or bar is ~1 km away, and not many of them. Same with take-out, drive-thru,

service station, grocery, no local convenience store. No big parks nearby. There are several schools and schoolyards. The quiet R1 kind of district that everyone here chose.

There's not a lot here for the young lifestyle. It's nice area but not too exciting. The C-train is at least 15-minutes walking away in good weather, but you can get there or back faster if the shuttle bus happens to be there. It's rarely convenient off-hours when young people study, party, or work. It's a 15-minute walk to the University too.

There are no elevators, or parks, or even a Canada Post community mailbox offered in this plan. The people who would live in it are unlikely to be parents or families with kids. No recreation area or kids' facilities and no space for them. The people who would live in it are unlikely to be seniors or handicapped or mobility challenged. The stairs in these buildings are favourable to people with the legs of a goat herder. Climbing 30-feet up to go to bed is a challenge.

The likelihood is that this DP plan would encourage only young people who are transiting a state in life, from first house, maybe rooming with another University student for a semester. These people tend to come and go without local community connection.

Community spirit thrives on longer-term residents. The city encourages Snow Angels, Grass Angels, and the district has many. They also help when people are away, sick or have a two-handed project. They are mature enough to understand community, might even join the local one.

There is no demand for denser housing or multi-family residences in this neighbourhood. DP2026-01358 is a plan and application made up by a profit seeker, not a neighbourhood builder who is trying to take advantage of the ill-advised, unsupported, soon to be overturned blanket zoning policy. Please don't let this misfit plan into the community. It will be R1 again soon.

## Parking and Traffic Visibility

Multiplying the number of units by 10 in a single-family residential district like this one will increase the number of cars in this area dramatically, negatively affecting street parking, visibility, and dangerous traffic. There is also the 10x as many visitors to consider for this one lot.

The DP plans don't show what is on the other side of the Brighton Drive N.W. on the property corner. The opposite corner is a ¼ cul-de-sac with inside circular parking radius which already has two large front driveways in it. There are two large front driveways and one large side driveway on Brighton Drive N.W. on the short distance down to Charleswood Drive. Going downhill to Brooklyn Cres there were 5 cars already street parked within 2 lots of the DP property. And it wasn't even night-time.

Two or three cars parked around the corner blinds oncoming traffic. The roads fall steeply on both sides of the corner so approaching traffic from below on either side is even more obscured by vehicles parked around the corner. Tracks in the snow on these ¼ cul-de-sac style corners show traffic cuts the rounded corner, increasing collision risk.

Even with the trees T1 and T2 at the front it is difficult to see if another vehicle is coming.

This DP plan pushes a solid building as far forward as possible reducing the around the corner visibility even further.

Add in the existing and additional cars and trucks to the new vehicles (40 people can't park in 5 parking stalls) parked outside, the traffic and visibility around this corner will become worse. City bylaws don't allow tall fencing in front, and part of the reason is restricted visibility. This DP will increase parking and traffic hazards at this corner, and parking all over the adjacent neighbourhood.

There aren't any (required) barrier free parking stalls. The garage size is extremely narrow and short and is not barrier free. Two of stalls don't have a man door and require going in and out through the overhead door via the alley which isn't shoveled.

Plan A003 calls for rough in for EV chargers in garage 1/3/5 for future level 2 EVSE installation. Why not all five? The federal government was proposing 100% EV sales by 2035. It's been changed to 75% by 2035 and 90% by 2040, well within the lifetime of the DP.

Even the bicycle storage should have EV charging but isn't specified.

## Utilities

10 units/suites require 10 meters each for of water, electrical, gas, and 10 connections for telephone, internet, and sanitary sewer, all serviced from the alley.

There is a water meter area identified on plan A002 in Suite 5. There is only the one front door to Suite 5. Where is the access door? Is there a separate meter room? Clearly these can't all be outdoors. How will the water be distributed to the other units and suites?

Where are the electrical service and meters going to be located? The typical service in the neighbourhood is overhead from the pole in the alley. The garage roofs are approximately 13 feet high and that would create a mess of wires.

Where will the telephone and internet cable/fibre services and connections be made. They also appear to be serviced from the alley. More wires.

If the plan is a service junction box on the property where will that be located. There is very little space anywhere on the property that isn't a building or a walkway. It would look terrible to have all the service connections on the side of Unit 5 in the alley.

ATCO Gas requires specific clearances for underground supply lines, particularly when they are near or underneath building foundations. Underground natural gas lines are typically not permitted to be located under buildings (e.g., houses, sheds, garages, porches, or verandas).

The plans indicate no space for service lines or meters (other than water) on the property site plan. Where are all the gas meters being connected? There appears to very little outside wall space available for mounting these meters.

The sanitary and storm sewer locations are not on the plan. Are they common which could cause backup and suites flooding or separate. Where are they connected? Again, they will

have to go under buildings like the water and gas, and possibly the electric and communications services. All possible service access points are under buildings without consideration for access or service. Buildings cover all the service property lines.

This is very much like a high-density commercial requirement and not a normal residence.

10 x 96G waste carts, appears to be 7 ½ on Garage North Elevation drawing A206. There is no extra space on this plan so there is not enough space for the minimum required waste bins. They appear as 10 carts on Landscaping plan A003 but aren't the same number on both plans. Which is correct? Note that A206 has 3-man doors on the Garage North Elevation (with two garages not having man doors) and not a lot of space for the waste carts. Note the walkway between Unit 4, 5, and Garage 5 is 4 feet wide concrete and an overhang, with no areas for snow clearing or obstacles. The 5 feet wide concrete walkway and partially covered between Building 1 and 2 (not illustrated in the elevations), also has no areas for snow clearing or obstacles and would require pickup parking on the already busy Brighton Drive N.W.

Between the minimal space for waste carts, and the long tunnel concrete walkways waste pickup will be a problem not easily dismissed.

No access to roofs is shown on the drawings. Since these are close to 40 ft high, is the access for maintenance external or internal?

## Precipitation Management and Drainage

### Moisture

As highest lot on the block, all precipitation and runoff flow downhill.

The City of Calgary requires property owners to maintain precipitation (including rain and snow) on the property to minimize and control runoff to city sanitary or storm sewers and adjacent properties. This existing property already has 3 visible downspouts draining into the alley which has a pond at the bottom.

There is no indication in the plans of how the property owner plans to manage precipitation with very little soft surface areas.

The entire property on the DP plan consists primarily of hard surfacing. There is very little soft surface or greenspace and trees to absorb the moisture. The very large roof areas are flat without visible scuppers or downspouts, and they also have balconies and overhangs. Almost all the ground level is covered in concrete walkways or concrete patio. There are outside stairs up and down, and both sides have concrete city walkways.

Almost all the grass on the plan is city property between many concrete walkways. There is a couple of minor mulch areas right beside the buildings.

In addition, all these buildings have basement window wells which will collect snow and moisture.

Does the plan intend to drain this large hard surface area to the storm drains? Where will all that moisture on the large roofs be drained? Or does the plan intend to drain the property to

the storm sewer system? There are short retaining walls in the DP plan, but water must go somewhere.

## Snow

The hard surfaces also present problems where snow is stored. There is too much site coverage to present good options without shoveling snow to the streets.

Allowance for Clearing snow sidewalks, balconies, basement window wells, between buildings, stairs, city walk is not enough. This was designed for a non-freezing environment.

Many long walkways have no place to store snow including the two side and rear walks.

The long 4-foot-wide concrete walk along the adjacent property and Building 1 is a 6-foot block wall on one side and building on the other. At the front is tiny pieces of lawn, mostly city property and there is not enough space there to store snow from city walks and all the access walks and stairs at the front. There is a tremendous surface area of concrete walks at the front.

The city sidewalk along the corner has just about enough soft surface to store the snow.

Along the north side with the city sidewalk sit 7 of 10 concrete access walks averaging about 4 foot wide interspersed with primarily city property grass, which will be challenged in area to hold the snow at times.

The 5-foot concrete walk between the buildings is a long tunnel with overhead balconies that may be cleared onto the walk and no place on either side to store snow. It will need to be shoveled to the front street side or the back yard spaces which are primarily hard surface. The 4-foot concrete sidewalk to the back is also bordered on both sides by buildings.

The back yard patio is another area that may need to be shoveled in winter.

There are 11 basement window wells that are meant to be the only emergency exit from some of these units. They will likely need shoveling and snow storage for safety reasons.

The large building coverage area and significant amount of concrete make the actually hard surface coverage extreme and difficult to deal with precipitation, snow and moisture.

Shane and Amanda Sutherland
3831 Brighton Dr. NW
Calgary, Alberta
T2L 1G7

Attn:

Planning File Manager
City's document circulation controller
Brentwood Community Association
Ward 4 Councillor (DJ Kelly)
Mayor of Calgary (Jeromy Farkas)

I am writing to formally express our deep concern regarding Development Permit **DP2026-01358**, which proposes a 10-unit redevelopment at **3840 Brighton Drive NW.** Twenty years ago, my wife and I moved to **3831 Brighton Dr. NW** to live on a quiet street where our future children could safely play; since then, we have raised three wonderful children whose safety may now be in jeopardy. More on that below.

Brighton Drive is a stable, community-oriented street characterized by **single-family homes**, quiet surroundings, and a human-scaled built form that has supported **strong neighbourly connections** for decades. The proposed development represents a significant departure from this established context. A **three-storey, 10-unit building** with additional basement suites is fundamentally **out of scale** with the surrounding homes and would materially alter the character and **livability** of the block.

Our concerns are both substantial and well-founded, and we respectfully request your direct attention to the following issues:

1. **Transportation, Parking, and Safety Concerns (MAIN CONCERN)**

    - Brighton Drive is a **low-volume residential street** used daily by children and seniors.
    - Children frequently **play on the road**, relying on the current low-traffic environment for safety.
        i. Letting our **young kids** play hockey, toss the ball, bike, etc. **on the street** was a main reason for us moving to this block
    - Seniors regularly **walk along the street**, depending on predictable, slow, and minimal vehicle movement.
    - The proposed development would introduce **20–30 additional vehicles**, a significant increase for a short crescent.

- Increased traffic raises risks of:
    i. More vehicle-pedestrian conflict points
    ii. Reduced visibility and more **blind spot** situations
    **iii.** Higher likelihood of **collisions involving vulnerable users**
- Only **five garage stalls** are provided for 10 units, with **no parking for basement suites**.
- This guarantees **spillover parking**, leading to:
    i. More vehicles circulating to find parking
    ii. More reversing and maneuvering on the street
    iii. Increased **danger to children playing and seniors walking**
- The street's current function as a safe, community-oriented space would be **fundamentally compromised**.

**2. Built Form and Massing**

- The proposed **11-metre height** and **three-storey massing** are incompatible with adjacent single-storey bungalows and are a direct **breach of privacy**.
- Entrances located **1.2 metres** from property lines raise serious visual, privacy, and most importantly, safety concerns for vehicles coming around the corner.
- The townhouse-plus-basement-suite configuration results in a **density** far exceeding the prevailing built form.

**3. Streetscape and Shadowing**

- The scale and massing would create a dominating visual presence on a quiet residential crescent.
- Significant shadowing impacts are anticipated due to the building's height and orientation.

**4. Infrastructure Capacity**

- Brentwood's water and sewer systems date to the **1950s–60s** and may require upgrades to support this level of intensification.

**5. Land-Use Compatibility**

- The proposal does not reflect a gradual or context-sensitive transition in density.
- More appropriate infill forms—such as duplexes or four-plexes on arterial or collector roads—already exist nearby and have integrated successfully.

We recognize that redevelopment is part of a growing city. However, it must be undertaken **safely,** responsibly, and with respect for established communities and existing infrastructure.

It will **only take one,** young university student **driving a little too fast** around the corner, where kids currently play, and our lives are changed forever. **THIS IS OUR MAIN CONCERN.**

We strongly urge your office to **reject this application**.

Thank you for your attention to this matter. We trust that the concerns of **long-standing residents** will be given full and serious consideration.

Sincerely,
Shane and Amanda Sutherland
[redacted]

# 304

## Comment Summary

Permit #: DP2026-01358

Address: 3840 BRIGHTON DR NW

Job Description: New: Rowhouse Building (1 building), Semi-detached Dwelling, Secondary Suite (5 suites), Accessory Residential Building (garage)

| | | | |
|---|---|---|---|
| Name: | Lisa and Peter Florence | Created Date: | March 23, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 659458435 |
| Address: | 3824 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

### General Comment

Refer to attached letter.

### Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Development Letter.pdf

| | | | |
|---|---|---|---|
| Name: | Elaine Jensen | Created Date: | March 25, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 660130686 |
| Address: | Brighton Dr. NW | | |
| Overall: | In opposition of this application | | |

### Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Sir Madam.docx

| | | | |
|---|---|---|---|
| Name: | Charlie Hawranik | Created Date: | March 25, 2026 |
| Phone: | [redacted] | [redacted] | |
| [redacted] | [redacted] | Number: | 660251950 |
| Address: | 3943 Brooklyn Cres NW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations
Garbage and recycling facility locations



SDAB2026-0113

Site layout
Signage

**General Comment**
Dear Christian Le Pichouron and Brentwood Community Association,

I am writing to formally express my strong opposition to Development Permit DP2026-01358 for the proposed development at 3840 Brighton Dr NW.

I am a nearby resident at 3943 Brooklyn Crescent NW, where I live with my family, including two young children. We chose this neighborhood based on its established character as a low-density, predominantly single-family community. This proposal represents a significant and inappropriate intensification that is not compatible with the existing built form or community expectations.

While I understand the site is designated R-CG, this application appears to push the upper limits of that designation. The combination of a rowhouse (with secondary suites), a semi-detached building (also with secondary suites), and a 5-car garage effectively creates a high concentration of units on a single parcel. This level of density is excessive for this specific location and does not reflect a sensitive or gradual transition within the neighborhood.

Policy Concerns ¿ Municipal Development Plan (MDP)

The proposal appears to conflict with several key principles of Calgary¿s Municipal Development Plan, including:

Respect for Community Context (MDP 2.2.5 & 2.3.2):
Development is expected to be compatible with the existing character of the neighborhood, including building form, scale, and intensity. This proposal introduces a level of density and massing that is not consistent with the surrounding single-detached context.
Sensitive Infill and Gradual Intensification:
The MDP supports modest and contextually appropriate infill¿not abrupt, high-density redevelopment that overwhelms existing streetscapes. This proposal represents a step-change in density rather than a gradual transition.
Livable Communities & Quality of Life:
The MDP emphasizes maintaining livability for existing residents. Increased congestion, parking shortages, and overbuilding directly undermine these objectives.

Key Concerns

1. Lack of Contextual Fit and Overdevelopment

The proposed scale, height, and number of units are not consistent with the surrounding streetscape. This creates a clear incompatibility and sets a concerning precedent for further over-intensification.

2. Parking Deficiency and Spillover Risk

Based on typical Calgary land use expectations:

Rowhouse units typically require ~1 stall per unit
Secondary suites typically require ~0.5¿1 stall per unit
Semi-detached dwellings also require dedicated parking

This development could realistically generate demand for 10¿14+ parking stalls, yet only 5 garage spaces are proposed. Even if additional surface stalls are included, it is highly likely that on-street overflow parking will occur.

This is especially concerning because:

Street parking in the area is already limited
Increased congestion impacts safety, snow clearing, and accessibility
Emergency and service vehicle access may be affected

3. Traffic and Infrastructure Impacts

A development of this intensity will increase vehicle trips, waste output (noting 10 bins), and general servicing demands in a neighborhood not designed for this scale.

4. Community Opposition

There is strong and consistent opposition from nearby residents. In speaking with neighbors, I have not encountered a single individual in support of this development. This indicates a clear misalignment with community expectations.

5. Discretionary Application ¿ Requires Judgment

As a discretionary application, approval is not automatic. The City must evaluate whether the proposal is appropriate in this specific context. In this case, it is not.

Request

Given the above, I respectfully request that:

This application be refused in its current form, or
At minimum, significantly reduced in density and redesigned to better align with the existing neighborhood context
Greater we

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Thea Connery | Created Date: | March 29, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | | Number: | 660887400 |
| Address: | 95 Bennett Cres NW | | |
| Overall: | In opposition of this application | | |

**Area of Concern**

Building (massing, façade, height, shadowing, etc.)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations
Garbage and recycling facility locations

**General Comment**

Much too LARGE for the site, will dwarf current homes on street, shadowing of neighbours, plan is mostly hardscaping, will require the removal of 2 large mature trees - plan does not show any replacement for them - unfair when the City states that it is trying to preserve the green canopy

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Marie Wong | Created Date: | March 29, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | | Number: | 660900787 |
| Address: | 3812 Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

**Area of Concern**

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations
Garbage and recycling facility locations
Site layout
Other

### Strengths / Challenges

currently this lot has a bungalow, like the majority of homes on this street. We have three bi-level homes and one new two story, very other home is a bungalow so the proposed three level building with 29 bedrooms does not fit the neighbourhood. This lot is on a corner which limits available parking, which is already an issue with the U of C so close and students parking on the street and nearby streets. There is a huge city tree on the lot and huge spruce tree, both of which will be removed. This building will overshadow neighbours across the street and block their sun. This proposed development is the most egregious. No accessible or affordable housing is planned. Homes in this neighbourhood and Brighton Dr in particular have had issues with the sewage pipes collapsing because they are made of cardboard and a tar like substance. This project will put even more pressure on aging infrastructure

### Community Impact

I believe that in order to help match the city's and community goals, a building like a duplex with four suites would be more in line, would fit the neighbourhood design better and would provide increased housing. A new build should also be built for accessibility, not like the three story proposed build.

### Surrounding Impact

The neighbours will be in shade because of the height of the proposed building. There is very limited parking as it is on a corner. Going from a bungalow and a suite over top of an unattached garage which is what is currently there, to a 10 unit 29 bedroom building which will not fit into the homes on the street is egregious. This building will not be accessible nor affordable housing, both of which are sorely needed in Calgary.

### General Comment

I am not against increasing housing, Brentwood has many apartment building, two stories high and the big complex at Bentwood Mall which has three high rise condo buildings and also the Brio townhouses. There is the huge complex on Brenner Dr. We are not NIMBY, we want to maintain the feel of the neighbourhood. The house we live in is the house my husband grew up in, and his parents were the second owners. Our street has many original owners or their families living in the home and they have renovated the homes but kept the architecture and the yard space.

### Attachments

| | | | |
|---|---|---|---|
| Name: | Dale Winters | Created Date: | March 31, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | | Number: | 661211436 |
| Address: | 614 10 Ave NE Calgary Ab T2E 0X8 | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Parking or loading zones
Privacy considerations
Garbage and recycling facility locations
Site layout
Other

### General Comment

Again you are allowing a developer to destroy the  integrity of a mature neighborhood. Is this something you would want next to your property? Absolutely insane. Have you asked the fine people living on this street if this is something they

want? I bet not one is replying sure build it here. This has to stop.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Marvin Wiebe | Created Date: | April 4, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662161988 |
| Address: | 3843 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**Area of Concern**

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations
Garbage and recycling facility locations
Site layout
Signage
Other

**General Comment**

I live directly across the street from the proposed development. It is my opinion this is an egregious development that does not fit in any context of the existing community. The housing on Brighton Drive consists of low level bungalows and a few split level homes,(circa 1960). The population of the street is a mix of families, both young and old, many with young children. The proposed development
is a massive 3 story complex of row hoses and semidetached units, all with secondary suites that are not included in the unit calculation. 29 bedrooms and 25 bathrooms will mean a minimum of 29 residents on a single property. the 5 parking stalls shown is severely inadequate, as there may be a minimum of 29 vehicles needing parking there will be 24 vehicles parked on the street leaving all other residents in the near vicinity with no space to park their vehicles.
The increase in traffic will be tremendous, creating very real safety concerns for drivers, pedestrians, and children in the community.
The additional density will put an enormous strain on the aging sewer and electrical infrastructure servicing this area.
The towering height of these units will greatly effect the natural light to surrounding homes, alter sunlight for existing gardens and landscaping and provide a clear line of sight from the patios onto neighbours enjoying the privacy of their homes and yards.
The very design of these units is completely in consistent with any other homes in the surrounding area that would entirely change the character of our block, and community as a whole actually. The appearance and overall design looks to be influenced by by the University District development and has not made any effort to fit contextually into a low density side street in Brentwood. I feel this development application should be disqualified.
Thank you for reading my concerns.
Marvin Wiebe

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Paula Schermann | Created Date: | April 4, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662239993 |
| Address: | 3847 Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

## Area of Concern

Mr Le Pichouron,

DP2026-03158 should be terminated by city administration for a number of reasons. This development application has abused blanket rezoning, exploited R-CG zoning, and is bullying the neighborhood. Please consider the problems outlined below as you process the application. The property is a good candidate for development but the application has so perverted the objectives of blanket rezoning that we feel the city should cancel the application and force the developer to consider a more suitable design.

