

July 12, 2017

CPC2017-260
Attachment 2
Letter 1

RECEIVED

2017 JUL 13 AM 8:39

THE CITY OF CALGARY
CITY CLERK'S

Office of the City Clerk

The City of Calgary

700 Macleod Trail SE

P.O. Box 2100, Postal Station M

Calgary, AB. T2P 2M5

RE: Acadia Bylaw 241D2017- 9700 Bonaventure Drive SE

Dear Sir/Madam:

As an adjacent landowner to the above noted planning matter we were asked if we wished to submit any comments regarding this application. As proposed the application intends to ask for approval for 1266 housing units spread over 7 buildings with heights from 4 to 21 stories.

Our major concern would be around the amount of resident and visitor parking as set out in the application. We provide a significant amount of parking as part of our DP and operational requirements. We provide free parking for our guests so the parking areas are not controlled for access. This particular re-zoned parcel as set out would indicate a great need for vehicle parking and it should not be assumed the nearby Southland LRT station would eliminate much of their parking needs. We would not think it reasonable for the applicant to seek a major parking relaxation based upon the assumption that the majority of residents of this development would not have private automobiles. Having a minimum of one assigned parking spot per unit should be expected with additional visitor and secondary parking spots totaling another 10%. Multiple car families are nearly the norm and insufficient parking would guarantee overnight and weekend parking on our lots as well as at Walmart and Rona and on the adjacent residential streets to the east in Acadia.

We have also been notified that an additional land use application is underway at 9737 Macleod Trail (LOC2015-0194) which seeks to add four additional high rise residential towers at this location. In tandem with the above Bonaventure application one can see an extraordinary increase in the density around our business and resulting parking issues.

When first notified of these nearby land use applications (2016) we did contact Christine Leung and Sabrina Brar with the City to suggest that these applications be contingent on there being a proper walkway constructed between Southland Drive and the Southland LRT station. Currently there exists a totally inadequate and unsafe wooden stairway down the steep slope to the ground level of the station. There should be a level plus 15 style walkway constructed from Southland Drive directly into the upper level of the LRT station. This should be a requirement for any approval of increased residential density at these two locations.

Thank you,

KDBRYANT

Keith Bryant

President

Hospitality Inns Ltd o/a Delta Calgary South

Gee, Kristin

From: Julie Jim <jj02192009@gmail.com>
Sent: Monday, July 17, 2017 8:37 AM
To: City Clerk
Subject: [EXT] Land Use Designation (zoning) for the land located at 9737 MacLeod Trail SW
Attachments: Letter to The City.pdf

Dear Ms. Susan Gray,

Attached please find my letter / comments regarding the captioned application.

Kindly could you acknowledge receipt of my letter by return e-mail.

Thank you and have a nice day.

Julie Jim

RECEIVED
2017 JUL 17 AM 8:55
THE CITY OF CALGARY
CITY CLERK'S

Julie Jim
9800 Horton Road SW, Calgary, AB T2V 5B5

15 July 2017

Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Postal Station 'M'
Calgary, AB
T2P 2M5

Dear Ms. Susan Gray, City Clerk,

Re: Land Use Designation (zoning) for the land located at 9737 MacLeod Trail SW (Plan 8910358, Block 10, Lot 10) from Commercial – Corridor 3 (C-COR f1.0h12) District and DC Direct Control District to DC Direct Control District to accommodate mixed-use development.

We write in connection with the above planning application. We have reviewed the plans and strongly object to the land use designation to accommodate mixed-use development.

According to The Community Guide to the Planning Process (CGPP) Chapter 2A, the Principles of Good Planning are:

1. Create and maintain aesthetically appealing, orderly and comfortable communities.
2. Promote sustainable development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.
3. Protect and promote the health, safety and welfare of the public.
4. Protect the public interest when managing growth and development, including efficiency in the development, delivery and use of infrastructure.
5. Respect the landowner's right to the use and enjoyment of their land and restrict those rights only to the extent necessary for the greater public interest.

Undesirable Spot Zoning that cannot create and maintain aesthetically appealing, orderly and comfortable communities

Haysboro is an inner-city with a warm small town feel making it one of Calgary's top five communities for 2012. It is not a city centre where development of high-rise should be considered very carefully. The proposed development of four high density high-rise residential towers with commercial podiums in addition to the existing shopping centre is a piecemeal development that is incompatible, unplanned, unsympathetic, and does not fit into the existing urban fabric.