Exploitation of Blanket Rezoning

Blanket rezoning was imagined to help the city increase housing supply, better utilize expensive city infrastructure, improve neighbourhoods without them losing their character, and hopefully (through increased supply over time) improve housing affordability. We agree with this vision. We also generally agree that it is more efficient for the city to process development permits through administration and not council when applications fit the rules. DP2026-03158 has bent the intent of blanket rezoning while maintaining the illusion of following the rules. The key implications of this design will over -use expensive city infrastructure and degrade the neighborhood. It appears this design will actually drive families (the target of the neighborhood's character) away.

The units in this design are focused on many small bedrooms; 30 bedrooms across the 5 upper and 5 basement suites. The "flex" rooms in this design could legitimately stretch the number of bedrooms to 35. It appears to be designed as a rooming house and not a family house. The best economical application of this design is a short-term rental like AirBnB. With 35 occupants, likely adults, consuming water and power, it is highly likely that the sewer will be over utilized and the power grid will need upgrades. Brighton Drive is a simple "L" shaped road that these 35 occupants, likely each with a car, will over consume street parking. I oppose having my infrastructure compromised and needing upgrades added to my taxes and fees for an apartment building disguised as a row house.

The neighbourhood has a gentle character. The residents use their back yards, quiet streets, local schools, local parks, local shopping. Young families seek entry to area homes for these amenities. The design is unlikely to attract this target demographic. The high occupancy will result in significant traffic to the street with occupants coming/going, getting deliveries, and living. This will negatively impact street safety for area children who learn to ride bicycles on the street. Should the property transition to short-term rental, transient population of up to 35 people will further degrade the character and further discourage families from the neighborhood. Do not allow this application to corrupt the neighborhood character.

This design has perverted blanket rezoning by taking occupancy to the extreme on a single property. The fact that city administration must now judge the application without council or other support means that the developer is taking advantage of the process to exploit the property and degrade the neighborhood.

## Strengths / Challenges

Abuse of R-CG Zoning

R-CG zoning provides a wide scope of housing with various limits. R-CG does not allow low rise apartment buildings. Many low rise apartment buildings have 20-30 suites with a combination of 1 & 2 bedrooms. It is reasonable for such an apartment building to have 35 bedrooms. These buildings require different zoning and have various requirements for parking, neighborhood fit, utilities, etc. DP2026-03158 is attempting to achieve apartment building occupancy without the associated requirements. This design must be considered not just by the R-CG rules, but more importantly by the rules of it's equivalent occupancy building.

Within the R-CG requirements, set-back, parking, and garbage are important considerations for neighbours. When considering this design, it appears that the buildings are not set-back 3m from the front property line. Brighton Drive is a "L" shape and this property is on the inside corner in the middle of the block. The result is the front property line runs the length of both the north and west side of the property. It appears that only the west side meets the set-back requirements, while the north side encroaches. The current property owner, who is also the applicant, respected this north side setback a few years ago when the garage with 2nd story suite was constructed. It appears that the desire for a higher number of bedrooms drove a decision to decrease the north side front setback in order to achieve the maximum allowed lot coverage for R-CG. There is no reason city administration should allow a setback relaxation.

Garbage, compost, and recycling pickup in our neighbourhood is from the lane. The design appears to accommodate the number of bins for each unit on the interior of the property. In reality, many existing row houses (such as in Capital Hill next door to Brentwood) keep their bins in the alley in front of the garage but between the car doors. This design will result in a large number of bins obstructing the lane for neighborhood access and emergency and service vehicles. A

good visual is the following picture taken from Morley Trail NW of a 4 unit row house (without secondary suites to my knowledge). As you can see the bins protrude into the lane and are not kept on the property between the row house and the garage. It is reasonable to expect that 10 suites will not keep the bins in an orderly location inside the property. This design takes advantage of the R-CG zoning rules but will significantly degrade the neighborhood lane access and safety. A better solution is required.

Parking in our neighborhood is a combination of street, garages and driveways. The proposed design appears to be following the R-CG rules by allocating 0.5 parking stalls for each suite for a total of 5 garage spots. In reality, the perversion of the number and nature of occupants will likely result in up to 35 vehicles at full occupancy. The street front of this property could support up to 10 vehicles. The balance of occupant vehicles will park across the street or down the road. The best visual is the following views of the current street followed by a mock-up picture of the same street filled with parked cars.

Current view facing west (note on the left side the current garage with secondary upper suite with proper setback)
Mock-up view facing west (note estimated location of replacement 3 story buildings with design setback)
Current view facing north
Mock-up view facing north (note estimated location of replacement 3 story buildings with design setback)

**Property Impact**

The extreme occupancy of this design will significantly impact driver sight lines due to building obstruction and the large number of expected parked vehicles. As illustrated by the mock-up images, both west bound and north bound vehicles will experience a blind corner in front of the property. The expected number of additional vehicles will force occupants, neighbours and visitors to pass in both directions with a full curb of parked cars on both sides. The neighborhood is not designed for the vehicle maneuverability and traffic flow for the occupancy equivalent to a low rise apartment building. The abuse of R-CG zone rules by this design is going to significantly impact street access, and especially restrict movement of large fire trucks.

**Community Impact**

Bullying the Neighborhood

The scope of DP2026-03158 is beyond the intent of blanket rezoning and R-CG. The design is not aligned with the objectives of the municipal development plan (MCP). Specifically the design does not ensure an appropriate transition between area intensity. Further, the design creates dramatic contrasts in the physical development pattern. This a complete disregard of the objectives of the neighbourhoods in our city.

The design shows contempt for the concept of "appropriate transitions" by the inclusion of a 3rd floor to maximize the number of bedrooms and occupancy. Of specific concern is the balcony on the south side of the row house. This 3rd floor balcony provides significant overlook to the property directly south. This south property is currently occupied by a young family. This overlook is extremely insensitive to the neighbour¿s privacy. The south property owner has no recourse to obstruct this overlook as fences or other screens are limited by by-laws to specific heights. The design has specifically eliminated the opportunity to use tall skinny trees like columnar poplar due to the maximum coverage of the lot and the minimum side setback. A design with such contempt for neighbours should be rejected outright by the city.

The design is a major contrast to the street. The setback on the west side is nominally 3 meters closer to the street than the existing homes to the south. When this minimum R-CG front setback is coupled with a 3 story structure, the dramatic contrast to all homes is magnified. The setback on the north side is both inconsistent with R-CG by being less than the required 3 meters, but also nominally 3 meters closer to the street than the existing home to the east. The basic objective of municipal development to "not create dramatic contrasts" has been disregarded by this design which maximizes all possible property coverage and build height. The developer is taking advantage of R-CG rules without consideration for municipal development objectives.

Conclusion

DP2026-03158 is severely flawed. The developer has clearly demonstrated a willingness to put city administration in the unfortunate position of enforcing the R-CG rules over the good intentions of blanket rezoning and municipal development. The specific concerns we identify with the design are the direct result of a developer maximizing the occupancy within the maximum physical limits of R-CG. The abuse of the development permit process forces neighbours like us to consider the true economic motivations of the developer. Our neighbourhood, and our personal enjoyment of our property across the street, should not be degraded by this perversion. Terminate this permit and force this developer to propose an appropriate design that achieves the intent of blanket rezoning.

Respectfully,

Paula Schermann and David Norris

Homeowners of 3847 Brighton Dr NW

v: [redacted]

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - download.png
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| | | | |
|---|---|---|---|
| Name: | Cheryl Dornan | Created Date: | April 4, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662240000 |
| Address: | 2744 Brecken Road NW | | |
| Overall: | In opposition of this application | | |

**General Comment**

Dear Mr LePichouron,

I am a resident of Brentwood and live at 2744 Brecken Road NW, in the same neighborhood of the proposed development of 3840 Brighton Drive NW.

I am opposed to the above proposed development for the following reasons:

Buildings do not align with current setbacks from roads to match existing houses.
With potentially a total of 25 bathrooms proposed within all the suites at this address, what will that do with the aging (60+ years) sewer and water infrastructure on this street?
With potentially 29 bedrooms proposed, assume that there will be more than 5 cars on site. Where will the other cars park? What about increased traffic?
This proposed development does not by any means match the current housing style on this street.
The city is required to keep its own city trees in place. It looks like at least one city tree will be removed. Landscaping (grass) looks insufficient based on bylaw.

In summary, this density and size of development is not appropriate for this neighborhood. Most residents in Brentwood that I¿ve spoken with welcome new development of duplexes or triplexes, even as big as fourplexes on one city lot, not a development as massive as the one proposed above. Please drive by this address and picture how this proposed development will look compared to the other houses on the street and it will be obvious that it doesn¿t fit the neighborhood.

Please consider my feedback, thank you for your attention.

Respectfully,

Cheryl Dornan

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Yan Wu | Created Date: | April 3, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662240001 |
| Address: | 3855 Brighton Dr | | |
| Overall: | In opposition of this application | | |

**General Comment**

Dear Christian, Brentwood Community Association, City Document Controller, and Ward 4 Councillor,

I am writing to express my concerns regarding the proposed development application (DP2026-01358) located opposite my residence.

My primary concern relates to privacy. A three-storey structure would overlook our bungalow, significantly impacting our privacy and enjoyment of our home. In addition, the height of the development may result in increased shadowing, reducing natural light to our living spaces and yard.

I am also concerned about how this development fits within the existing neighbourhood character. The surrounding area is predominantly low-density, and a building of this scale may not be consistent with the current streetscape.

Furthermore, there are considerations regarding increased traffic, limited parking availability, and additional strain on local infrastructure. These factors could contribute to congestion, inconvenience, and potential safety concerns for residents.

Construction-related impacts, including noise, dust, and heavy vehicle traffic, are also a concern for the immediate area.

Finally, I am mindful that approving a development of this scale may set a precedent for similar projects in the future, potentially leading to broader changes in the character and density of the neighbourhood.

I respectfully request that these concerns be carefully considered during the review process before any final decisions are made.

Thank you very much for your time and consideration.

Yours sincerely,

Yan Wu

Residence in 3855 Brighton Dr.

**Attachments**

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| | | | |
|---|---|---|---|
| Name: | Rock Lu | Created Date: | April 2, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662241578 |
| Address: | 3840 Brighton Drive NW | | |
| Overall: | Neither in support nor in opposition of this application | | |

## General Comment

Dear Brentwood Community Association Board,

I am reaching out to introduce myself as the applicant for the proposed project at 3840 Brighton Drive NW. I am aware that there have been some concerns raised within the community, and I would like to offer some direct context to ensure clear communication.

Our goal is to create a high-quality living space where residents can thrive, contributing positively to the community¿s growth. While we understand that change can bring concerns, we believe that thoughtful urban evolution is essential for a vibrant Calgary.

To be practical about how this project fits into Brentwood:

Design & Fit: Our design strictly adheres to all current City of Calgary bylaws. We aren't looking to "max out" the space at the expense of the street's look; we've focused on a balanced scale that respects the existing neighborhood feel.

Parking & Impact: We understand that street parking is a major concern in Brentwood. We have prioritized on-site parking solutions within our design to minimize any spillover onto Brighton Drive.

Long-term Value: This isn't just a quick build for us. We are investing in quality materials and professional landscaping to ensure the property remains an asset to the block for decades, not an eyesore.

Prioritizing Rational Design over Profit: To ensure this development is harmonious and functional, I have made the difficult decision to demolish a high-value Backyard Suite (Laneway House) built only five years ago. * Why this matters: Financially, it would have been much more profitable for me to keep that building¿which is worth approximately $300k¿and build around it. However, doing so would have led to a cramped, poorly integrated layout and increased density in a way that wouldn't serve the neighbors or future residents well. I chose to sacrifice that existing investment to ensure a clean, modern, and rational site plan that respects the street's flow.We are operating entirely within the permitted framework to ensure the project is both responsible and beneficial. We have focused on minimizing impact on immediate neighbours while providing much-needed housing options for families who want to live in this great community.

I am a local developer who values Brentwood¿s character, and I¿m happy to answer any specific questions the Board might have.

Best regards,

ROCK LU

## Attachments

| | | | |
|---|---|---|---|
| Name: | Marvin Wiebe | Created Date: | April 1, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662257341 |
| Address: | 3843 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

## Area of Concern

A quote from page 37 of the Municipal Development Plan: " The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of existing neighborhoods."

I live directly across the street from the proposed development at 3840 Brighton Drive NW. (DP2026-01358). This development would be a jarring contradiction to any homes in the vicinity and the city's own ideal.

## General Comment

MASS

The existing homes on this block are primarily low bungalows with few split level homes.

This development would include a row house consisting of 3, 3-storey units plus a semi detached unit, all with secondary suites for a total of 10 dwelling units on a single residential lot.
Based on the elevations shown on the plan, the proposed housing project will be 33' 8 1/4" above grade and tower above the neighboring property by 17' 8"(5.39m). The decks are shown to be approximately 22 feet above grade. This will give a clear line of sight from the decks into neighboring properties while residents are attempting to enjoy the privacy of their own homes and yards.
The overall height will cast significant shadows on surrounding properties, disrupting the natural light into nearby homes and affecting the sunlight on existing gardens and landscapes.
SETBACK
The indicated setback of the proposed buildings is not consistent with any others in the area and will require the removal of several trees. One of these trees is a City deciduous tree. This tree must remain undamaged!
As this property is located at an elbow in the road rather than a corner, the minimal setback will create a dangerous blind spot for drivers in both directions as well as pedestrians.
DENSIFICATION
The proposed development will include 29 Bedrooms which will increase the population density on this single family property from the current 6 to a minimum of 29 occupants, an increase of approximately 500% on a single property.
TRAFFIC AND PARKING
The plan shows on-site parking for 5 vehicles. With a minimum of 29 occupants, we could expect to have an additional 24 vehicles creating a high volume of traffic with inadequate street parking in front of the buildings, meaning many vehicles will be parked in front of other properties on both sides of the street. Many current residents require the parking space in front of their home due to mobility issues.
UTILITIES AND SERVICES
The increase in population, along with 24 bathrooms, 10 kitchens and laundry facilities, will have an overwhelming effect on the aging sanitary sewer main that is already operating at capacity and requires regular maintenance or repair.
These units will require 200 amp electrical services. Is the current city service in this block able to handle the increased load?
There would be much less lawn and yard space to absorb storm water or place snow creating a significant increase of runoff into storm sewers.
With the added street parking, will the city be able to effectively clean and maintain our roadway?
EMERGENCY SERVICES
With the crowded design of this project and excessive street parking, will emergency vehicles and personnel have easy access to the properties?
There is currently ONE fire hydrant on Brighton Drive, located at about mid block. In the event of a fire, is the current firefighting infrastructure sufficient?
For this level of density it should be required that each unit has a fire suppression system in place.
SAFTEY
Brighton Drive is populated by a mix of families, many with young children.
The increase in traffic on our street will be a very real hazard for pedestrians, children at play and drivers.
This proposed development has many obscured walkways and small hidden areas creating the potential for harm due to violence.
SUMMARY
This is an egregious development that would strain city services, create excessive traffic and parking concerns, diminish safety and generally change the entire context of our community. This project should be situated in a high density with other units of similar design and intention, not on a quiet side street in the heart of Brentwood.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Zhe (David) Zhang | Created Date: | March 25, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662265099 |
| Address: | 3836 Brighton Drive | | |
| Overall: | In opposition of this application | | |

**General Comment**

I am a resident of Brentwood and live at 3836 Brighton Drive NW, adjacent to the proposed development at 3840 Brighton Dr NW.

I am strongly opposed to the above Development Permit for the following reasons:

1. Parking capacity. The applicant is proposed for a 5 plex plus 5 legal basements for a total of 10 suites. The 10 suites will demand at least 15 parking spaces. How could the 5 small parking stalls be enough to absorb large parking needs? Where could trucks and large vehicles be parked? If not planned diligently, the extra parking demands will add enormous pressure to the quiet neighborhood, causing significant parking stress and stealing existing neighboring parking spaces.

2. Garbage capacity. These 10 suites buildings have requested 4 black bins, 3 compost bins and 3 recycling bins. Given the 5 times increase in population, this will not be sufficient to accommodate their garbage disposal demands. There are currently two families living in the two buildings with 6 bins in total. It has been overfilled with garbage bins observed several times. How could 10 bins be enough for 5 times more populations? The potential garbage overflow will certainly destroy the neighborhood.

3. Sewer line capacity. The sewer line was not accounted for by the dramatic household increases when it was built. Because the new buildings are at a high level of the street and five times more sewers will be pushed down in the pipe when they are built. This will cause potential sewer backflow to existing households down the pipe if the sewer line is not enough to absorb the extra waste.

4. Noise. There will be tremendous noises from the new buildings with 5 times more population residing at the premises. There will be car noises from early in the mornings to party times extremely late at night. There¿s no way to mitigate the noise exposure to neighbors.

Given the listed concerns above, I strongly oppose the new 5 plex with 5 basement suites. They are not a good match to the existing neighborhood. A duplex or two detached properties are more suitable. Please consider my feedback and thank you for taking time to review my concerns. Should you have other questions, please reach me at my cell 403-689-8068 or email at [redacted]

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Zhe (David) Zhang | Created Date: | April 1, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662266336 |
| Address: | 3836 Brighton Drive | | |
| Overall: | In opposition of this application | | |

**Area of Concern**

I was completely shocked after reviewing the floor plans for the proposed new buildings at 3840 Brighton Drive. There are 29 bedrooms, 1 office, 25 washrooms, 10 laundry rooms, and 10 kitchens proposed on a small round lot. These two new row houses will be mainly used as rental properties to host 30 to 40+ renters at capacity. The land has been rezoned as a RCG lot but the new buildings are more like apartment styles! This will add tremendous pressure to community safety, parking, garbage disposals, noise levels. Below are reasons I strongly oppose the development on 3840 Brighton Drive:

1. Parking capacity. The applicant is proposed for a 5 plex plus 5 legal basements for a total of 10 suites. The 10 suites will demand at least 15 parking spaces. How could the 5 small parking stalls be enough to absorb the large parking needs? Where could large vehicles be parked? If not planned diligently, the extra parking demands will add enormous pressure to the quiet neighborhood, causing parking stress and stealing existing neighboring parking spaces.

2. Garbage capacity. These 10 suites buildings have requested 4 black bins, 3 compost bins and 3 recycling bins. Given the 5 times increase in population, this will not be sufficient to accommodate their garbage disposal demands. There are currently two families living in the two buildings with 6 bins in total. It has been overfilled with garbage bins observed several times. How could 10 bins be enough for 5 times more populations? The potential garbage overflow will certainly destroy the neighborhood.

3. Sewer line capacity. The sewer line was not accounted for by the dramatic household increases when it was built. Because the new buildings are at high level of the street and five times more sewers will be pushed down in the pipe. This will cause potential sewer backflow to existing households down the pipe if the sewer line is not enough to absorb the extra waste.

4. Noise. There will be tremendous noises from the new buildings with 5 times more population residing in the premises. There will be car noises from early in the mornings to party times extremely late at night. There¿s no way to mitigate the noise exposure to neighbors.

5. Population Growth. The floor plans include 29 bedrooms, 1 office, 25 washrooms, 10 kitchens, and 10 laundry sets. It's a 400%-500% increase in bedrooms, 600%-800% increase in washrooms, and a 500% increase in kitchens, from the current two existing buildings. With 29 bedrooms and 1 office, the total suites can fit 30-45 people at capacity. This would be a 500% increase in population density in a typical household in Brentwood. Does the increase in population density fit into the Brentwood development plan?

6. Tree Canopy. The landscaping plan has proposed to remove two trees in the front, 25 shared shrubs on the edge of the proposed lot in the front, and 3 trees in the adjacent property back yard, which are in my backyard. The 25 shrubs are shared, and 3 trees are my personal property. This is a trespass or property damage if my personal properties are removed without my consent.  One of the trees in the proposed site is a 15-meter-tall City tree It has been protecting the land for over 60 years and provided tremendous peace to the neighborhood. Once the front canopies are removed, the neighborhood will lose two more mature trees that make Brentwood less viable. I have attached pictures for the trees to be removed just for this 10 plex to be built for making his own profits. It¿s such a shame.

**General Comment**

7. Air Conditioning. Considering the high density for 3 story buildings, are there going to be air conditioning installed? If nothing is planned for the current project, what will be the steps when AC is installed? Being an adjacent neighbor, I will be significantly affected by AC installations.

8. Safety Concerns. The two row houses have significant rooms proposed. They are structures more like apartments but without considering extra safety features to mitigate potential fire hazards. If a fire starts from a lower grade, how could large residences on the top floor be evacuated?

9. Stability? If the proposed project is approved, it¿s going to add tremendous noise, traffic pressure and crime rate to the street. The long-term residences on Brighton Drive are going to be kicked out one by one. There are only negative effects on existing neighbors when these monster row houses are built.

10. Community Character. They are the first 3 story row houses project with the highest room density in Brentwood. The design is extremely aggressive to build 29 bedrooms, 1 office and 25 bathrooms on a small round lot on Brighton Drive. It does not fit in with the character of the Brentwood neighborhood. A duplex would be a better fit on the street.

11. Low Density or Medium Density. This proposed project will build 29 bedrooms and 1 office, which can accommodate 30 to 40+ individuals on a 709 meters land. I would like to know if the developer has consulted with the Brentwood community to evaluate the proposed plan. If Brentwood community was not consulted, a meeting shall take place to inform the residents living in the community. All neighbors should be invited to the meeting to express their legit concerns.

12. Building Height. They are the first full 3 story row houses to be proposed on Brentwood RCG lot. It will be an absolute jarring structure on Brighton Drive.

13. Landscaping. RCG lot requires 30% soft surfaced landscaped area. The proposed landscaping plan does not provide details as to how 30% soft surface fits in.

14. Privacy. There are balconies on 3rd floor of the proposed projects. They can easily see through my backyard and front yard with serious privacy concerns. We strongly demand extra protection to protect our privacy as an adjacent neighbor.

15. Area Resident Feedback. There is no contact with neighbors with respect to the proposed project. As adjacent neighbors, we need to know more about this project. We would propose having a meeting with the developer to send our sincere concerns. Our communication channel is open, but the developer has not proposed any constructive way to hear from us.

The purpose for rezoning is to bring affordability to the neighborhood. However, the proposed row houses are designed for the sole purpose of maximizing profits from rentals, no affordability at all. These two new buildings are going to be built

as apartment style attracting short-term and long-term renters. There¿ no benefits to be brought to the Brentwood community but purely profits to the investor detrimental to other residences on Brighton Drive. I strongly oppose the development of row houses on 3840 Brighton Drive.

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Letter to City.docx

| | | | |
|---|---|---|---|
| Name: | Ron Sikora | Created Date: | March 30, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662274106 |
| Address: | Neighbour | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 2026 03 30 Opposed to Development - Ron Sikora.docx

| | | | |
|---|---|---|---|
| Name: | Thoi Van | Created Date: | March 30, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662274618 |
| Address: | 3907 Brooklyn Cres NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Objection to Permit DP2026-01358.pdf

| | | | |
|---|---|---|---|
| Name: | Barb Wiebe | Created Date: | March 29, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662275294 |
| Address: | 3843 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**General Comment**

I am a resident of Brentwood and live at 3843 Brighton Drive NW, across the street from the proposed development at 3840 Brighton Drive NW.

I am opposed to the above Development Permit for the following reasons:

1. "The City of Calgary promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods¿. This tenet of good architectural design is not adhered to by this proposed development, showing no architectural sensitivity to the styles of the surrounding homes. The proposed towering structures dwarf the existing bungalows on the street. The projected setbacks will be visually jarring when compared to all other homes. The massive scale of the proposed development would be completely consistent and harmonious in many high-density areas of Calgary (such as University District and Rockland Park), but not on a quiet residential street in a 60-year old neighbourhood.

2. Proper balance of light and shadow can significantly affect the well-being of neighbours and the viability of our outdoor spaces. With a peak height of about 11 metres above grade, the proposed buildings will throw my home (and many others) into almost total shade for at least 6 months of the year. Less direct sunlight inside my home will create a darker, less pleasant environment; less direct sunlight will negatively impact my perennial gardens that I have happily enjoyed working on since my retirement. Have the developers been asked to provide a shadow study of the impact of their planned build?

3. The plans for the new development shows a total of 28 bedrooms, 10 kitchens and 25 bathrooms. Assuming full occupancy, the single lot will be housing 28 - 50 people as opposed to the present-day 6. This is a huge increase in population density on our street. I am very concerned about how this additional strain on sanitary sewer, electric grid and water pressure will negatively impact our already over-taxed aging infrastructure. As it is right now, our sanitary sewer system has to be shut down regularly for the City to do remedial work on it. The site of the proposed development is at the apex of the block¿s sanitary sewer line, exacerbating the potential problems.

4. Traffic congestion and scarcity of parking are serious concerns. There are over 20 young children living on our street and in the summer months they are often seen riding their bikes and scooters along the block. This proposed development is situated on the inside corner of the elbow of our street. The minimal setback of the building design combined with the anticipated number of vehicles parked along the street would create a blind corner that could potentially pose a serious danger for both pedestrians and other vehicles.

5. The proposed development calls for the removal of many mature trees (one of which is identified as being a City tree on Calgary¿s Urban Forest Map), negatively impacting Calgary¿s climate strategy. I believe that large coniferous and deciduous trees are valuable assets that need to be treasured and protected.

In conclusion, all of my concerns could be addressed by reducing the size and scope of the proposed development. Densification of Calgary¿s inner-city neighbourhoods is necessary, but I believe this can be done in a reasonable and safe manner.

Thank you for your attention to this matter.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Betty Ellis | Created Date: | March 29, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662275800 |
| Address: | 3851 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 3840 Brighton Dr NW.docx

| | | | |
|---|---|---|---|
| Name: | Glen Jensen | Created Date: | March 28, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662275807 |

| | |
|---|---|
| Address: | 3835 Brighton Dr NW |
| Overall: | In opposition of this application |

## Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Rowhouse proposal.docx

| | | | |
|---|---|---|---|
| Name: | David Murray | Created Date: | March 27, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662276953 |
| Address: | 3839 Brighton Drive | | |
| Overall: | In opposition of this application | | |

## Area of Concern

To Whom It May Concern:

My wife and I have resided in the single family bungalow immediately across the street from 3840 Brighton Drive (at 3839 Brighton Drive) for more than 45 years. It has come to my attention that the subject Application has been submitted to the City for development of 3840 Brighton Drive NW (Brentwood District / Ward 4) and after reviewing the Design Map made available by the City I have a number of concerns regarding the proposed development plan.

EXCESSIVE POPULATION DENSIFICATION

My understanding is that the proposed Development has been designed to contain a total of 29 bedrooms. The current number of occupants is estimated at 6. This represents a densification factor of 500%. Put another way, 29 people /0.0709 ha = 376 people / ha. To paraphrase a passage from the City of Calgary¿s web-site, ¿In the City of Calgary, high-density development targets generally aim for intensities exceeding 150 people and jobs per hectare in designated "Activity Centres" and "Main Streets". While 400 people per hectare represents a very high urban density (roughly comparable to dense, high-rise residential areas)¿.

REMOVAL OF MATURE TREES

The plan appears to involve the removal of 5 mature trees (including one identified as ¿On City Property¿). The Urban Forest Management website confirms that it is a City tree. This appears to be excessive AND includes removal of three trees from the next-door neighbour¿s back yard that are not included inside the boundary of the Landscaping Plan provided by the Designer/Developer. Do you have it on record that the neighbour has agreed to the tree removal?

Brentwood is 65+ years old with mature tree growth throughout. These trees represent a significant loss to individual families and to Brighton Drive as a whole. Replacing them with something you can leap-frog over isn¿t a fair replacement value.

PARKING CONGESTION

Given the magnitude of the densification (from 2 family units to 10 family units) I anticipate that there will be a related increase in vehicles to be parked. I do not think that it is unreasonable to apply a 1.5 vehicle per unit ratio to arrive at a 15 vehicle incremental increase in this small area. 5 of these vehicles appear to have been accommodated in the proposed design but that will leave at least 10 more to be parked evenings and week-ends on Brighton Drive.

The amount of curb around the corner curve on the West-facing to the North-facing side of 3840 Brighton Drive might accommodate 7 vehicles if drivers are considerate of one another but that will mean another 3 to 5 vehicles will be parked elsewhere on Brighton Drive (as Charleswood Drive is inaccessible to them). There are already a small number of vehicles parked on the street on a regular basis (including UofC students who drive to Brentwood, park on Brooklyn Crescent or Brighton Drive and walk to campus) and given that there are 6 existing homes with front-facing driveways (not including the existing driveway associated with 3840 Brighton Drive) as well as an alley entrance/exit there isn¿t a

huge amount of `extra¿ curb parking left. This is very likely to result in:

- parking congestion,
- thru-traffic flow issues,
- child safety issues,
- fire safety issues (See separate section below entitled FIRE SAFETY).

**General Comment**

SOLAR/SUNDIAL IMPACT

The proposed Development is approximately 11 meters above ground level. In Calgary, on December 22 the length of shadow cast by the Development is estimated at approximately 38 meters. I estimate that for 4 or 5 winter months the sun will be completely (or partially) obstructed for 5 or 6 homes on the outer curve of Brighton Drive for more than 2 hours per day as the shadow cast by this Development slowly progresses around the curve. I¿m sure that the 3-D Shadow Study that should have been a part of the Design Submission will confirm my estimates are close.

INTENSE LOAD ON SERVICES

I am guessing that when the services were first designed and installed in Brentwood they were not designed for an additional 24 bathrooms, 10 kitchens and various laundry and dishwashers representing a single high density demand on:

potable water,
sewer capacity,
electrical draw and
telecommunications requirements.

Given the proposed density (376 people / ha) and the physical location of the lot relative to the shared sewer line and water line I urge the City to evaluate the consequential impact on all of the existing residences that back onto the alley behind 3840 Brighton Drive especially 3843 Charleswood Drive and 3864 Brighton Drive because they are both upstream of the proposed development and also consider the impact on other near-by blocks of homes that feed into or draw from these essential services.

INCOMPATIBILITY WITH EXISTING NEIGHBOURHOOD

The proposed design is quite attractive on a stand-alone basis or in a situation with other similar designs BUT this will be a 3-story complex with a flat roof nestled in with a cluster of mostly cottage roof bungalows built in the very early 1960s. This will result in a glaring conflict of design aesthetics. Of particular concern to me is that if the City should vote to repeal the blanket re-zone then the existing residents on Brighton Drive will be reminded of this 'stand-alone' glaring visual contrast on a daily basis.

FIRE SAFETY

My interpretation of documentation available on the City¿s website is that the Calgary Fire Department would deploy one or more pieces of equipment requiring the use of extended stabilizer arms to ensure the safety of their personnel when fighting a fire in a 3-story complex. Given that Brighton Drive is 9 meters wide (curb-to-curb), if vehicles are parked on both sides of the roadway immediately in front of this new development will the Fire Department be able to easily access and deploy the stabilizer arms in a timely fashion?

With the significantly higher concentration of kitchens (10) and the possibility of barbecues and tobacco smokers associated with this proposed development, will there be a hard-wired smoke alarm system installed in each unit? Is the Developer planning on installing some kind of fire sprinkler system to ensure the safety of residents and neighbours?

Thank you in advance for reading and considering my concerns/thoughts on this matter.

**Attachments**

| Name: | Mike and Arlene Rogers | Created Date: | March 27, 2026 |
|---|---|---|---|

| | | | |
|---|---|---|---|
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662277194 |
| Address: | 3832 Brighton Dr.N.W. | | |
| Overall: | In opposition of this application | | |

**General Comment**

As outlined in the Neighbour Notification circulated by the Brentwood Community Association please find our comments regarding this DP.

A DP Application must be complete, accurate, compatible with the neighbourhood.

Incomplete: For example there is insufficient information to fully understand the proposal. There is no shade plan provided. At 35.6 feet above grade the shadow cast from this building will affect many people. Without the information there is no way to understand the consequences. There is no parking plan beyond the plans showing 5 single garage bays. The anticipated vehicle numbers and parking plan needs to be provided. There is no building exterior finish schedule provided. The building title page and the elevation plans do not agree with each other and there is no schedule of finishes to enable an understanding of how it will look. This DP eliminates a mature City of Calgary tree with no mention of how this is replaced.

Inaccurate: This DP is for 3840 Brighton Dr.N.W. but includes work at 3836 Brighton Dr.N.W. This tree removal work will affect the view and visibility of the proposed building of other neighbours As this work is to be undertaken under this DP; it would need to be reflected in the address of the DP.

Incompatible with the neighbourhood: This DP proposes a project that does not align with the set back from the street on the N.W. facing side protruding approx (difficult to know exactly as the dimensions are not provided) 10ft beyond anything else anywhere on the block. This change in set back will greatly reduce the visibility on the corner for traffic. The sheer scale, height and lack of setback of this box will tower above the primarily single story dwellings on the block. The 500% increase in people and parking is unreasonable. There is no way to describe this DP as being compatible with the neighbourhood.

The significant impact on existing property values cannot be ignored. This significant impact would likely be in the $100,000 range for every home within the affected area.

It should be noted that to date there is no sandwich board informing the general public of this proposal. Only the people who have been directly contacted by the community are even aware.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Stephanie Vassolo | Created Date: | April 6, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662307028 |
| Address: | 3851 Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 3840 Brighton Dr NW_stephanievassolo.docx

| | | | |
|---|---|---|---|
| Name: | Ken Farley | Created Date: | April 6, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662377179 |
| Address: | 3931 Brooklyn Cres NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Letter-Ken Farley.pdf

| | | | |
|---|---|---|---|
| Name: | Andrew Hayes | Created Date: | April 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662545507 |
| Address: | 3823 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**General Comment**

Dear Development Authority,

Please accept this email as a formal submission regarding Development Permit Application DP2026?01358 for the proposed redevelopment at 3840 Brighton Drive NW.

Attached for your consideration are:

A Formal Objection Letter, and
A Statement of Objection, outlining concerns related to the proposal¿s compatibility, scale, massing, and conformity with the intent of the R?CG land use and applicable Local Area Plan policies.
These submissions are provided to assist the Development Authority in its discretionary review of the application and to request that the identified concerns be carefully considered as part of the decision?making process.

Thank you for confirming receipt of this submission. Please do not hesitate to contact me should any additional information be required.

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 3840 Brighton Dr. N.W. Statement of Objection Letter DP2026-01358.docx

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - FORMAL OBJECTION LETTER 3840 Brighton Dr. N.W. DP2026-01358.docx

| | | | |
|---|---|---|---|
| Name: | Lisa and Peter Florence | Created Date: | April 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662579916 |
| Address: | 3824 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

## Area of Concern

1. Building Mass, Height, and Neighbourhood Character
The proposed development rises to three full storeys above grade, reaching a Roof TOP elevation of 110?¿0 5/8? as shown on drawings A201¿A205. This represents a substantial increase in building mass relative to the existing single-family and low-density residential dwellings that characterize Brighton Drive NW and the surrounding neighbourhood.

The Municipal Development Plan (MDP), Section 2.3.2, requires that development ¿respect the existing character of low density residential areas¿ and that infill development ¿complements the established character of the area and does not create dramatic contrasts in the physical development pattern.¿ The Calgary Infill Guidelines further state that ¿new development should respect the existing scale and massing of its immediate surroundings.¿ A three-storey structure of this scale, massing, and footprint does not satisfy these requirements in the context of the adjacent low-rise residential streetscape.

Furthermore, the proposed building mass has the potential to cast significant shadow onto adjacent and nearby properties during morning and late afternoon hours. I request that the Development Authority require a shadowing study to assess the impact on neighbouring parcels.

2. Parking Deficiency
The Bylaw Study included in the submitted plans (Sheet A001) identifies parking provision of only 5 garage spaces and 6 bicycle storage spaces for a development proposing 10 dwelling units (5 primary units plus 5 basement suites). This yields a parking ratio of 0.5 stalls per dwelling unit, which is significantly below what is needed to serve residents of this development.

The Land Use Bylaw, Section 35(g), requires the Development Authority to assess ¿access, parking and transportation requirements¿ as part of any discretionary use decision. A parking ratio of 0.5 per unit will demonstrably displace vehicle parking demand onto Brighton Drive NW and the adjacent lane, creating congestion, reducing access for service and emergency vehicles, and diminishing the safe use and enjoyment of the street by existing residents. I request that the Development Authority require a parking demand assessment and confirm that any parking relaxation is fully justified.

3. Privacy Impacts on Adjacent Properties
The elevation drawings (A201¿A205) show numerous large windows ¿ including multiple 72? × 60? and 72? × 72? openings ¿ on both the north and south elevations at second and third storey levels. These upper-floor windows will provide direct sightlines into the rear yards and interior living spaces of adjacent and nearby properties.

The Calgary Infill Guidelines state that ¿the privacy of adjacent residences should be respected.¿ The MDP Section 2.3.2 similarly requires sensitivity to the impact of development on neighbouring properties. At present, the proposed plans contain no meaningful privacy mitigation measures ¿ such as window placement offsets, obscured glazing, or landscaping buffers at upper floors ¿ to protect the reasonable privacy of neighbouring residents. I ask that the Development Authority require the applicant to demonstrate how privacy impacts will be adequately addressed.

## General Comment

4. Removal of All Existing Trees
The Landscaping Plan (Sheet A003) shows that all seven existing trees on and adjacent to the subject property ¿ including trees T1 through T7 ¿ are proposed for removal. This includes trees identified as being located in City property and on adjacent property lines. Several trees have significant canopy spreads (up to 14 metres) and trunk diameters indicating maturity.

The DP Review Checklist requires that proposals ¿where possible, retain existing healthy, mature trees¿ and identify whether a Tree Protection Plan is in place for trees on City property. The Landscaping Plan notes that an Urban Forestry Technician must be onsite during excavation to mitigate root damage to adjacent public trees, but this does not address the wholesale removal of existing mature trees. The proposed replacement planting ¿ 7 new trees and 21 shrubs, all at 60¿75 mm caliper ¿ will not replicate the canopy, screening, or environmental benefits of the mature trees being removed for many years.

I request that the Development Authority confirm whether a formal Tree Protection Plan has been submitted, and require the applicant to justify the removal of all existing trees rather than retaining those which are healthy and structurally compatible with the proposed development.

5. Compatibility with Neighbourhood Character and the Municipal Development Plan
Taken together, the proposed density of 70.42 U/Ha, the three-storey built form, the near-maximum lot coverage of 56.55%, and the replacement of a single detached dwelling with a ten-unit building represents an intensity of use that is inconsistent with the immediate residential context of Brighton Drive NW. While I recognize that the R-CG land use designation permits grade-oriented infill, the MDP, Section 2.2.5, requires that intensification be ¿accommodated within existing communities in a sensitive manner¿ and that new development be ¿similar in scale and built form¿ to surrounding housing.

The Land Use Bylaw, Section 36, provides that the Development Authority may only approve a discretionary use that does not comply with all applicable requirements if, in its opinion, the proposed development ¿would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring properties.¿ For the reasons set out above, I submit that this threshold has not been met by the current application.

In summary, I respectfully ask the Development Authority to:

Require a shadow study assessing the impact of the proposed three-storey massing on adjacent properties;

Require a parking demand assessment and confirm that the provision of 5 stalls for 10 dwelling units is supportable;

Require the applicant to demonstrate how upper-floor window placement will protect the privacy of adjacent residents;

Confirm that a Tree Protection Plan has been submitted for trees on City property, and require justification for the removal of all seven existing trees; and

Assess whether the overall scale, density, and massing of the proposal is consistent with MDP policy and the established character of the surrounding neighbourhood.

I appreciate the opportunity to provide written comments on this application and respectfully request that, as a homeowner in the area for 22 years, my concerns be given full consideration. I am available to discuss these matters further and can be reached at the contact information provided above.

Respectfully submitted,

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Mike and Arlene Rogers | Created Date: | April 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662591674 |
| Address: | 3832 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**General Comment**
As outlined in the Neighbor Notification circulated by the Brentwood Community Association please find our comments regarding DP2026-01358.

The site plan and the Landscaping plan both show the NW facing side as 3840 Brighton Dr. N.W. while the N.E facing side is shown as 3864 Brighton Dr.N.W. This error has created much confusion for people who do dot have the resources needed to puzzle it out. in some cases my neighbors have made assumptions like this is the new second building address or this includes the house across the alley. 3864 is actually the house on the corner lot of Brighton Dr. N.W. and Charleswood DR.N.W. This "error" has created the impression that this is a corner lot proposal rather than the true inner curve of a Drive.

This DP is for 3840 Brighton Dr.N.W. but includes work on the adjacent property 3836 Brighton Dr.N.W. It is a requirement of the DP application that there be a letter of authorization from the owner of the land, their agent,or other

persons having legal or equitable interest in the parcel. As this DP includes work on the parcel 3836 Brighton Dr. N.W. has this required Letter of Authorization been provided by the owner of 3836 Brighton DR.N.W.? This DP application shows the removal of several mature trees,some of which are on the 3836 property. Has the required Public Tree Disclosure Statement been provided?