Southland Crossing is a unique landmark that provides a landscaped buffer from Macleod Trail. The infilling of 4 high density high-rise not only ruin the open town feel character of the existing unique architectural fabric, it also damages the harmony of MacLeod Trail in Haysboro as both sides of the road is zoned as C-COR with limited

height commercial buildings. This kind of **spot zoning** is inappropriate and not appealing. It totally violates the principles of CGPP as stated above in point 1. The poor design of the proposed development fails to take the opportunities available for improving the character and quality of an area and the way it functions. It also creates many negative impacts to the communities.

The rezoning cannot meet the needs of the present demand for detached home, but worsen the deteriorating Condo sector

Due to weak economic conditions, job losses, a drop in migration to Calgary and an increase in the supply of rental and condos units, the demand of Condo in Calgary is low. Property manager and owner of Mountain Park Real Estate Warren Phipps said he thinks the biggest reason for an increased rate of empty properties is bad timing for new condos on the market. Phipps said he's seen a 50% increase in rental properties with his company since the fall of 2015. Frank O'Brien of Colliers International said Calgary's new Condo unsold inventory hits a 16-year high, but rental vacancy rates are also soaring. Calgary now has more than 800 new and unsold condo apartments, the highest level since 2001, according to the Canada Mortgage and Housing Corp. (CMHC).

The condo inventory is rising. As of the end of 2016, the City of Calgary had received 27 development permit applications for a further 5,100 units. In 2015, more than 5,000 condo apartments were started, many of which are now hitting the market. Shamon Kureshi, president and CEO of Hope Street Real Estate Corp., a major Calgary property management firm said "Times are hard for every single landlord with whom I've spoken in the past eight to 12 months. Empty rental properties abound, and no obvious solution to the province's empty rental property phenomenon exists." He added that his company's research of smaller rental properties shows that 37% of Calgary's rental units are empty, or nearly 3,000 vacant units. This is dramatically higher than the 7% apartment vacancy rate that CMHC reported in October of last year, which the agency said was the highest level in 25 years. According to CREB, the demand for detached sector is higher than condo sector in Calgary. With oil prices expected to remain lower for a long period of time and there is a surplus supply of high-rise condo in this community, we see no reasons to build 4 high density high-rise towers in this area at present nor in the near future.

The proposed development cannot protect and promote the health, safety and welfare of the public for this land is NOT suitable for residential use and have many negative impacts on the neighborhoods

The subject land runs along the busy Macleod Trail, Southland Drive and Horton Road. The noise level is high all day and night from the high traffic volume of the 2 main roads plus the noise from LRT, cargo trains and emergency vehicles. Being one of the residents in this neighborhood, we have to close the windows before going to bed or it would be too noisy to sleep. Air quality is poor because it is too close to the heavy traffic and the subject land is facing a sand factory.

Only a parcel of the subject land will be used to squeeze in 4 high density towers means the proposed apartment units are small and the spaces between towers are limited. Further, this proposed development will reduce the parking spaces as well as open and green space which is already inadequate at present for the residents, shoppers and visitors in this area. Living in a confined apartment in a noisy air polluted buildings jungle without green spaces is not a healthy environment for people. The traffic problems, environmental problems, health problems, parking problems and social problems this proposed development will create is a great lost in the quality of life to

the new residents and is highly insensitive to the wellbeing of surrounding residents. It certainly cannot protect and promote the health, safety and welfare of the public as stated by CGPP and is in conflict to the Municipal Development Plan (MDP) to promote design solutions that contribute to high quality living environments.

In addition, the proposed new development will overlook and overshadow the surrounding buildings that causes loss of privacy, increase congestion population, create environmental pollution, reduce citizen access to fresh air and sunlight. The loss of our natural open views would be lost forever to the detriment of the public and our future generations.

The proposed development cannot protect the public interest in the use of infrastructure

The subject land provides a landscaped buffer from Macleod Trail, and provides an access driveway of Macleod Trail. It is set aside by the City for future road expansion because of the heavy traffic in the area. The surrounding roads are heavily used by commuters and the traffic light wait at both intersections of MacLeod Trail and Southland Drive SW and Southland Drive SW and Horton Road is long. The inadequacy of roads and infrastructure are unable to absorb the increased traffic of 4 high density high-rise towers. It will also make it difficult for emergency services to access the Fire hall on Horton Road.