As the intended use of this 3840 Brighton Dr. project is 100% rental, including use as short term rental, shared accommodation, rental of a single bedroom or rental of the garages. Has the required Completed Use questionnaire been provided? Quite clearly this is intended as commercial use project to the extent that there is an onsite rental office. It is obvious that this is a commercial rental property business applying to operate within a residential neighborhood.

As the application is for 2 separate buildings does this open up the potential to sub divide later? Again this would require the Completed use Questionnaire to know.

The application Title Page clearly shows the NW facing building having set back alignment with the other buildings on the entire block The Site/Block plan shows the NW facing building approximately 12 feet further to the NW. This greatly reduced set back raises a number of questions. Has the necessary traffic study been conducted and considered. This reduced set back on the inner arch of Brighton Dr. greatly reduces the visibility at this location. Has the necessary review been conducted to insure all emergency services will have the required clearances and capacity to operate safely. It needs to be noted here that this is NOT a corner lot and this inner curve in Brighton Dr. is NOT an intersection with traffic controls. A similar blind spot is being generated at the entrance to the alley as well.

The Site/Block Plan, Landscaping Plan, Building Elevations and Title Page have multiple inconsistencies with each other. For example they do not provide exterior finish materials and in the case of the Title Page show a building set back in alignment with the existing properties on the block which is far from accurate.

We hope these observations help with the review process. A concern that we have is that they will be shared with the Applicant allowing the inconsistencies and misinformation to be modified or adjusted for re-submission rather than having this application rejected.

### Attachments

| | | | |
|---|---|---|---|
| Name: | Doug Hemstreet | Created Date: | April 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | not provided | Number: | 662760927 |
| Address: | 4711 Charleswood Drive NW | | |
| Overall: | In opposition of this application | | |

### Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - development letter-doug hemstreet.pdf

| | | | |
|---|---|---|---|
| Name: | Chris Anderson | Created Date: | April 8, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662883558 |
| Address: | 99 Hawksbrow Drive NW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Parking or loading zones
Privacy considerations
Site layout

### General Comment
This is a large development on a quiet street which will ruin the feel, privacy and culture of the community.

### Attachments

| | | | |
|---|---|---|---|
| Name: | Sarah and Chris Bardell | Created Date: | April 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662991468 |
| Address: | 3851 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

### Attachments
SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 3840 Development Permit Letter Objection Letter - Chris Bardell.pdf

| | | | |
|---|---|---|---|
| Name: | Satwant and Mandeep Shergill | Created Date: | April 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 662991470 |
| Address: | 3904 Brooklyn Crescent NW and 3848 Brooklyn Crescent NW | | |
| Overall: | In support of this application | | |

### General Comment
Dear Christian Le Pichouron,

I am writing to express my support for the proposed development application

DP2026-01358 for the proposed multi-residential development at 3840 Brighton Drive NW.

After reviewing the details of the application, I believe this project represents a thoughtful and appropriate use of the property. The proposal to introduce a semi-detached dwelling with secondary suites reflects the evolving housing needs of our community, including the need for more diverse and attainable housing options especially in the vicinity of the University of Calgary. Developments like this can help accommodate changing family structures, provide opportunities for multi-generational living, and contribute to a more inclusive neighbourhood.

I also support the efficient use of existing residential land. Thoughtful infill development allows our community to grow sustainably without placing additional pressure on undeveloped areas. This approach aligns with broader goals of responsible urban planning and makes better use of existing infrastructure and services.

Additionally, increasing housing options in established neighbourhoods like Brentwood can help support local businesses, schools, and community vitality. A modest increase in density, when done carefully, strengthens the overall resilience and livability of the area.

I trust that all planning considerations, including design, parking, and neighbourhood integration, will be addressed through the development process.

Thank you for the opportunity to provide input. I respectfully encourage you to support the approval of this application.

Sincerely,
Satwant and Mandeep Shergill

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Enmax | Created Date: | April 8, 2026 |
| Phone: | | Circulation Referee: | Y |
| Email: | EPC_permits@enmax.com | Number: | 663040502 |
| Address: | Circulation Referee No Address | | |
| Overall: | Neither in support nor in opposition of this application | | |

**Area of Concern**
Site layout

**General Comment**
See attached response letter.

**Attachments**
SUPPORTING DOCUMENT - CIRCULATION COMMENTS - DP2026-01358_Response Letter.pdf

| | | | |
|---|---|---|---|
| Name: | Kim Anderson | Created Date: | April 8, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | [redacted] | [redacted] |
| [redacted] | [redacted] | | |
| Overall: | In opposition of this application | | |

**Area of Concern**
Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations

**General Comment**
I frequent this neighbourhood as I have family that lives there. It doesn¿t make sense to build this type of housing on this street. It will affect so many homeowners/families. Many large trees will be cut down and this property will intrude on everyone else¿s property and invade their privacy. This was not thought through and was clearly rushed to get approval before blanket rezoning was repealed. Please don¿t ruin this community.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Jennifer Bardell | Created Date: | April 8, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |

| | | | |
|---|---|---|---|
| Email: | [redacted]m | Number: | 663147558 |
| Address: | 235 15th Ave SW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Privacy considerations
Garbage and recycling facility locations
Site layout
Signage

### General Comment

This development does not fit with in the community. The neighbourhood consists solely of single family dwellings and a large-scale residential building will directly affect the current residents in this area. The building introduces many areas of concern including parking and privacy. It will also put stress on many city services. I am extremely against this development and welcome any further discussion on it.

### Attachments

| | | | |
|---|---|---|---|
| Name: | Gianluca Cross-Bussoli | Created Date: | April 8, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 663152782 |
| Address: | 2020 Georgia Street SW | | |
| Overall: | In support of this application | | |

### Area of Concern

Access/accessibility (vehicle, pedestrian, cycling)
Landscaping plans

### General Comment

I am happy to see infill around Brentwood Station and Northmount. I like the courtyard.

### Attachments

| | | | |
|---|---|---|---|
| Name: | Chris Bardell | Created Date: | April 9, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | Number: | 663377031 |
| Address: | 3851 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans

Environmental preservation
Privacy considerations
Garbage and recycling facility locations
Site layout
Signage
Other

### General Comment

I have also submitted a formal letter of objection detailing the reasons I'm opposed to this development.
But in general, the proposed development does not fit on this street, and destroys the local community. Specifically Brighton Drive.

### Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 3840 Development Permit Letter Objection Letter - Chris Bardell.pdf

| | | | |
|---|---|---|---|
| Name: | Angie Murray | Created Date: | April 12, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 667192858 |
| Address: | 3839 Brighton Dr. NW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

To Whom It May Concern;

The subject permit number relates to 3840 Brighton Drive NW Calgary. My letter states my position against the proposed development as provided to the City and my reasons why.

My husband and I have resided in 3839 Brighton Drive NW, the single family bungalow immediately across the street from 3840 Brighton Drive NW for more than 45 years. We learned that the subject Application has been submitted to the City for development of 3840 Brighton Drive NW (Brentwood District / Ward 4) and after reviewing the Design Map made available by the City I have a number of concerns regarding the proposed development plan.

Shadowing

The proposed development is for 5 units (3 in one block and 2 in a second block) and three stories above ground. This is a stark contrast with the surrounding bungalow residences. It seems that the shade that this proposed complex will cast will be huge. Several of the residences across from 3840 have well-maintained front gardens (including our own) that will be starved of sunlight for considerably more of the year than they currently experience. If it has not already been included in their application the Developer should be required to submit some kind of study/analysis of the solar impact that this construct will have.

Privacy

The thought of a three story building immediately across the street from my home feels extremely intrusive. From such a vantage point the privacy of all neighbours in a 360° arc around 3840 Brighton will be seriously compromised. It is proposed to have balconies on the top floors pointing West and North. This seems very intrusive from our perspective. If the proposed development was limited to two stories and if some kind of privacy glass was required for the upper floor windows it would be much less impactful to everyone.

Trees

The Landscaping Plan identifies 3 mature trees in the backyard of 3836 Brighton Drive that are to be removed. When discussing this with the owner of 3836 Brighton Drive they assured us that they know nothing about the removal of these trees. Does the Proposed Development Plan package include a request to remove these three trees?

Parking

I understand that the City of Calgary is trying to reduce the dependency on automobiles by focussing densification around train stations and along major routes that lead to train stations. My understanding is that the owner of the proposed development is planning on renting these units and because the location is so close to the UofC the renters are likely to be students. Student renters are also very likely to be from outside Calgary so they will have arrived with a vehicle. I further understand that this new development will include as many as 29 bedrooms. Even with the 5 car garage included in the development plan the math suggests that there will be a very large influx of automobiles to be parked in a very condensed area. More garages or fewer bedrooms would definitely reduce the impact to something more tolerable.

**General Comment**

Stairs to Basement Suites

I noticed that the Elevation Views do not include the extent or dimensions of the stairwells leading to the Basement Suites or the doors leading into those suites.

Assuming a stair rise of 7.75 inches and a run of 8.25 inches and a depth below ground level of approximately 9 feet (108 inches) there should be approximately 14 steps with a total run length of 115.5 inches and this does not include the landing at the bottom in front of the door. The top views of the proposed complex only display 10 steps and without the specific details displayed in the Elevation Views it is impossible to tell if they are consistent with City of Calgary By-Laws.

Step Up Transformer (ENMAX)

If the proposed development were to proceed as planned there would be:

10 kitchens with appliances
10 air conditioning units (possible)
at least 5 sets of laundry machines
roughed in wiring for two EV charging stations
roughed in wiring for Solar Panels

This seems like a significant electrical demand. Is it possible that the new development will require a Step-Up Transformer box? If so, shouldn¿t it be on the drawings? Would it occupy surface area to be included in the Proposed Coverage calculation?

Property Values

I realize that identifying the impact on the property values of remaining residences on Brighton Drive is not under consideration by the City but the most important point is this; if this Development goes ahead AND if the the city repeals or subsequently amends the Blanket Rezoning such that it prohibits/discourages any additional development on Brighton then the Developers will no longer find this to be an attractive market PLUS any potential other buyer will see this ¿one-off¿ conflicting development and will immediately be turned off or reduce their offer. We will be left to suffer its presence both visually and financially.

My request to the Review Board considering this Application is to please defer your decision until the City Council votes on all amendments pertaining to the City Zoning By-Laws and then decide the most fair future for Brighton Drive NW.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Jason Quenneville | Created Date: | April 15, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | Number: | 664669542 |
| Address: | 3859 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**Area of Concern**

Building (massing, façade, height, shadowing, etc.)
Parking or loading zones

Landscaping plans
Environmental preservation
Privacy considerations
Site layout
Other

**General Comment**
Please refer to the attached letter for my comments.

I will send my letter and appended material to copy others under separate cover.

**Attachments**
SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 20260415 Comment letter regarding DP2026-01358 3840 Brighton Drive NW KC JQ.pd

| | | | |
|---|---|---|---|
| Name: | Jason Quenneville | Created Date: | April 15, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 667179467 |
| Address: | 3859 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**General Comment**
Please find attached our comment letter opposing DP2026-01358 at 3840 Brighton Drive NW.

We will share under separate cover a pdf file with material referenced in exhibits (other than items clipped from the City of Calgary website).

Please let us know if you have any questions or comments about our letter.

**Attachments**
SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 20260415 Comment letter regarding DP2026-01358 3840 Brighton Drive NW KC JQ.pd

| | | | |
|---|---|---|---|
| Name: | Lee Hunt | Created Date: | April 14, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 667179469 |
| Address: | 4711 Brockington Rd NW | | |
| Overall: | In opposition of this application | | |

**Attachments**
SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Letter to City re Brighton Dr NW.docx

| | | | |
|---|---|---|---|
| Name: | Andrew Hayes | Created Date: | April 11, 2026 |
| Phone: | | Circulation Referee: | N |

| | | | |
|---|---|---|---|
| Email: | [redacted] | Number: | 667179471 |
| Address: | 3823 Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

**General Comment**

Dear Development Authority,

Please accept this email as a formal submission regarding Development Permit Application DP2026?01358 for the proposed redevelopment at 3840 Brighton Drive NW.

This letter replaces the letters I sent on April 6th 2026. Please note that I had been out of the country, returning on April 3rd and had thought the submission deadline was on April 7th, 2026. As a result of rushing to complete a letter I had made some errors in my letter including stating that Brighton Dr N.W. was part of the North Hill Local Area Plan, which it is not.

Attached for your consideration are:

A Formal Objection Letter,
Appendices to the Formal Objection Letter
An Appendix Summary for Christian Lipichouron's purposes summarizing the Appendices
These submissions are provided to assist the Development Authority in its review of the application and to request that the identified concerns be carefully considered as part of the decision?making process.

Thank you for confirming receipt of this submission. Please do not hesitate to contact me should any additional information be required.

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Appendices DP2026-01358 3840 Brighton Dr. N.W. Final.pdf

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Appendices Summary DP2026-01358 Brighton Drive N.W..pdf

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Notice of Objection DP 2026-01358 3840 Brighton Dr. N.W. Final.pdf

| | | | |
|---|---|---|---|
| Name: | Shane Sutherland | Created Date: | April 12, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 667183737 |
| Address: | 3831 Brighton Dr. NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Development Concerns of 3840 Brighton Dr. NW.docx

| | | | |
|---|---|---|---|
| Name: | Mike and Arlene Rogers | Created Date: | April 12, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted]m | Number: | 667192859 |
| Address: | 3832 Brighton Dr. NW | | |

Overall: In opposition of this application

**General Comment**

As outlined in the Neighbor Notification circulated by the Brentwood Community Association please find our comments regarding DP2026-01358.

After reviewing the City of Calgary definition of a commercial property in the R-CG information it is clear that this is a commercial building. The number of units, the plans provided and past rental practices demonstrate that the owner takes full advantage of any and all rental opportunity options including short term rental, shared accommodation and individual room rental. This is clearly a mixed use apartment complex being misrepresented as a residential development. Has the required Completed Use questionnaire been submitted and validated? If so, what measures are in place to ensure future compliance?

A review of the City of Calgary Development Permit Complete Application Requirement List raise a number of issues and items that need to be addressed:

3: A: A copy of the current Certificate(s)of Title. As the scope of work spans 3840 and 3836 Brighton Dr.N.W. both Certificates of Title would need to have been provided. Please confirm.

3: C: A Letter of Authorization from the registered owner of both 3840 and 3836 Brighton Dr.N.W.would need to have been provided. Please confirm.

3: D: Color photographs for the two adjoining parcels on either side must be provided. As the scope of work includes 3836 the two adjoining properties would be 3832 and 3828 Brighton Dr.N.W. The two adjoining properties are incorrectly shown as 3836 and 3832 Brighton Dr. N.W. on the provided TitlePage. Please confirm that the correct Colour Photographs have been provided.

3:G: A Completed Public Tree Disclosure Statement is required. As this DP removes and does not replace a number of mature (spanning 2 parcels) and in one case a City of Calgary tree please confirm that this has been provided.

3: I: As by the City's own definition this is a commercial building it requires the Completed Use Questionnaire, has this been provided and reviewed? Please confirm that this has been provided and reviewed.

3: K; Although not a requirement, the fact that the applicant has chosen not to provide the recommended Applicant's Submission Planning Analysis is troubling to say the least. This would provide an explanation of the proposal/project and how it fits with the surrounding context and how the landscaped areas and amenity spaces are configured.

3: L: 2 Without going into great detail please note that the Site/Block plan,Landscaping Plan,Building Elevations and Title Page have multiple inconsistencies and omisions with regards to building set back, building finishes, location of doors, service meters and screening and house numbering. Without full and accurate information how can a proper review be conducted? This has caused much confusion with many involved. If a reader regardless of expertise and a group of neighbors with varied expertise cannot fully comprehend and explain these inconsistencies there is a problem. The question here is why is this information inconsistent, missing and difficult to understand? The opinion of many is that it's vague, missing and inconsistent for a reason and as such this application should be rejected.

There are likely many other items and issues that we expect the much more expert reviewers at the Brentwood Community Association and the City' of Calgary will discover. Given the few items listed here we recommend that it is appropriate that this application be rejected.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Aaron and Candace Krush | Created Date: | April 11, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | [redacted] | [redacted] |
| [redacted] | 3903 Brooklyn Crescent NW | | |

| | |
|---|---|
| Overall: | In opposition of this application |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 3840 Development Permit Objection - Aaron and Candace Krush.pdf

| | | | |
|---|---|---|---|
| Name: | Adolf Dulc | Created Date: | April 13, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | N/A | Number: | 667194342 |
| Address: | 3947 Brooklyn Cres NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Scan2026-04-13_093148.pdf

| | | | |
|---|---|---|---|
| Name: | Doug Hemstreet | Created Date: | April 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | N/A | Number: | 667203203 |
| Address: | 4711 Charleswood Dr NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - DH_development letter (1).pdf

| | | | |
|---|---|---|---|
| Name: | Jean Brumwell | Created Date: | March 28, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | N/A | Number: | 667203205 |
| Address: | 3832 Brooklyn Cr NW | | |
| Overall: | In opposition of this application | | |

## Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Letter re DP2026-01358 - 3840 Brighton Dr NW.pdf

| | | | |
|---|---|---|---|
| Name: | Doug and Elaine Schierman | Created Date: | April 27, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 667204406 |
| Address: | Brooklyn Cr | | |
| Overall: | In opposition of this application | | |

## Area of Concern

As residents living on Brooklyn Cr, we are opposed to the above proposed development. This development proposes 3 buildings on one (1) residential lot: 2 buildings totalling 10 units and a 5 car garage. It also includes a waste and recycle enclosure for 10 bins and bike storage for 3 bikes.

Given that each unit in this building will house on average 2 residents per unit will result in 20 people living on this property. Worst case scenario, the upper units might house a family of 3-4, making a case of over 25 to 30 people living on a property meant for a single family dwelling. Our concerns are as follows:

1. Infrastructure related to water and sewage. A recent City of Calgary assessment of infrastructure revealed that 11% of our infrastructure is in poor or very poor condition. Of that, water, waste-water and transportation are deemed to be high risk. Based on this assessment, the proposed increase in density on this one residential lot is unwise and unreasonable, as confidence in our water utilities is very low.

2. Traffic congestion. It is reasonable to expect that there will be at least 1 car per unit or the addition of at least 10 more vehicles travelling on Brighton Drive, which does connect with Brooklyn Cr. This is a conservative estimate. That would be the best case scenario. Worst case: for every adult living in these structures, there will be a vehicle, or 20 vehicles. As an aside, we live next door to a formerly family home that is now a boarding house. The residents own cars. It is not unusual for our residential street to become a one lane road, due to parking on both sides of the street. There are issues with access for repair and delivery vehicles, and we have seen double parking on the road. This would complicate access for emergency vehicles, ie., Fire, EMS, Police, etc.

3. Environmental: a) Loss of sun. Given the height of these buildings, the residents across Brighton Drive will experience a loss of direct sunlight, particularly in the winter. In addition, there will be increased shade in the evenings during spring and fall. b) Due to high density developments in Brentwood and the university, there has been an increase in traffic. The result: an increase vehicle exhaust due to congestion at lights, access to shopping areas and just getting in and out of the neighbourhood. c) Safety. Children of families who live in these row houses will NOT have a yard in which to play. That puts them on the road. Which makes all those cars driving around a danger.

4. Privacy. While a 2 storey family home may impinge on the neighbour¿s privacy, there is a difference between a single family peering into one¿s space and 5 families doing so. This development will reduce the neighbours comfort in their own home, and may well reduce the value of their home, in terms of resale.

## Strengths / Challenges

5. Parking. The city does not want to hear/read about parking concerns. However, when a community is oversubscribed in terms of density, where does one¿s company park? Where do trades people, Canada Post, Amazon or Skip the Dishes park? Again, from personal experience, living next door to 5 adult residents, with 5 vehicles, we have witnessed Amazon stopping in the middle of the road to make a delivery.

6. Site Management. The question of snow removal and yard care is an issue. There are multiple rental properties near our home. Some landlords/tenants are reliable in this regard. Some are not, and it has taken complaints to 311 to get sidewalks cleaned, lawns cut, garbage and re-cycle bins managed safely. Landlords, who do not care for the property they own, change the integrity of the neighbourhood.

There are areas in the city where increase in population density is reasonable and should be pursued, ie.: along main thoroughfares, larger spaces of undeveloped or underused land. Increasing density in neighbourhood that was intended for single family dwellings is not a good plan for the reasons stated. Further, this small area in the northwest has accommodated an increase in density: University City, University District, a development at Northland Village to name a few. This does not include the creation of multiple boarding houses in and around the university area. We are opposed to this development and blanket re-zoning in our city.

**General Comment**

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Adolf Dulc | Created Date: | March 28, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | N/A | Number: | 667204407 |
| Address: | 3947 Brooklyn Cres NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Dulc, Adolf Letter re DP2026-01358 (3840 Brighton Dr NW).pdf

| | | | |
|---|---|---|---|
| Name: | Rose Dulc | Created Date: | March 28, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | N/A | Number: | 667204409 |
| Address: | 3947 Brooklyn Cres NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Dulc, Rose Letter re DP2026-01358 (3840 Brighton Dr NW).pdf

| | | | |
|---|---|---|---|
| Name: | Ben and Sara Francis | Created Date: | April 27, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 667278365 |
| Address: | 3807 Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - DP Objection .pdf

| | | | |
|---|---|---|---|
| Name: | Sara Francis | Created Date: | April 28, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 667465834 |
| Address: | 3807 Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations
Garbage and recycling facility locations
Site layout
Signage
Other

### General Comment

Please see the attachment for our concerns and objection regarding this application.

### Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - DP Objection .pdf

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| | | | |
|---|---|---|---|
| Name: | Elaine Jensen | Created Date: | May 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 672086954 |
| Address: | Brighton Dr. NW | | |
| Overall: | In opposition of this application | | |

### General Comment

As the application for the proposed development is currently under review, I am seeking clarification on the following points.

First, could you please provide the specific definition of "contextual" as applied in the RCG? My review of past SDAB decisions suggests that the application of this term often deviates from its standard dictionary definition. This is a critical concern for our community, as the proposed three-story ten-plex does not align with the existing context of our street, which consists primarily of bungalows and two-story homes. Understanding the formal definition of this term is essential to our review process.

Secondly, I would like to address the developer's engagement with our community. In a conversation yesterday, the developer stated that a smaller, more compatible build would not be sufficiently profitable . The prioritization of his financial gain will result in a significant loss of property value for long-standing residents. Where does the city stand on this grave injustice.

Furthermore, while the developer initiated contact through Spark Planning Group, he has since stated that he will not personally attend meetings or engage directly with residents to avoid conflict. This contradicts his assurance on January 28th that his goal was to build something high-quality that "fits the street perfectly." ¿ Let¿s keep the lines of communication open¿. This lack of transparency and refusal to communicate directly has significantly increased

frustration among neighbors.

I would appreciate your clarification on these matters, as the pending decision will affect our community for years to come.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Ben and Sara Francis | Created Date: | June 9, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 676454055 |
| Address: | 3807 Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

**Area of Concern**

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations
Garbage and recycling facility locations
Site layout
Signage

**General Comment**

I had previously filed comments on DP 2026-01358. It appears that a new DP Application was filed on or about May 26th, 2026 under the same DP number (01358). I have reviewed the May 26th Application and it does not resolve the concerns I raised. I am re-filing my comments to be incorporated into the June 9th submissions on the new Application.

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Development Permit Objection.pdf

| | | | |
|---|---|---|---|
| Name: | Elaine Jensen | Created Date: | May 31, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | Number: | 674584213 |
| Address: | 3835, Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

**Area of Concern**

Building (massing, façade, height, shadowing, etc.)
Landscaping plans

**General Comment**

None of the amendments address the concerns of the Brighton Drive residents ie height, density, privacy, shadowing, contextual. The city tree to be kept in front of unit 1 does not seem to be protected from construction harm based on the ¿Calgary tree protection plan¿

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Barb Wiebe | Created Date: | June 2, 2026 |

| | | | |
|---|---|---|---|
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 675592003 |
| Address: | 3843 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**General Comment**

I am a resident of Brentwood and live at 3843 Brighton Drive NW, across the street from the proposed development at 3840 Brighton Drive NW. On March 28, 2026, I submitted a letter outlining my serious concerns regarding this proposed development. Recently, the applicant added some changes to his proposal. Sadly, the changes do not address any of the concerns previously listed in my above-mentioned letter, nor do they address any of the concerns clearly stated to the developer and his team by all the Brighton Drive residents at a meeting held at Brentwood Community Hall on May 11 (also attended by Councillor Kelly).

I remain opposed to the above Development Permit for the following reasons:

1. "The City of Calgary promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighbourhoods¿. This tenet of good architectural design is not adhered to by this proposed development, showing no architectural sensitivity to the styles of the surrounding homes. The proposed towering structures dwarf the existing bungalows on the street. The projected setbacks will be visually jarring when compared to all other homes. The massive scale of the proposed development would be completely consistent and harmonious in many high-density areas of Calgary (such as University District and Rockland Park), but not on a quiet residential street in a 60-year old neighbourhood. If the developer wanted to address this problem, the revised drawings would have shown a clear reduction in footprint, a clear reduction in massing and building form, and a reduction in unit count. The revised drawings submitted by the developer to the planning department showed absolutely no change in any of these metrics.

2. Proper balance of light and shadow can significantly affect the well-being of neighbours and the viability of our outdoor spaces. With a peak height of about 11 metres above grade, the proposed buildings will throw my home (and many others) into almost total shade for at least 6 months of the year. Less direct sunlight inside my home will create a darker, less pleasant environment; less direct sunlight will negatively impact my perennial gardens that I have happily enjoyed working on since my retirement. Again, the revised drawing show no lessening of height of the proposed structures.

3. The revised plans for the new development shows a small change in total bedrooms from 28 to 25, while keeping the original planned total of 10 kitchens and 25 bathrooms. Assuming full occupancy, the single lot will be housing 25 - 50 people as opposed to the present-day 6. This is a huge increase in population density on our street.

4. Traffic congestion and scarcity of parking are serious concerns. There are over 20 young children living on our street and in the summer months they are often seen riding their bikes and scooters along the block. This proposed development is situated on the inside corner of the elbow of our street. The minimal setback of the building design combined with the anticipated number of vehicles parked along the street would create a blind corner that could potentially pose a serious danger for both pedestrians and other vehicles.

5. Landscaping remains problematic. The revised plans allow the public tree to be saved, but not the huge deciduous tree that would be a coveted asset in any community in the City.

In conclusion, all of my concerns could be addressed by reducing the size and scope of the proposed development. Densification of Calgary¿s inner-city neighbourhoods is necessary, but I believe this can be done in a reasonable and safe manner.

**Attachments**

| | | | |
|---|---|---|---|
| Name: | Marvin Wiebe | Created Date: | June 2, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 675592006 |

| | |
|---|---|
| Address: | 3843 Brighton Drive NW |
| Overall: | In opposition of this application |

### General Comment

I live directly across the street from this proposed development and remain categorically opposed to the approval of this development.
The amended drawings do not include any significant changes and fail to address the massing, setback or contextual fit concerns that were brought to the developers attention at the May11, 2026 meeting at Brentwood Community.
All units are facing Brighton Drive and require a 3 metre setback. The developer is attempting to claim unit 4 and unit 5 are positioned on a side yard in order to position these units with a .6 metre setback from the property line. Brighton Drive is a continuous road, not an intersecting road, meaning the side yards are the property lines between 3840 and 3836 Brighton Drive and the property line adjacent to the back lane. All other lines are frontage. This can be proven by the recently built garage and carriage house (3840G Brighton Drive). The current building is situated where unit 4 and unit 5 are proposed and has a setback of 3 metres from the property line.
The amended drawing continues to be an egregious attempt to build a housing project that does not match the streetscape or context of our quiet street and will negatively alter the character of our neighbourhood.

### Attachments

| | | | |
|---|---|---|---|
| Name: | Peter Florence | Created Date: | June 8, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | Number: | 676123827 |
| Address: | 3824 Brighton Drive N.W. | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Privacy considerations
Garbage and recycling facility locations
Site layout
Other

### General Comment

Please see attached letter

### Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Amended op.docx

| | | | |
|---|---|---|---|
| Name: | David Zhang | Created Date: | June 8, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | Number: | 676221991 |
| Address: | 3836 Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Environmental preservation
Garbage and recycling facility locations
Site layout

**General Comment**
Please see my comments in the attachment

**Attachments**
SUPPORTING DOCUMENT - CIRCULATION COMMENTS - DP2026-01358 Updated Letter of Objection.docx

| | | | |
|---|---|---|---|
| Name: | Bruce Brander | Created Date: | June 9, 2026 |
| Phone: | [redacted] | Circulation Referee: | N |
| Email: | [redacted] | Number: | 676544154 |
| Address: | 3861 Brighton Dr. N.W. | | |
| Overall: | In opposition of this application | | |

**Area of Concern**
Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Garbage and recycling facility locations
Site layout
Signage
Other

**General Comment**
Please see attached Comment Letter of June 9th, 2026.

**Attachments**
SUPPORTING DOCUMENT - CIRCULATION COMMENTS - Letter to City from Bruce Brander re DP 2026-02358.pdf

| | | | |
|---|---|---|---|
| Name: | Yan Wu | Created Date: | June 9, 2026 |
| Phone: | [redacted] | Circulation Referee: | Y |
| Email: | [redacted]m | Number: | 676591173 |
| Address: | Circulation Referee No Address | | |
| Overall: | In opposition of this application | | |

**Area of Concern**
Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations
Garbage and recycling facility locations
Site layout

### General Comment

I am a resident of 3855 Brighton Drive, located directly opposite the proposed development. I submitted my objections to this application in early April. Having reviewed the amended plans, I note that no meaningful changes have been made to address the concerns previously raised regarding privacy and shadowing. Accordingly, I continue to oppose the application and request that these concerns be given careful consideration during the review process.

### Attachments

| | | | |
|---|---|---|---|
| Name: | Sarah Bardell | Created Date: | June 9, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 676595133 |
| Address: | 3851, Brighton Dr NW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

Building (massing, façade, height, shadowing, etc.)
Access/accessibility (vehicle, pedestrian, cycling)
Parking or loading zones
Landscaping plans
Environmental preservation
Privacy considerations
Garbage and recycling facility locations
Site layout
Signage
Other

### General Comment

Nothing significant has changed in the application for the building and so I will give my original letter here.

To Whom It May Concern,

I am writing to formally oppose the development permit proposal DP2026-01358 for 3840 Brighton Dr NW.

My husband and I have lived on Brighton Drive for 20 years. The character of this neighborhood is what drew us to our home and where we raised our two sons. While our street consists primarily of bungalows, we have always supported reasonable growth, such as the developments at Brentwood and Northland malls.

However, the scale of this specific proposal is unsuitable for a residential street. The building's size and the high number of units proposed are better suited for main thoroughfares. If approved, this project will significantly impact our daily lives and permanently diminish our property value.

Thank you for your time and for considering these serious concerns.

Sincerely,

Sarah Bardell

### Attachments

| | | | |
|---|---|---|---|
| Name: | David Zhang | Created Date: | June 8, 2026 |
| Phone: | | Circulation Referee: | N |

| | | | |
|---|---|---|---|
| Email: | [redacted] | Number: | 679626053 |
| Address: | 3836 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - DP2026-01358 Updated Letter of Objection.docx

| | | | |
|---|---|---|---|
| Name: | Andrew Hayes | Created Date: | June 5, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 679626057 |
| Address: | 3823 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**Attachments**

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - DP2026-01358 Updated Letter of Objection June 2026 Hayes.pdf

| | | | |
|---|---|---|---|
| Name: | Paula Schermann | Created Date: | June 7, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 679626059 |
| Address: | 3847 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

**Area of Concern**

In response to the revised plans submitted by the developer for file DP2026-01358, we continue to strongly oppose this development permit. The revised plan continues to abuse the blanket rezoning by designing to the maximum allowances with minimum regard for the neighborhood.

Since our original letter of opposition (see below), the developer has held a community outreach and submitted revised plans. It was clear from the outreach meeting that the developer intended to maximize the mass and occupancy of the property to the limits of the bylaw. As demonstrated in the minutes, under repeated questioning about neighborhood context, including setbacks, height, and occupancy, the outreach team responded that the developer instructed them to design to the maximum of the bylaw. The revised plans continue this disturbing attitude with no change to the overall mass and jarring neighborhood aspects. In fact, it appears that the revised drawing now seeks to exceed the bylaw in height. There is clearly no willingness by this developer to make a property that is consistent with this street and its existing character.

The developer could choose a different approach. DP2026-03009 has recently been submitted at the corner of our street. This is a 3 unit row house. That developer has a more modest design that is less jarring to the neighborhood with a 2 story approach with peaked roofing. Clearly private developers can propose projects that fit better with the character of the street. The unwillingness of the developer of DP2026-01358 to accommodate the neighborhood is a problem that will not be resolved with revised plans. The City must reject this proposed development and force the developer to resubmit something reasonable like others are doing.

## General Comment

Since reviewing the original plans, we have reviewed the governing laws and policies. Since Brentwood does not have a Local Area Plan (and the station Area Redevelopment Plan is largely out of scope for our street), we look to guidance from the Municipal Development Plan. This developer is so far from these basic principles that the design should be rejected by the City:

2.3.2 RESPECTING AND ENHANCING NEIGHBOURHOOD CHARACTER
(MDP, page 8, Section 2.3.2, page 41)
DP2026-01358 Abuse of Policy

a. Respect the existing character of low density residential areas, while still allowing for innovative and creative designs that foster distinctiveness.

The high occupancy of the revised plan does not respect the neighborhood characteristic.

b. Ensure an appropriate transition of development intensity, uses and built form between areas of higher and lower intensity, such as low-density residential areas and more intensive multi-residential or commercial areas.

The street context of the development is not anchored to the more commercial corridors of Charleswood Drive, Northmount Drive, or Brentwood Mall area. There is no appropriate transition from these areas to the high density build form of this development.

c. Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern.

The "in your face" mass of the proposed development creates a jarring transition between properties on this street.

d. Ensure that the preparation of local area plans includes community engagement early in the decision making process that identifies and addresses local character, community needs and appropriate development transitions with existing neighbourhoods.

The developer clearly dismisses the local character and community needs and seeks to design only to the maximums of the bylaw.

In summary, the key elements cited in our original letter of opposition attached below have not been addressed through community outreach or revised plans. Our concerns with character, setbacks and height continue. A reasonable design that follows these policy guidelines is possible. Reject this permit and force the developer to submit a reasonable design.

## Attachments

| | | | |
|---|---|---|---|
| Name: | Jason Quenneville | Created Date: | June 9, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 679626060 |
| Address: | 3859 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

## Area of Concern

Please find attached our comment letter opposing DP2026-01358 at 3840 Brighton Drive NW.

As well, please find attached our original 15 April 2026 letter of opposition to the proposed development. We will share the other enclosure referenced in our letter, a letter to DJ Kelly with some pertinent comments about the development, under separate cover (sending all together exceeds the City's email size limitations).

Please let us know if you have any questions or comments about our letter.

## Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 20260415 Comment letter regarding DP2026-01358 3840 Brighton Drive NW KC JQ.pd

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 20260609 Comment letter regarding updated DP2026-01358 3840 Brighton Drive NW

| | | | |
|---|---|---|---|
| Name: | David Murray | Created Date: | June 16, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 679626062 |
| Address: | 3836 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

## Area of Concern

This is a supplementary response to my original letter of Friday, March 27, 2026 regarding DP2026-01358.

As I stated in my earlier letter, my wife and I have resided at 3839 Brighton Drive NW (primarily West of the proposed development) since 1980. We have been witness to a number of alterations (as well as one total replacement) to homes on Brighton Drive and concluded that they have (up to now) been positive contributions to the appearance of the neighbourhood.

Since the time of my original submission the Developer associated with the subject Permit Application has submitted an amended version of his original plan and I believe it deserves comment.

## Property Impact

Immensity of Construct Volume

My understanding is that the process that we are participating in is because the subject application design/appearance lies outside the boundaries of a 'contextual' submission where the proposed development would have been very similar in size and exterior finish to the adjacent bungalows prevalent on the block. Instead, the proposed development will not only be in strong negative contrast in visual appearance to the rest of our homes but will also be much larger in relative size. By way of an example I offer the following calculation:

Extracted from the Development Submission

Block - Unit Number - Floor Area (sq. meters)
A - 1 - 2 63.54

A - 2 - 2 63.54

A - 3 - 2 61.20

B - 4 - 2 67.40

B - 5 - 2 67.59

Total 323.27

The proposed development Is estimated at 11 meters in height at the top edge of the parapet.

323.27 * 11 = 3555.97 Cubic Meters of 'volume'.

I have chosen an average square footage of a bungalow on Brighton Drive as 1100 square feet (102.2 square meters)

From the Development Permit application the height of an adjacent bungalow is 4.2 meters.

102.2 * 4.2 = 429.24 Cubic Meters of 'volume' (an over-estimate given that a bungalow has a peaked or cottage roof).

A ratio of the two 'volumes' produces the following 3555.97 / 429.24 = 8.284

Conclusion: The developer is planning to replace a single family dwelling with 8.284 'bungalows' stacked up on a single lot.

It doesn't matter if this is a corner lot or not. This could not be considered to be 'reasonably outside the boundaries' of being a contextual replacement. This appears to be a gross abuse of the freedom to build new accommodations in Brentwood and specifically on Brighton Drive.

Privacy

If this Development Permit were granted, my wife and I (and our neighbours) would be directly across the street from a construct where residents of three residences would be present at an elevated vantage point (estimated at 8.5 meters) that during the winter months would provide them with an unfettered view of our living room picture window and master bedroom window. After 40+ years of a reasonable expectation of privacy in our home this represents an unwarranted intrusion.

Floor

| | Window Description | Dimensions |
|---|---|---|
| 1 | 2 full windows | 6ft x 6ft |
| 1 | 6 doors with glass inserts | unknown |
| 2 | 3 full windows | 6ft x 6ft |
| 2 | 4 smaller windows | 2ft x 5ft |
| 3 | 1 full sliding door set | 6ft x 6.5ft (est.) |
| 3 | 1 full window | 5ft x 6ft |
| 3 | 1 French Door | 3ft x 6.5 ft (est.) |
| 3 | 1 smaller window | 4ft x 4ft |

This is approximately 184 square feet (approx 17 square meters) of unfrosted glass. In addition, such a large expanse of glass will act as a very effective mirror in the afternoon directing heat and glare at our home and those of our neighbours for several hours on a sunny day.

**Community Impact**

Preservation/Protection of City of Calgary Tree

Based on the new Landscaping Plan I am prompted to ask if the Developer has submitted a comprehensive Tree Protection Plan?

Can you confirm that the 4 meter distance from the trunk referenced in the extract below from the City of Calgary web site https://www.calgary.ca/development/tree-protection-plans.html is in fact a RADIUS measurement and not a DIAMETER measurement? The Developer's diagram suggests otherwise.

Identify a tree protection zone in which activities are restricted. Minimally this zone is limited to the City of Calgary Land, 4 metre distance from the trunk and to depth 1.2 metres. The canopy of the tree is to be protected to the drip line.

In addition, I was unable to find a specific by-law that specifies a minimum distance that a new construct foundation must be from a City tree, however I learned arborists and horticultural experts generally recommend planting trees at least 4.5 to 6 meters (15 to 20 feet) away from a foundation. Again, the revised proposal seems to not respect that recommended value.

Shadowing

I have learned that the City of Calgary has designated an extremely abbreviated list of places defined as Sunshine Protection Areas. Understandably, Brentwood would not fall into that area but I would hope that shadowing would at least be a secondary consideration for any proposed development. In my previous letter I referenced an estimated calculation

regarding the maximum length of the shadow that would be cast by an 11 meter high building at the Winter Solstice (38 meters).

Given that:

1. the location of the proposed development relative to several other homes in the immediate vicinity will result in a shadow being cast towards us for a significant portion of daylight hours,
2. the setback at the proposed development is estimated at 5 meters,
3. the width of Brighton Drive at 9 meters and
4. the setback of my home is approximately 10 meters
5. a total distance of (24 meters),

It suggests that a significant portion of the front of my home and the homes of many of my neighbours will be in shadow.

It is my sincerest hope that the City has requested that the Developer produce and include in their revised submission, a Shadowing Study and the results will validate my estimates.

### Attachments

| | | | |
|---|---|---|---|
| Name: | Jason Quenneville | Created Date: | June 9, 2026 |
| Phone: | | Circulation Referee: | N |
| Email: | [redacted] | Number: | 679628340 |
| Address: | 3859 Brighton Drive NW | | |
| Overall: | In opposition of this application | | |

### Area of Concern

As mentioned in part 1, please find attached the other enclosure referenced in our 9 June 2026 letter.

### Attachments

SUPPORTING DOCUMENT - CIRCULATION COMMENTS - 20260501 DJ Kelly Jane walk letter_.pdf




3836







**From:** tubo@nines-design.com
**To:** Calgary SDAB Info
**Cc:** Rick Grol; Rick Grol; Rock Lu
**Subject:** [External] SDAB2026-0113 (3858 (formerly 3840) Brighton Dive NW, DP2026-01358); P&J hearing August 11
**Date:** Monday, August 3, 2026 10:25:05 AM
**Attachments:** ~~image.png~~

**This Message Is From an External Sender**
This message came from outside your organization.
ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to spam@calgary.ca

Report Suspicious

To whom it may concern:

Our firm is the Applicant of development permit DP2026-01358 (3858 Brighton Dive NW), which is the subject of appeal SDAB2026-0113. The appeal is scheduled for a Procedural and Jurisdictional hearing on August 11. Please be advised that Mr. Rick Grol (cc-ed) has been retained as the agent/representative for the Applicant. Mr. Grol and I will attend the hearing.