Conclusion

We understand that the City and Ministry of Transportation want people to use more public transport. Building residential towers next to the LRT station is NOT the solution. The latest statistics show that the mode of transportation to work from Haysboro by transit is only 22%, but driving is 64% and carpool is 6%. Often, Calgary's extreme weather conditions make walking undesirable if not difficult, regardless of how short a walk from the train station. The best ways to attract train riders rather, are low fares, safe and reliable services, more bus connections and extensive networks.

The City promised to create great communities by providing quality public spaces, parks and other local amenities leisure, cultural and recreational activities to Calgarians. This proposed development falls nothing into this promises and the fact that the subject land is not suitable for residential use means the application should NOT be approved. It will damage the harmony of the existing environment. The increase of population, traffic, parking, noise, air pollution, shadowing, view blocking, turmoil during constructions, insufficient community amenities/infrastructure, are all negative impacts affecting the neighboring residents causing a great lost in the quality of life. More importantly, there is no reason to build more condos when the supply is excessive and the demand is low.

We respect the landowner's right to the use and enjoyment of their land, but this land use amendment is not in the best interest of the public and we strongly request that you decline this application for land use designation to allow residential use.

Sincerely,
Julie Jim

Justin Barrett
1305, 8710 Horton Road SW
Calgary, AB, T2V 0P7

CPC2017-260
Attachment 2
Letter 3
403-714-5798
justincb77@gmail.com

July 17, 2017

Planning and Development
The City of Calgary
Calgary Municipal Building
800 Macleod Trail SE
P.O. Box 2100, Postal Station "M", IMC #8108
Calgary, Alberta, T2P 2M5

Attn: Sabrina Brar

Re: LOC2015-0194; 9737 Macleod Trail SW

I wanted to write to the City of Calgary and express my support for the proposed land use redesignation of the Southland Crossing commercial development (9737 Macleod Trail SW) to allow for the addition of multi-family residential to the site and changes to the retail stores.

My Background

I live in the London at Heritage development in Haysboro (8710 Horton Road SW), approximately 1.5 kilometres north along Macleod Trail from Southland Crossing. I frequent Southland Crossing as I shop at the Safeway and have a friend that lives in the condominium tower at 9800 Horton Road SW, which is adjacent to the subject site.

Until recently I was on the board of directors for the Haysboro Community Association (HCA), a role I volunteered at for 3 years. One of my responsibilities was as a member of the steering committee for the creation of our Community Plan. This was a collaboration between the City of Calgary, Federation of Calgary Communities (FCC), the University of Calgary Faculty of Environmental Design (EVDS), and community business owners and residents.

Also during my time with the HCA, I met with RioCan about their proposed plans for redeveloping Southland Crossing. The first meeting was between representatives of RioCan, including their architect and transportation engineer, and HCA board members; the second meeting was the public information session for this land use redesignation application.

Why I Support This Land Use Redesignation

There are two primary reasons I believe this application should receive support: it aligns with the Haysboro Community Plan, and there are plans by RioCan to improve the transportation infrastructure to support the redevelopment of the site.

Alignment with the Haysboro Community Plan

Although the Haysboro Community Plan is not a statutory document, it was developed with the assistance of City of Calgary staff, planning professionals and students, and with input and feedback from Haysboro businesses and residents. As a result, I believe that if a proposed development is compatible with the

community plan it should be supported by the community. There were actually four plans created by the EVDS students, and each group had a slightly different focus for their plans based on the strengths of the student team. However, all four plans have the same concept for the site of Southland Crossing – a higher density mixed-use site. This was proposed in the Community Plan for the corridors along Macleod Trail and Horton Road through Haysboro; both corridors were recommended for redevelopment to accommodate a mix of residential and commercial uses, and at a higher density. The proposed land use redesignation for Southland Crossing would align with this recommendation by including residential land uses, maintaining commercial land uses, and creating a higher density for both uses on the site.