Kind regards,

NINES
DESIGN & VISUALIZATION

**Tubo Borjigin**
Nines Deisign & Visualization Ltd.

tubo@nines-design.com
(403)-988-0482

# PROPOSED MULTI-FAMILY DEVELOPMENT

ISSUED FOR DEVELOPMENT PERMIT



## Bylaw Study

**ADDRESS**

Municipal: 3840 Brighton Dr NW, Calgary, AB
Legal: Lot 1 ;Block:8 ;Plan:1796 HV

**PROPOSED DENSITY (U/Ha)**

LAND USE R-CG Residential - Grade-Oriented Infill
Parcel Area (Ha) 0.071
Proposed Units: 5
5 units / 0.071 Ha = 70.42 U/Ha

**BUILDING COVERAGE (%) 56.55**

Parcel 709.09 $m^2$ (100%)
Residence 3255.4$ft^2$/302.44 $m^2$
1894.33$ft^2$/175.989$m^2$
1361.07$ft^2$/126.45$m^2$
Garage 1008.59ft2/93.7 $m^2$
Bicycle Storage 106.5$ft^2$/9.89$m^2$

Total Coverage: 4370.49$ft^2$/ 7632.54$ft^2$ (57.26%)

**GROSS FLOOR AREA ($m^2$) 833.57**

1st Floor 3255.39$ft^2$/302.43 $m^2$
2nd Floor 3479.83$ft^2$/323.28 $m^2$
3rd Floor 2237.72ft2/207.89 $m^2$
Total Above Grade 8972.49$ft^2$/833.57 $m^2$
Basement 3255.39$ft^2$/302.43 $m^2$

**WASTE AND RECYCLING**

Capacity: 12 carts x 65 Gallon each = 780 Gallons
Proposed Waste storage distribution:
Black Cart (65G) 4
Blue Cart (65G) 4
Green Cart (65G) 4
Total Carts: 12
Carts to be manually rolled out to pick-up location
on collection day by a private waste management company.

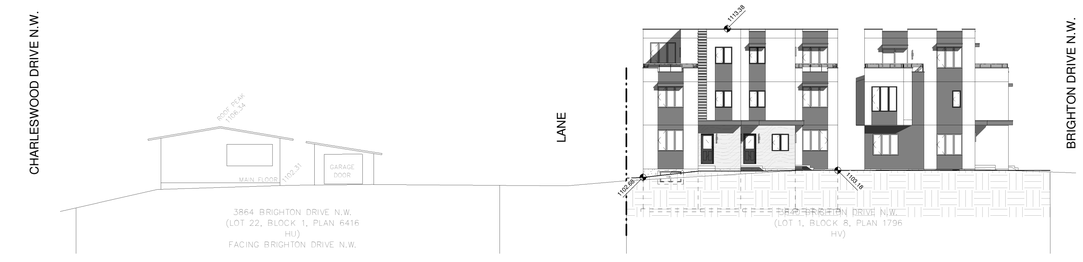
**PARKING**

Parking Garage 5
Bike Storage 6

**BUILDING UNIT AREAS**

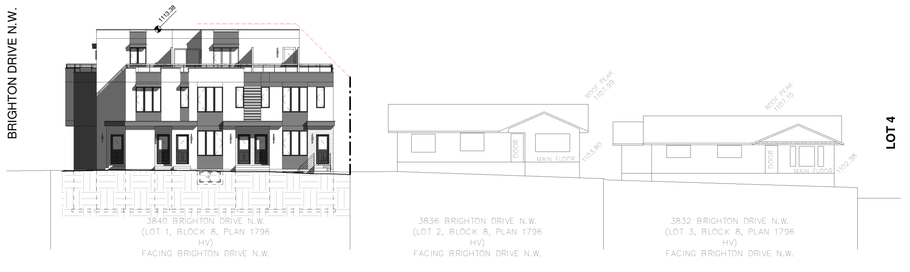
| NAME | SQ.FT | SQ.M |
|---|---|---|
| **UNIT 1** | | |
| THIRD FLOOR | 277.08 | 25.74 |
| SECOND FLOOR | 684.00 | 63.54 |
| MAIN FLOOR | 638.00 | 59.27 |
| TOTAL AREA | 1599.08 | 148.56 |
| **SUITE 1** | | |
| BASEMENT | 638.00 | 60.02 |
| **UNIT 2** | | |
| THIRD FLOOR | 415.70 | 38.62 |
| SECOND FLOOR | 684.00 | 63.54 |
| MAIN FLOOR | 638.00 | 59.27 |
| TOTAL AREA | 1737.7 | 161.43 |
| **SUITE 2** | | |
| BASEMENT | 638.00 | 59.27 |
| **UNIT 3** | | |
| THIRD FLOOR | 464.46 | 43.15 |
| SECOND FLOOR | 658.77 | 61.20 |
| MAIN FLOOR | 618.33 | 57.33 |
| TOTAL AREA | 1741.56 | 161.79 |
| **SUITE 3** | | |
| BASEMENT | 618.33 | 57.44 |
| **UNIT 4** | | |
| THIRD FLOOR | 539.54 | 50.12 |
| SECOND FLOOR | 725.57 | 67.40 |
| MAIN FLOOR | 679.57 | 63.13 |
| TOTAL AREA | 1944.68 | 180.67 |
| **SUITE 4** | | |
| BASEMENT | 679.57 | 63.13 |
| **UNIT 5** | | |
| THIRD FLOOR | 540.94 | 50.25 |
| SECOND FLOOR | 727.49 | 67.59 |
| MAIN FLOOR | 681.49 | 63.31 |
| TOTAL AREA | 1949.92 | 181.15 |
| **SUITE 5** | | |
| BASEMENT | 681.49 | 63.31 |

| | | |
|---|---|---|
| **ABOVE GRADE** | 8972.49 | 833.57 |
| **BELOW GRADE** | 3255.39 | 302.43 |




1 Northeast Streetscape
1/16" = 1'-0"

NORTH EAST STREETSCAPE




2 Northwest Streetscape
1/16" = 1'-0"

NORTH WEST STREETSCAPE

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

AMENDED DRAWINGS
DP No Date Received
DP2026-01358 JUN 13 2026
THESE DRAWINGS REFER TO THE ABOVE DEVELOPMENT PERMIT NO.

| DATE | No. | REVISION | BY |
|---|---|---|---|
| May 18,2026 | 1 | DR1 | |

PROJECT
Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

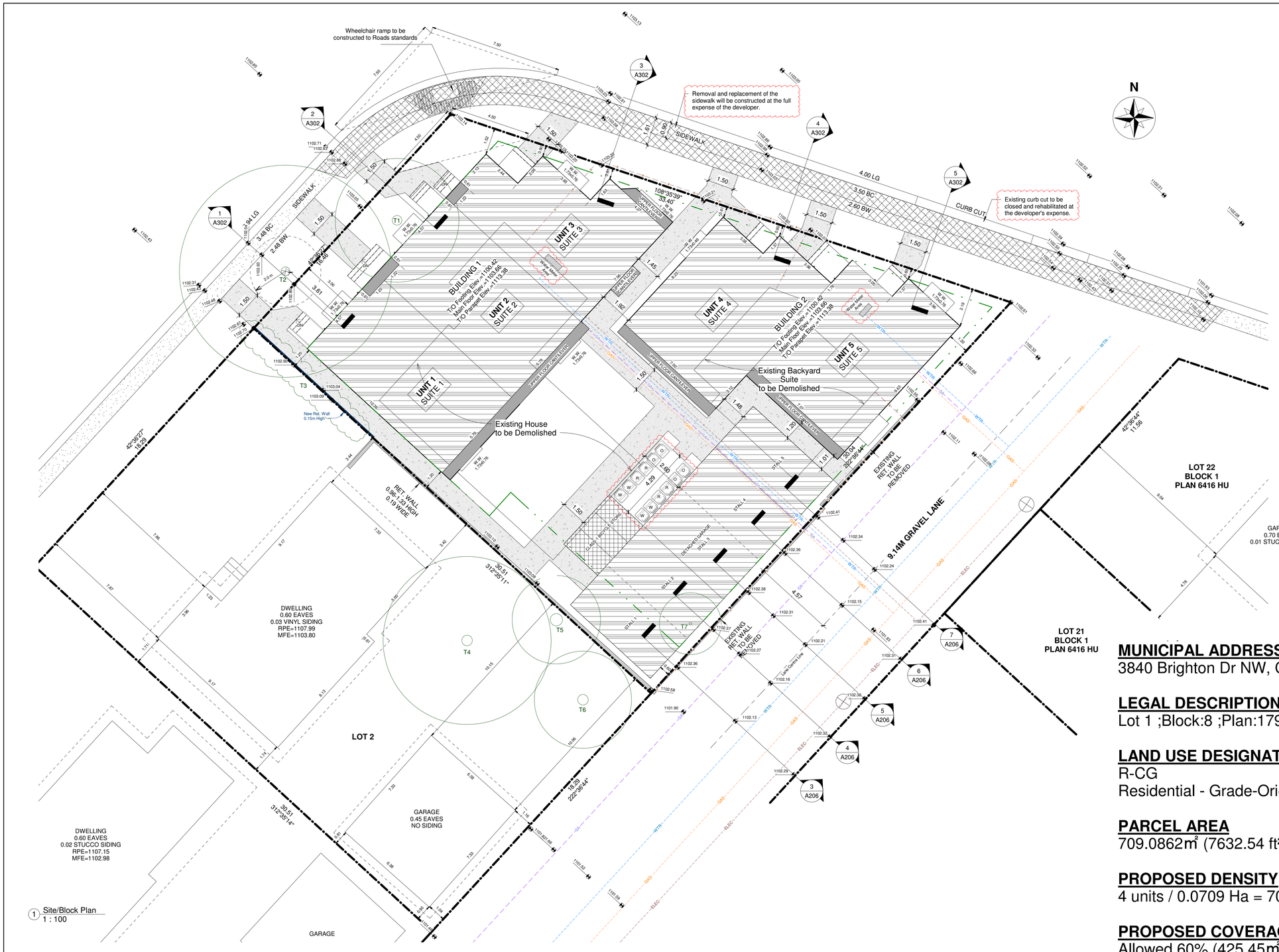
CLIENT
Owner

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Title Page

A001

SDAB2026-0113




1 Site/Block Plan
1 : 100

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

| DP No | Date Received |
|---|---|
| DP2026-01358 | JUN 13 2026 |

THESE DRAWINGS REFER TO THE ABOVE DEVELOPMENT PERMIT NO.

| DATE | No. | REVISION | BY |
|---|---|---|---|
| May 18,2026 | 1 | DR1 | |
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## MUNICIPAL ADDRESS
3840 Brighton Dr NW, Calgary, AB

## LEGAL DESCRIPTION
Lot 1 ;Block:8 ;Plan:1796 HV

## LAND USE DESIGNATION
R-CG
Residential - Grade-Oriented Infill

## PARCEL AREA
709.0862m² (7632.54 ft²)

## PROPOSED DENSITY
4 units / 0.0709 Ha = 70.51 U/Ha

## PROPOSED COVERAGE
Allowed 60% (425.45m²)
Proposed 57.26% (406.63m²)

## BUILDING HEIGHT
10.72m (SE Corner of Building 2)

PROJECT
Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

CLIENT
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| PROGRESS | DP |
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Site / Block Plan

A002




1 Landscaping
1 : 100




Privacy Fence Reference Image and Detail

## PLANTING SCHEDULE

**PROPOSED TREE**

| # | SPECIES | CALIPER | CANOPY | HEIGHT | STATUS | AMOUNT | COMMENTS |
|---|---|---|---|---|---|---|---|
| S | SHRUB | 0.15m | 0.6m | 1m | PROPOSED | 21 | JUNIPERUS PROCUMBENS |
| T8 | CONIFEROUS | 60mm | 2m | 2m | PROPOSED | 1 | SIBERIAN LARCH |
| T9 | DECIDUOUS | 60mm | 2m | 3m | PROPOSED | 1 | PIN CHERRY |
| T10 | DECIDUOUS | 75mm | 2m | 3m | PROPOSED | 1 | PIN CHERRY |
| T11 | DECIDUOUS | 75mm | 2m | 3m | PROPOSED | 1 | AMUR MAPLE |
| T12 | CONIFEROUS | 60mm | 2m | 2m | PROPOSED | 1 | SIBERIAN LARCH |
| T13 | DECIDUOUS | 60mm | 2m | 2m | PROPOSED | 1 | AMUR MAPLE |
| T14 | CONIFEROUS | 60mm | 2m | 2m | PROPOSED | 1 | SIBERIAN LARCH |

**EXISTING TREES**

| # | SPECIES | TRUNK(±) | CANOPY(±) | HEIGHT(±) | STATUS | | COMMENTS |
|---|---|---|---|---|---|---|---|
| T1 | CONIFEROUS | 0.55 | 7.00 | 14.00 | REMOVED | 1 | In Subject Property |
| T2 | DECIDUOUS | 0.50 | 12.00 | 12.00 | TO REMAIN | 1 | In City Property |
| T3 | BUSH | 1.60 | 1.95 | REMOVED | | 1 | On Property Line |
| T4 | DECIDUOUS | 0.60 | 9.50 | 10.00 | TO REMAIN | 1 | In Adjacent Property |
| T5 | CONIFEROUS | 0.70 | 5.00 | 7.00 | TO REMAIN | 1 | In Adjacent Property |
| T6 | DECIDUOUS | 0.60 | 5.50 | 4.00 | TO REMAIN | 1 | In Adjacent Property |
| T7 | DECIDUOUS | 0.15 | 3.50 | 3.00 | REMOVED | 1 | In Subject Property |

1. All soft surface landscaping provided with low water irrigation system.
2. City boulevard between property line and back of walk to be grass.
3. An Urban Forestry (UF) Technician must be onsite to mitigate possible root damage to adjacent Public trees during deep service excavation and walkway installation. Contact Urban Forestry via 311 to make arrangements for onsite meeting. Urban Forestry requires minimum two business days' notice prior to meeting onsite.
4. Urban Forestry Technician to be onsite for all open excavation within 4m of public trees.
5. The dwelling units will be solar ready and able to accommodate solar photovoltaic panels for electricity eneration.
6. Rough in EV chargers in the garage 5 for future level 2 EVSE installation.
7. A minimum depth of 300mm topsoil for all sodded areas and 600mm for shrub and tree beds.

## DRAWING LEGEND

CONIFEROUS TREE
DECIDUOUS TREE
SHRUB

PROPOSED STRUCTURE
CONC. WALKWAY
CONC. PAVING
W&R Area & Apron
SOD
MULCH
AMENITY SPACE
Grass
CITY LAND
GRAVEL
CONC. STEPS & PORCH

**Municiple Address:**
3840 Brighton Dr NW, Calgary, AB
**Legal Description:**
Plan:1796HV;Block:8;Lot:1
**Land Use Designation**:
R-CG Residential-Grade-Oriented Infill
**Parcel Area:**
709.09m² (7632.54 ft²)
0.071ha

**7 Trees & 35 Shrubs Provided.**

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**
DP No: DP2026-01358
Date Received: JUN 13 2026
THESE DRAWINGS REFER TO THE ABOVE DEVELOPMENT PERMIT NO.

| DATE | No. | REVISION | BY |
|---|---|---|---|
| May 18,2026 | 1 | DR1 | |

PROJECT
Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

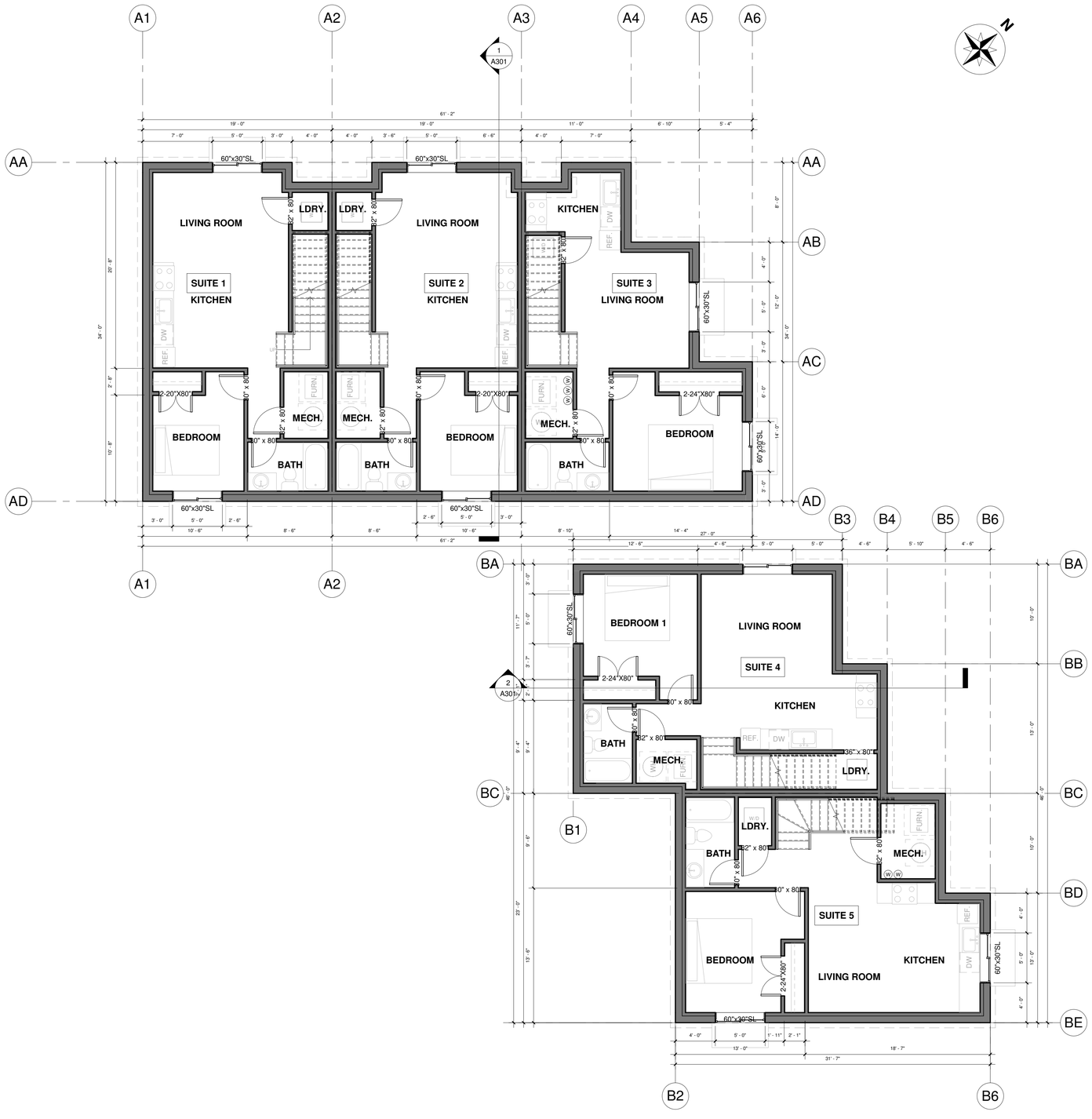
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Landscaping Plan

A003

SDAB2026-0113




NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

| DP No | Date Received |
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| DP2026-01358 | JUN 13 2026 |

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PROJECT

# Proposed Multi-Family Development

3840 Brighton Dr NW, Calgary, AB

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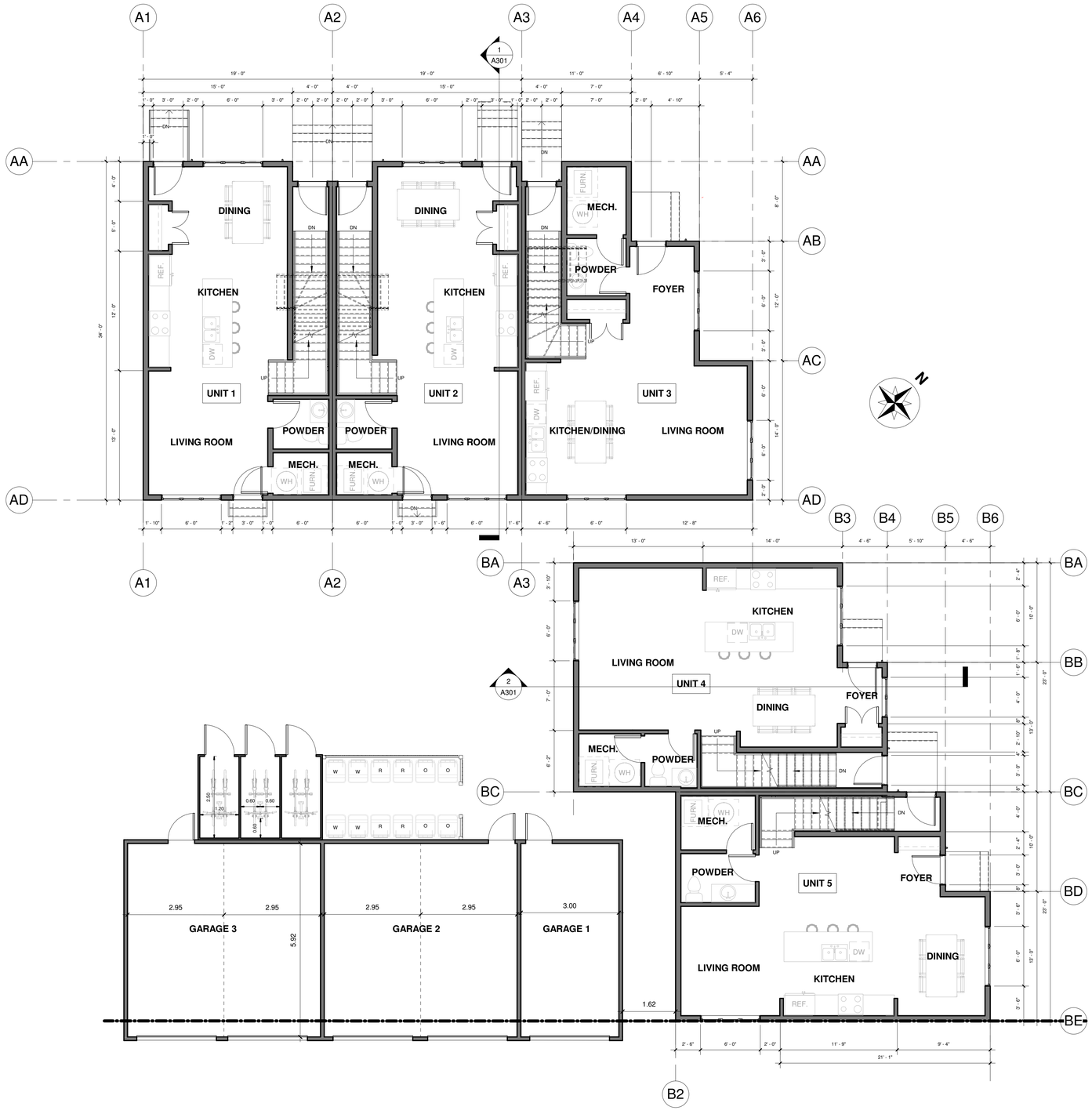
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## Basement Floor Plan

A101

SDAB2026-0113




1 Main Floor
3/16" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

| DP No | Date Received |
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PROJECT

# Proposed Multi-Family Development

3840 Brighton Dr NW, Calgary, AB

CLIENT

Owner

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| PROGRESS | DP | | |
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## Main Floor PLan

A102

SDAB2026-0113




1 Second Floor
3/16" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

| DP No | Date Received |
|---|---|
| DP2026-01358 | JUN 13 2026 |

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PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

CLIENT
Owner

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| PROGRESS | DP | | |
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| DATE | 6/13/2026 4:57:13 PM | | |

## Second Floor Plan

A103




1 Third Floor
3/16" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

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| DP2026-01358 | JUN 13 2026 |

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PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

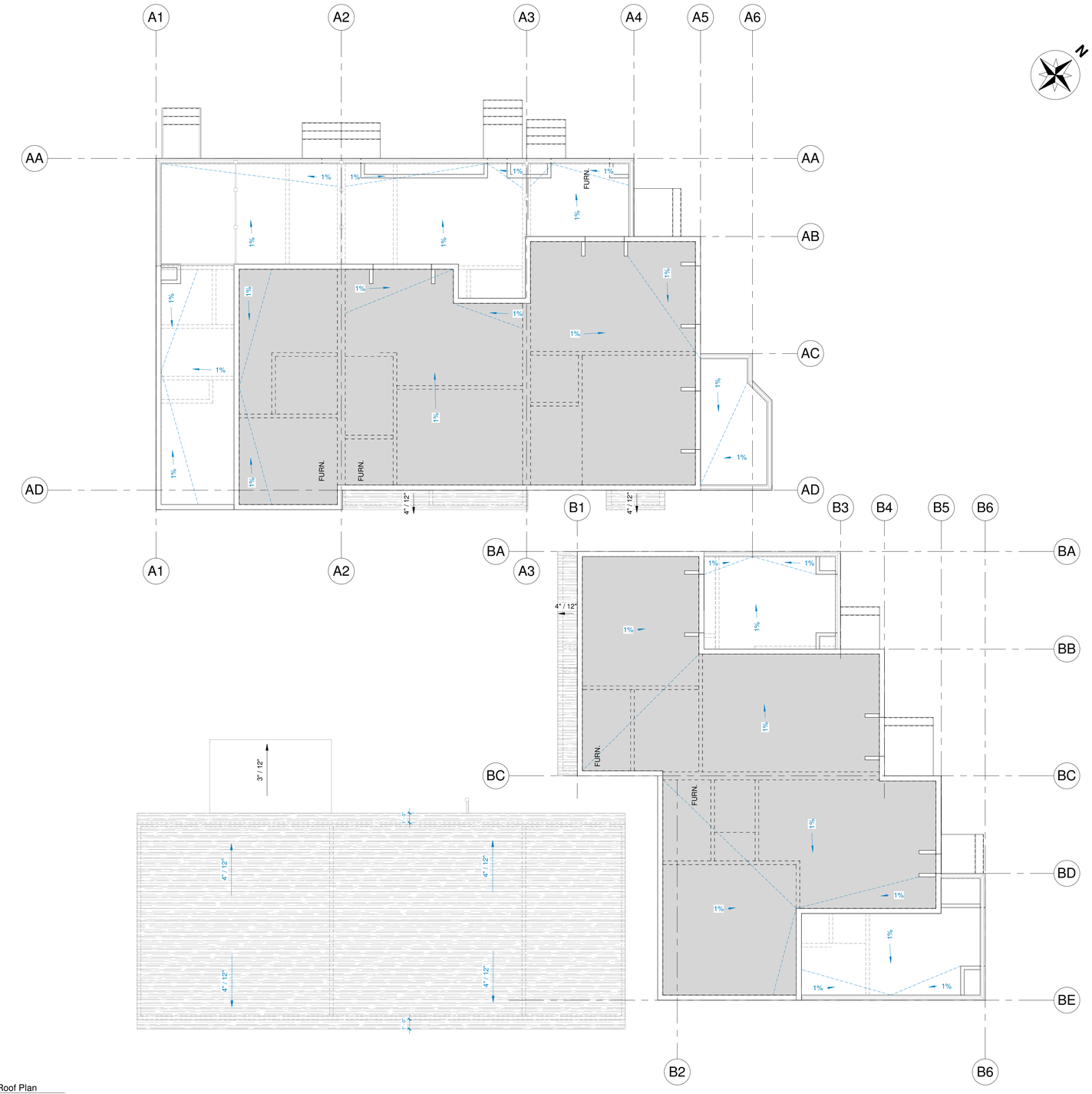
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## Third Floor Plan

A104

SDAB2026-0113




1 Roof Plan
3/16" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**
DP No: DP2026-01358
Date Received: JUN 13 2026
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| DATE | No. | REVISION | BY |
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PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

CLIENT
Owner

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| PROGRESS | DP | | |
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| DRAWN | Author | CHECKED | Checker |
| FILE | 20260201 | | |
| DATE | 6/13/2026 4:57:14 PM | | |

## Roof Plan

A105

SDAB2026-0113




1 B1 North Elevation
1/4" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

| DP No | Date Received |
|---|---|
| DP2026-01358 | JUN 13 2026 |

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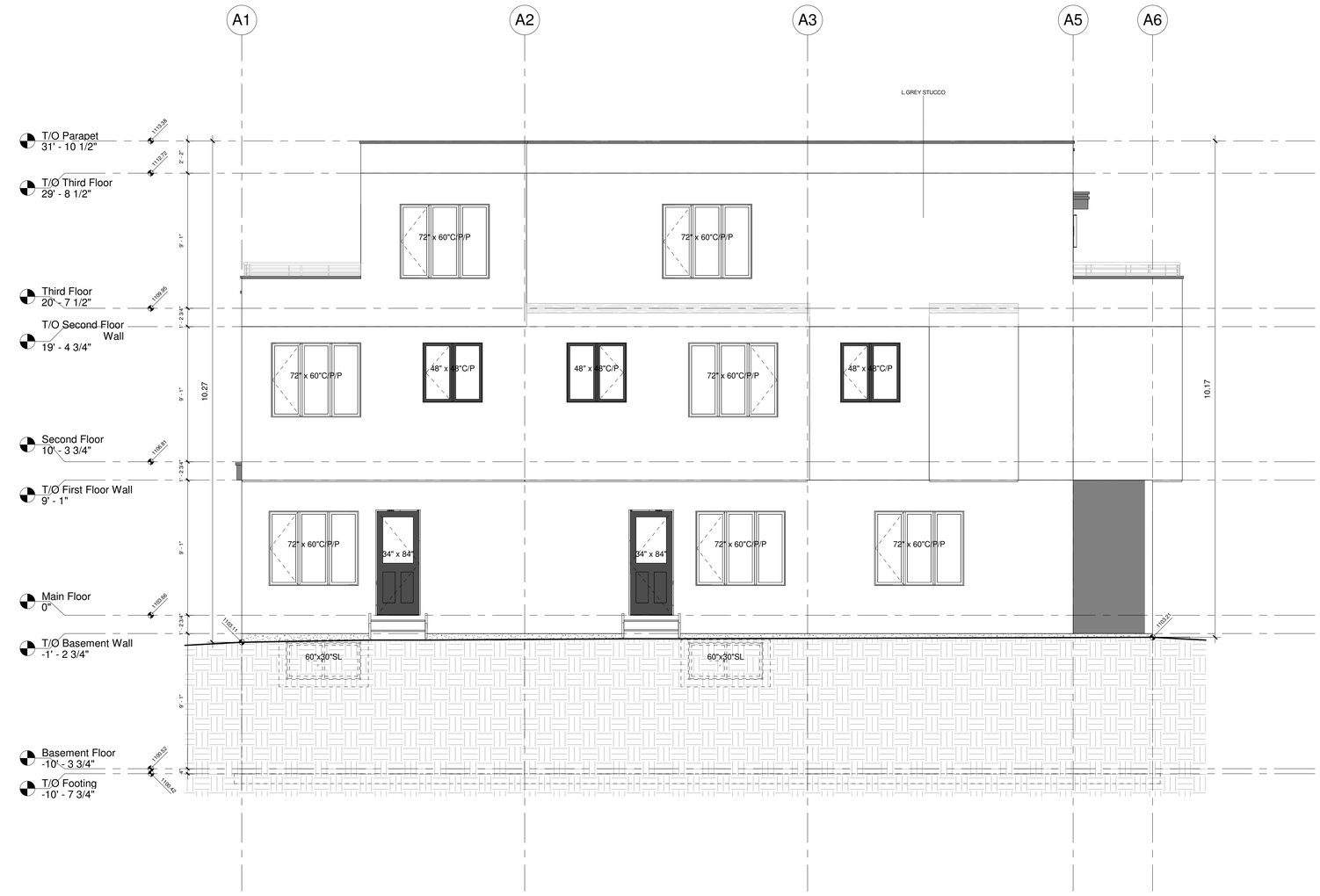
PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

CLIENT
Owner

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| PROGRESS | DP | | |
| SCALE | 1/4" = 1'-0" | | |
| DRAWN | JP | CHECKED | TB |
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## B1 North Elevation

A201




1 B1 South Elevation
1/4" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

| DP No | Date Received |
|---|---|
| DP2026-01358 | JUN 13 2026 |

THESE DRAWINGS REFER TO THE ABOVE DEVELOPMENT PERMIT NO.

| DATE | No. | REVISION | BY |
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PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

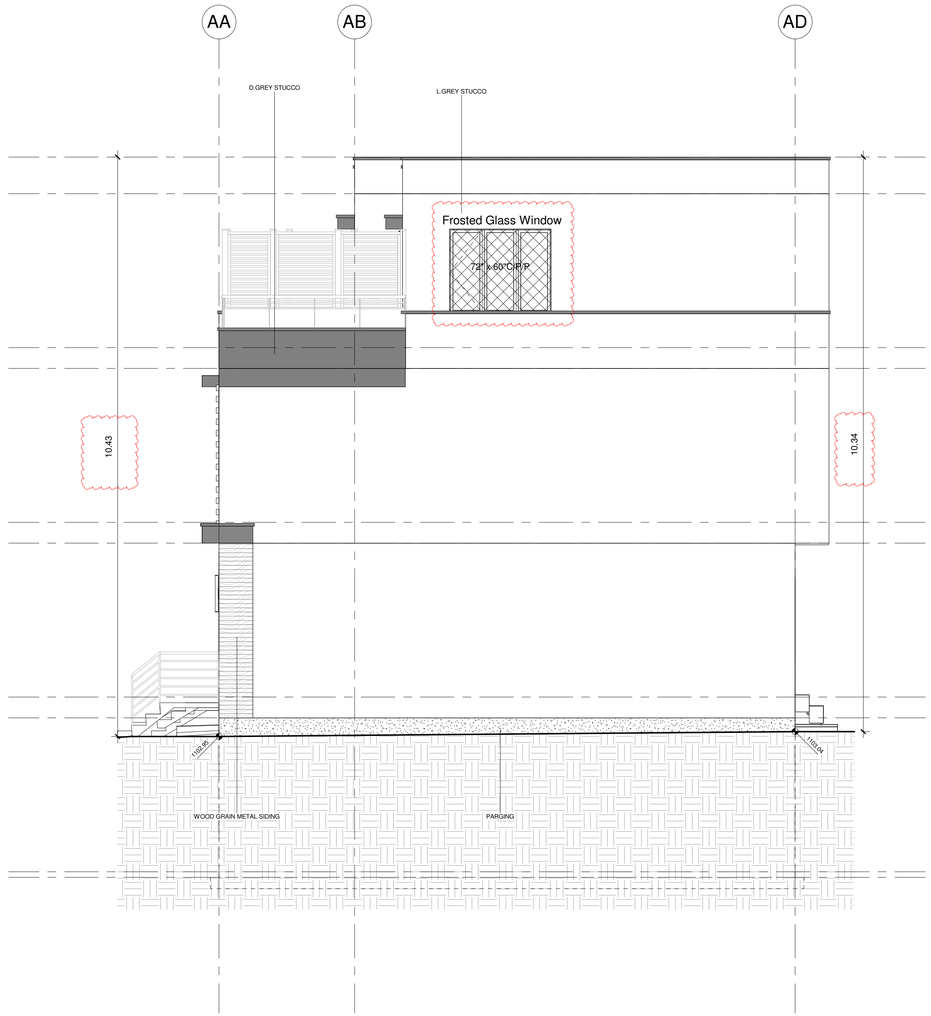
CLIENT
Owner

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| PROGRESS | DP | | |
| SCALE | 1/4" = 1'-0" | | |
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B1 South Elevaiton
A202




1 B1 East Elevation
1/4" = 1'-0"




2 B1 West Elevation
1/4" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**
DP No: DP2026-01358
Date Received: JUN 13 2026
THESE DRAWINGS REFER TO THE ABOVE DEVELOPMENT PERMIT NO.

| DATE | No. | REVISION | BY |
|---|---|---|---|
| May 18,2026 | 1 | DR1 | |
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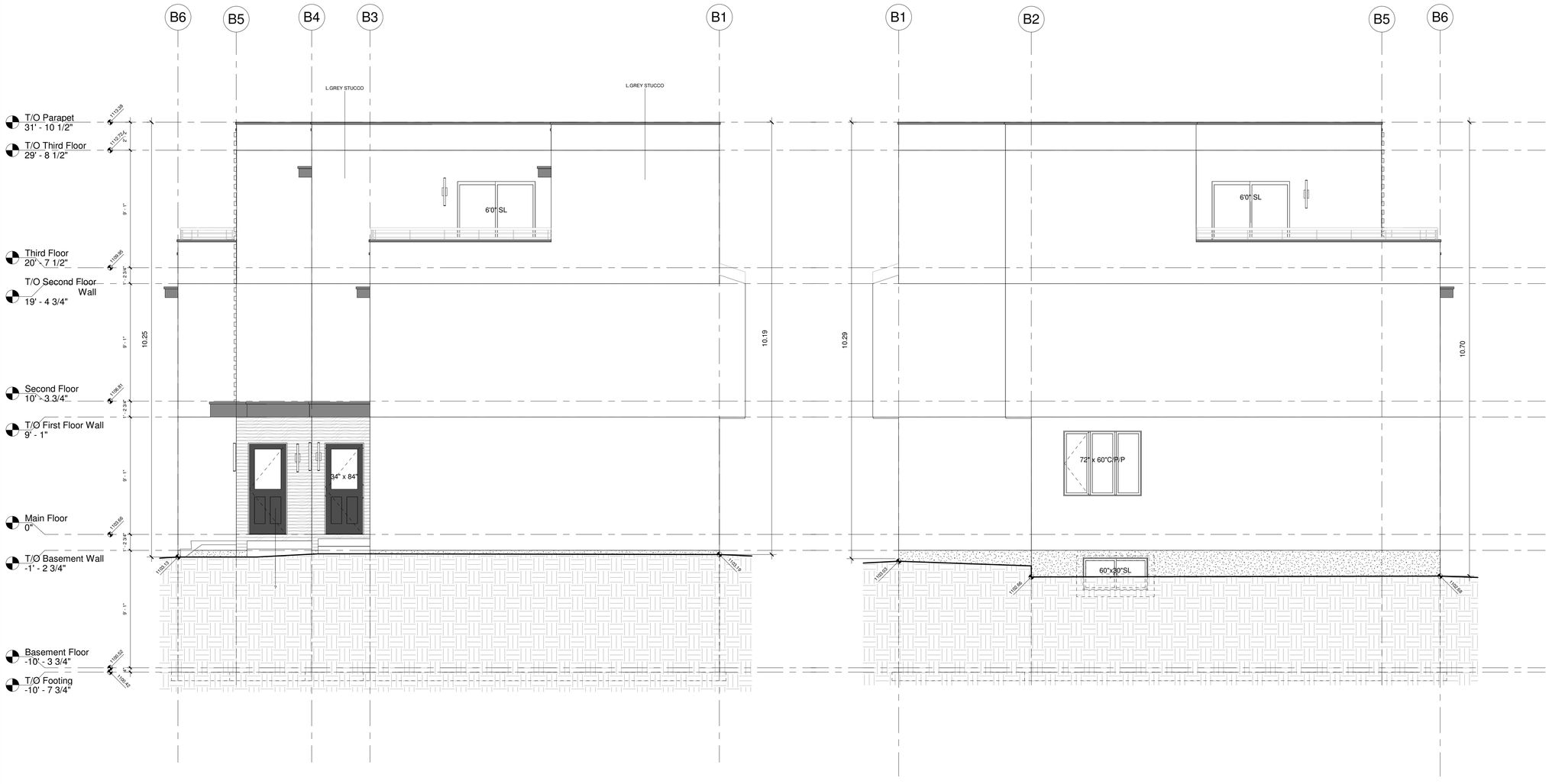
PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

CLIENT
Owner

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| PROGRESS | DP | | |
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## B1 East & West Elevations
A203

SDAB2026-0113




NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

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|---|---|
| DP2026-01358 | JUN 13 2026 |

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| DATE | No. | REVISION | BY |
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PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

CLIENT
Owner

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| PROGRESS | DP | | |
| SCALE | 1/4" = 1'-0" | | |
| DRAWN | JP | CHECKED | TB |
| FILE | 20260201 | | |
| DATE | 6/13/2026 4:57:17 PM | | |

## B2 North & South Elevations
A204




1 B2 East Elevation
1/4" = 1'-0"

2 B2 West Elevation
1/4" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

| DP No | Date Received |
|---|---|
| DP2026-01358 | JUN 13 2026 |

THESE DRAWINGS REFER TO THE ABOVE DEVELOPMENT PERMIT NO.