I live in a similar development for what is proposed for Southland Crossing; London at Heritage is a combination of multi-family residential towers with commercial development attached to the towers. Because I live in such a development, I experience the convenience for both residents and business owners of having this combination of land uses on one site. This convenience helps to provide support between the residential and commercial land uses, creating a more vibrant development which is important for the redevelopment of Macleod Trail. With London at Heritage at the north end of Macleod Trail and Horton Road in Haysboro and the redeveloped Southland Crossing at the south end of these corridors, our community will have the 'book ends' to support further redevelopment along both Macleod Trail and Horton Road between the two sites.

In addition to the recommended land use changes, the plans from the EVDS students recommended improved connections for pedestrians and bicyclists throughout Haysboro. One of the locations that was highlighted for improved connectivity was along Southland Drive between Macleod Trail and the Southland C-Train station. In the next section of this letter is a more detailed discussion on how the proposed redevelopment of Southland Crossing also aligns with this Community Plan recommendation.

Proposed Improvements to Transportation Infrastructure

I am aware of the deficiencies in the current transportation infrastructure adjacent to the subject site; of primary concern is the pedestrian connection between Southland Crossing and the Southland C-Train station. Even though there is a continuous sidewalk connection between these two sites, the sidewalk on the south side of Southland Drive is very narrow with concrete barriers on both sides for the section crossing over the rail lines. This results in difficulties when someone with a baby carriage is using the sidewalk, there is no room for the people to pass each other, almost requiring a person to climb up on the concrete barrier to let the carriage past. There is no sidewalk on the north side of this section of Southland Drive, so there is no option to use the sidewalk across the roadway to avoid heavy pedestrian traffic on the south sidewalk. There are also accessibility issues with there only being a staircase from Southland Drive down to the transit station, if the stairs are not an option there is a ramp approximately 300 metres to the west at Sacramento Drive. There is a pedestrian bridge, with accessibility ramps, connecting the south end of the C-Train platform to the Southland Park parkade (southwest of the intersection of Horton Road and Southland Drive). The only issue with using this route is that it requires walking through the private parking area, and there is no designated pedestrian or bicycling route through the parkade.

There is no bicycle connection, either multi-use trail or on-street lane, along Southland Drive between the on-street lane along Haddon Road / Sacramento Drive and the multi-use trail on the east side of Macleod Trail. As a result, bicyclists either have to weave through the parking lots of both Southland Park and the C-Train station to use the before mentioned pedestrian bridge, or share Southland Drive with the cars.

Justin Barrett

1305, 8710 Horton Road SW
Calgary, AB, T2V 0P7

403-714-5798
justincb77@gmail.com

As part of the redevelopment of Southland Crossing, RioCan has proposed to improve not only the access to the site for vehicles, but also for pedestrians and bicyclists, including to the Southland C-Train station. RioCan's transportation engineering consultant has proposed new sidewalk and multi-use trail connections along Southland Drive, Horton Road and Macleod Trail adjacent to the subject site, as well as across the site. This will provide direct connections for pedestrians and bicyclists to travel from the adjacent roadways into the site, and then to the various buildings with minimal conflicts with vehicles. This section of Macleod Trail along the boundary of Haysboro is proposed to be improved as part of the Main Streets project, and if these improvements are made then there will likely be multi-use trails along Macleod Trail to provide more connectivity for bicyclists and pedestrians. The proposed sidewalk improvements for the redevelopment of the subject site will provide the appropriate connections that are needed with the existing infrastructure along the adjacent roadways; the proposed multi-use trail improvements will provide the appropriate connections with potentially future infrastructure.

The transportation engineering consultant for RioCan also acknowledged the issues with connectivity to the Southland C-Train station. It is understood that due to the proximity of Southland Crossing to this major transit hub that this development is classified as transit oriented development (TOD), and the transportation engineer is taking advantage of this to assume a higher percentage of transit, pedestrian and bicycling trips generated by the development. As a result, it is accepted that improvements will need to be made for pedestrians and bicyclists to travel between Southland Crossing and the C-Train station. The details of these improvements have not been provided, but both RioCan and their transportation engineering consultant are proposing to have these improvements incorporated into their redevelopment of the site at the appropriate planning stage for this project.

* * * * *

I recognize that at this stage in the planning of the project there are not enough details to address all of my concerns, but I do understand that these details will be developed as the project progresses through planning and design. I am pleased that RioCan has made an effort to provide some additional details at this stage of the application, and I look forward to seeing this project progress to see the solutions to my issues addressed in more detail.