| DATE | No. | REVISION | BY |
|---|---|---|---|
| May 18,2026 | 1 | DR1 | |

PROJECT
Proposed Multi-Family Development

3840 Brighton Dr NW, Calgary, AB

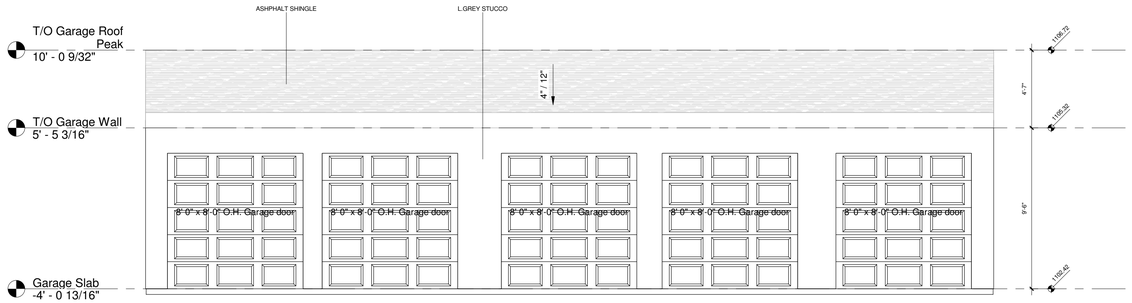
CLIENT
Owner

| | | | |
|---|---|---|---|
| PROGRESS | DP | | |
| SCALE | 1/4" = 1'-0" | | |
| DRAWN | Author | CHECKED | Checker |
| FILE | 20260201 | | |
| DATE | 6/13/2026 4:57:18 PM | | |

B2 East & West Elevations

A205

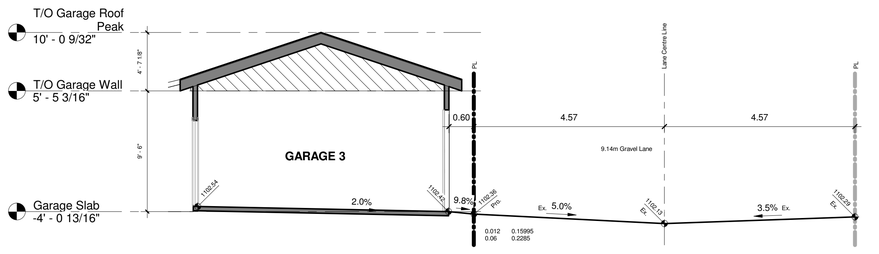
SDAB2026-0113



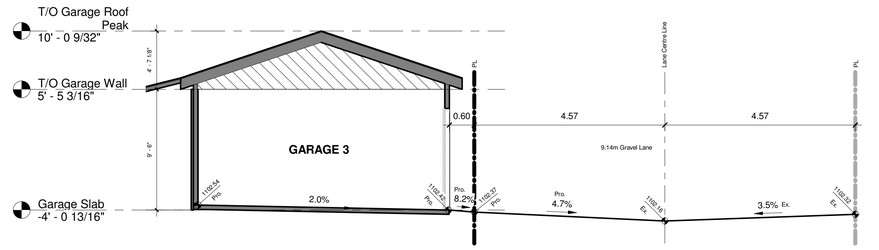

1 Garage South Elevation
1/4" = 1'-0"



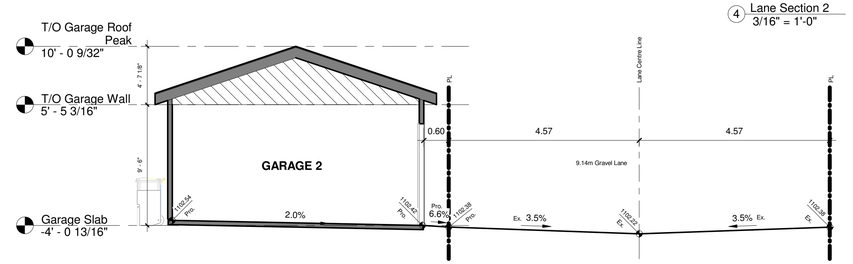

2 Garage North Elevation
1/4" = 1'-0"



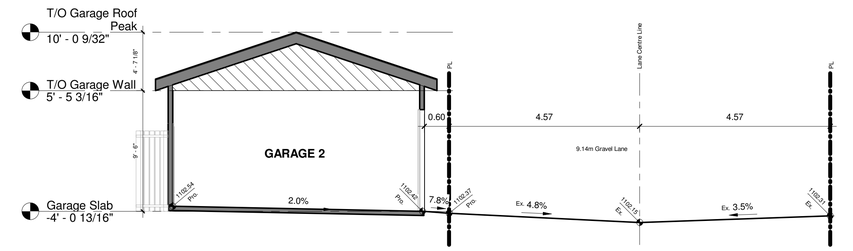

3 Laen Section 1
3/16" = 1'-0"



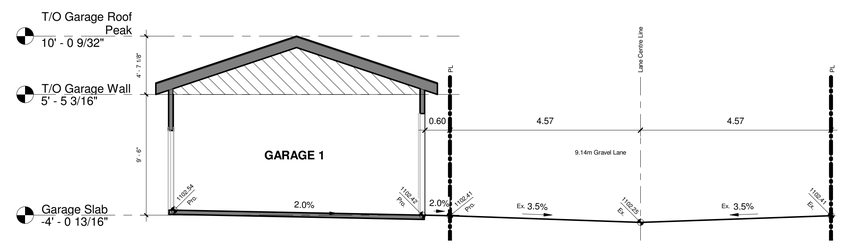

4 Lane Section 2
3/16" = 1'-0"




5 Lane Section 3
3/16" = 1'-0"




6 Laen Section 4
3/16" = 1'-0"




7 Lane Section 5
3/16" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

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|---|---|
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| DATE | No. | REVISION | BY |
|---|---|---|---|
| | | | |

PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

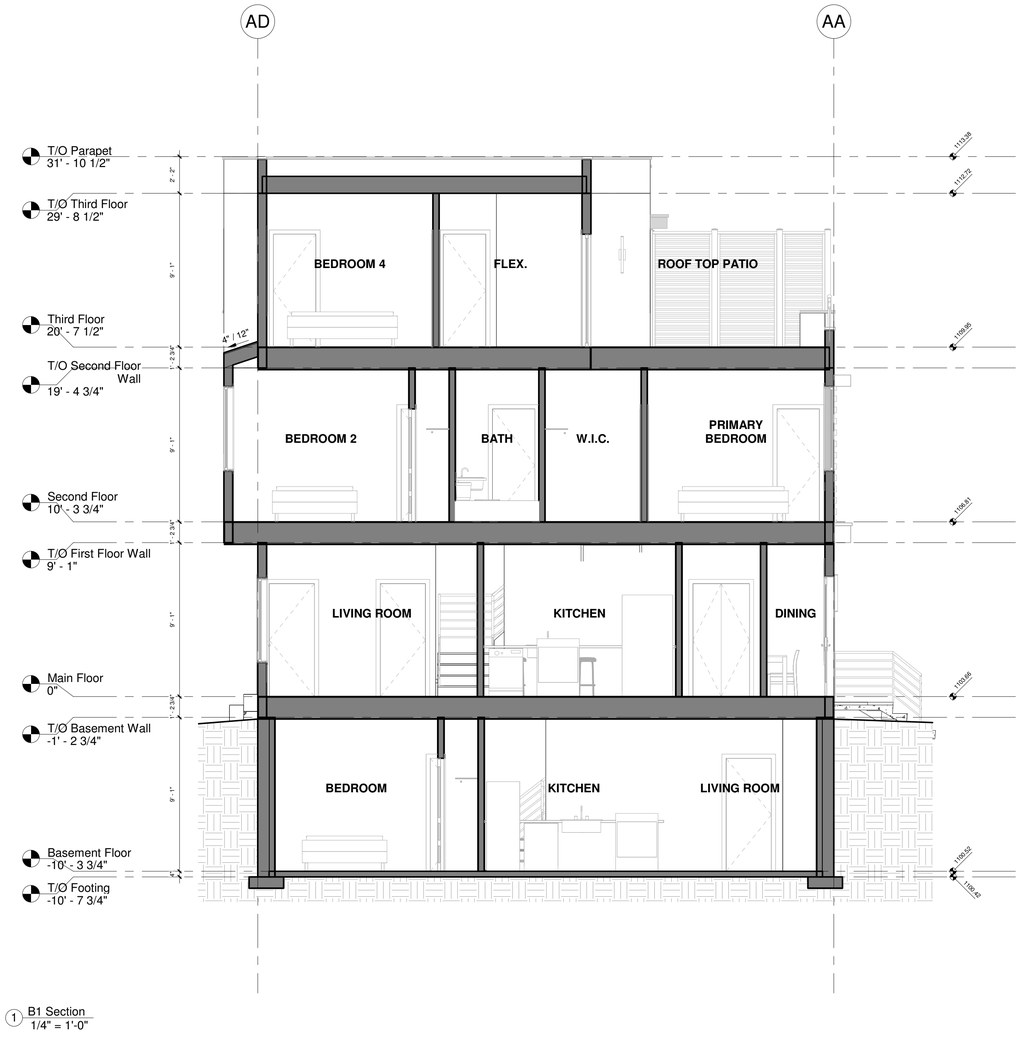
CLIENT
Owner

| | | | |
|---|---|---|---|
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| DRAWN | Author | CHECKED | Checker |
| FILE | 20260201 | | |
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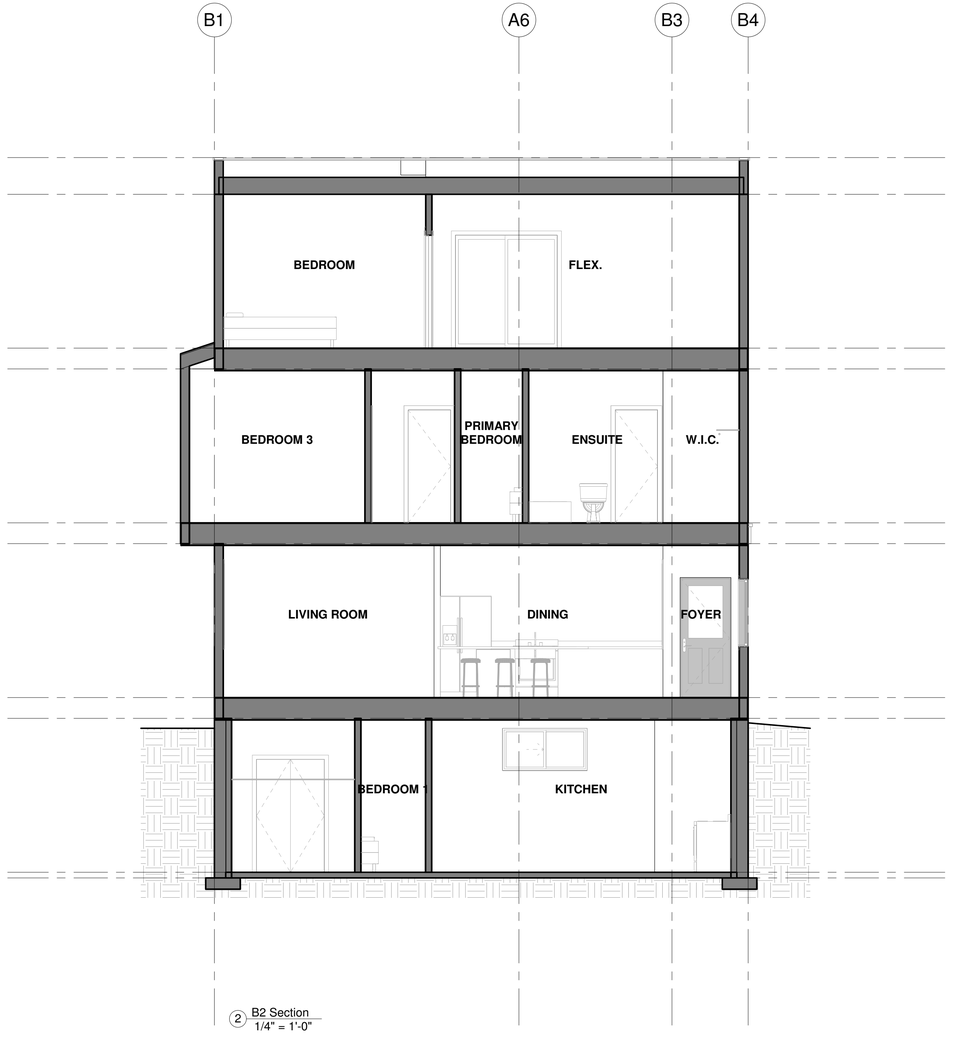
## Garage Elevations

A206

SDAB2026-0113




1 B1 Section
1/4" = 1'-0"




2 B2 Section
1/4" = 1'-0"

NINES
DESIGN & VISUALIZATION

DEVELOPMENT PERMIT DECISION RENDERED ON THIS PLAN

**AMENDED DRAWINGS**

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|---|---|
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| DATE | No. | REVISION | BY |
|---|---|---|---|

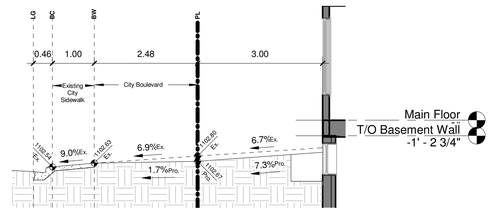
PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

CLIENT
Owner

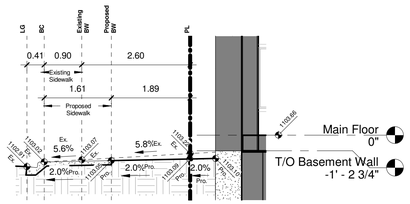
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|---|---|---|---|
| PROGRESS | DP | | |
| SCALE | 1/4" = 1'-0" | | |
| DRAWN | JP | CHECKED | TB |
| FILE | 20260201 | | |
| DATE | 6/13/2026 4:57:20 PM | | |

## Building Section

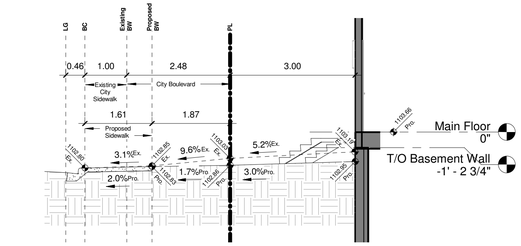
A301



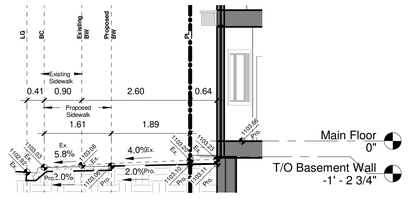

1 Boulevard Section 1
3/16" = 1'-0"



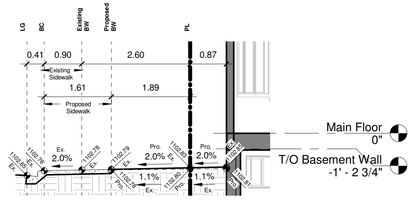

3 Boulevard Section 3
3/16" = 1'-0"




2 Boulevard Section 2
3/16" = 1'-0"




4 Boulevard Section 4
3/16" = 1'-0"




5 Boulevard Section 5
3/16" = 1'-0"

NINES
DESIGN & VISUALIZATION

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| DATE | No. | REVISION | BY |
|---|---|---|---|
| | | | |

PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

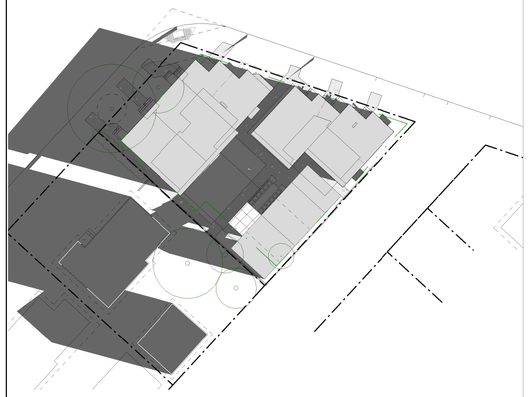
CLIENT
Owner

| | | | |
|---|---|---|---|
| PROGRESS | DP | | |
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| DRAWN | JP | CHECKED | TB |
| FILE | 20260201 | | |
| DATE | 6/13/2026 4:57:21 PM | | |

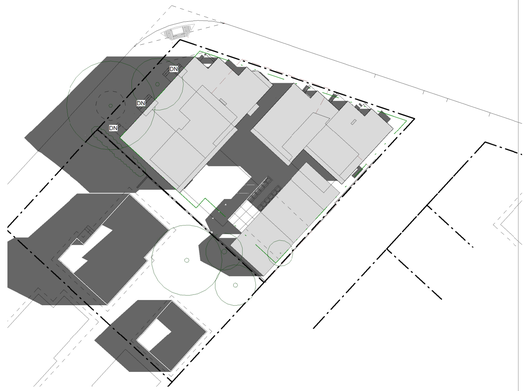
## Boulevard Section

A302

SDAB2026-0113



1 Spring Equinox at 8am
1" = 30'-0"



4 Summer Solstice at 8am
1" = 30'-0"



7 Fall Equinox at 8am
1" = 30'-0"



10 Winter Solstice at 9am
1" = 30'-0"



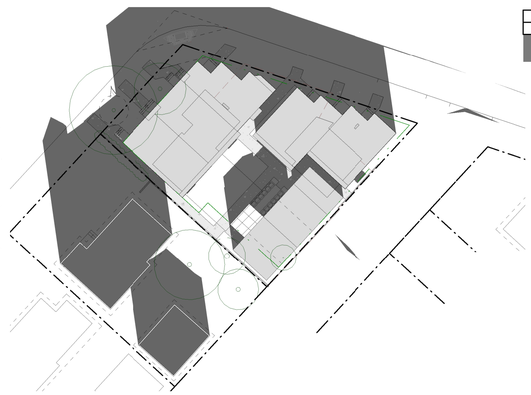
2 Spring Equinox at 12pm
1" = 30'-0"



5 Summer Solstice at 12pm
1" = 30'-0"



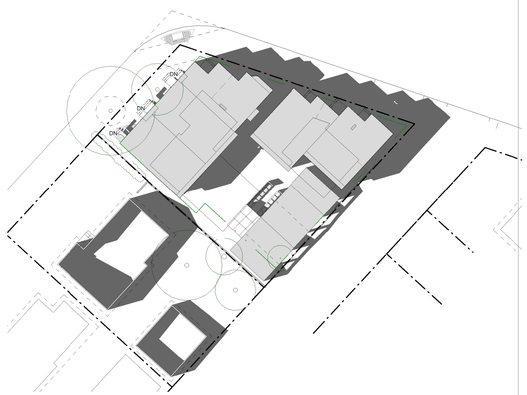
8 Fall Equinox at 12pm
1" = 30'-0"



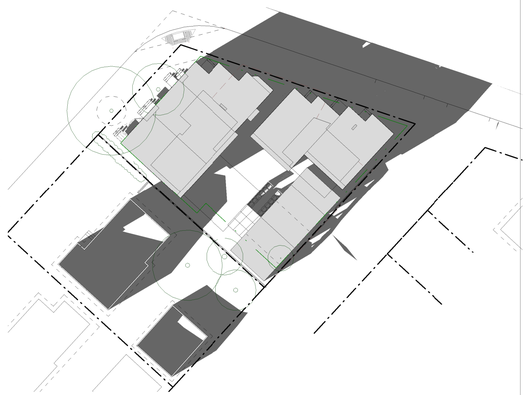
11 Winter Solstice at 12pm
1" = 30'-0"



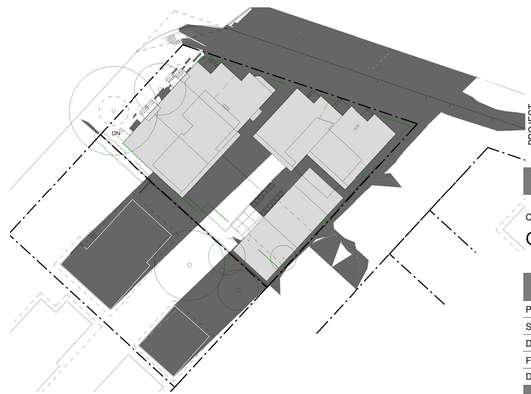
3 Spring Equinox at 4pm
1" = 30'-0"



6 Summer Solstice at 4pm
1" = 30'-0"



9 Fall Equinox at 4pm
1" = 30'-0"



12 Winter Solstice at 4pm
1" = 30'-0"

NINES
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| DATE | No. | REVISION | BY |
|---|---|---|---|

PROJECT
# Proposed Multi-Family Development
3840 Brighton Dr NW, Calgary, AB

CLIENT
Owner

| | | | |
|---|---|---|---|
| PROGRESS | | DP | |
| SCALE | | 1" = 30'-0" | |
| DRAWN | Author | CHECKED | Checker |
| FILE | | 20260201 | |
| DATE | | 6/13/2026 4:57:31 PM | |

## Shadow Study

A501

SDAB2026-0113