If you wish me to provide any clarifications on the information in my letter, please feel free to contact me. I am planning to attend the Council public hearing on July 31, 2017.

Sincerely,



Justin Barrett
Haysboro Resident

RECEIVED
2017 JUL 18 AM 11:36
THE CITY OF CALGARY
CITY CLERK'S

Albrecht, Linda

From: Colin Doucette <cadouce_colin@outlook.com>
Sent: Tuesday, July 18, 2017 4:31 PM
To: City Clerk
Subject: [EXT] Bylaw 261D2017: 9737 Macleod Trail SW Land Development

To whom it may concern,

Hello. I am writing to register my strong opposition to the land development plan for 9737 Macleod Trail Land Development: Bylaw 261D2017. My wife and I live in the 9800 Horton Road apartment building and if this development goes through, it will negatively affect our quality of life here. In the building, there are many elderly residents as well who will experience severe stress from the noise and dust that will be generated by this massive construction project which will most likely go on for years. In addition, these elderly people-- many who oppose this land development, do not know how to use email or other forms of technology to assert their opposition to this project. In addition, they are physically unable to attend the July 31st hearing at City Hall due to health problems. This area does not need more residential buildings in a city with a 30% vacancy rate. This project will benefit only the land developers: no one else.

The City of Calgary should soundly reject this proposal in the name of all the people who will suffer, should it be approved.

Thank you.

Best regards,

Colin Doucette
Yuriko Doucette

9800 Horton Road S.W.,
Calgary, AB

from Windows Mail

RECEIVED
2017 JUL 19 AM 7:56
THE CITY OF CALGARY
CITY CLERK'S

Nancy Chan
1403 – 8880 Horton Road SW
Calgary, AB T2V 2W3

18 July 2017

Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Postal Station 'M'
Calgary, AB T2P2M5

RECEIVED
2017 JUL 19 AM 7:56
THE CITY OF CALGARY
CITY CLERK'S

**Subject : Land Use Designation (zoning) for the land located at 9737 MacLeod Trail SW
(Plan 8910358, Block 10, Lot 10)**

Dear Sir or Madam :

My neighbors and I find the application for Land Use Designation (zoning) for the land located at 9737 MacLeod Trail SW from Commercial - Corridor 3 (C-COR f1.0h12) District and DC Direct Control District to DC Direct Control District to accommodate mixed-use development absolutely disturbing.

We live on Horton Road about 1 km north of the proposed rezoning site. In this neighborhood high rises and apartments are already plentiful and vacancies are high. Should the subject land be allowed to construct four high density tall residential towers, we are afraid that what remains of the space as well as the quality of life will disappear. Of special concerns are neighborhood and environmental issues.

AMENITIES : Parks and public open spaces provide the "lungs to the city" and are essential to the liveability of a community, offering social, environmental and economic benefits.

Open space contributes to the quality of life and community character. It is good for a community's health, stability and beauty. What we need in this area is beautifully landscaped shopping center, not tall buildings blocking sunlight and overshadowing neighboring properties. The truth of the matter is that the land at 9737 MacLeod Trail SW is too small to accommodate four residential towers.

People may be more likely to embrace increased residential density, if it is supported with preserving open spaces and the unique character of Southland Crossing.

PARKING : Insufficient parking a major issue

Parking is very tight in this neighborhood. Neither on-street nor off-street parking is adequately meet the demands of the tenants and visitors. The situation is bound to get a whole lot worse if four residential towers are added, especially when the plan is to significantly reduce the on-site parking for Southland Crossing Shopping Center to accommodate the new buildings.

PUBLIC TRANSIT : Significantly better public transit attracts riders, not proximity to stations

Calgarians love their cars for obvious reasons - private vehicles are more comfortable, faster, more private, more convenient in trip timing, and more flexible for doing multiple tasks on one trip.

Let's face it, public transportation does not go everywhere; not everyone works downtown; flat fares discourage use of C-Train for short commutes !!!

The best and only way to attract new riders is a sophisticated public transit network that provides speed, frequency, extensive coverage, safety, reliability, competitive prices and consistent service.

Building high rises next to train stations may gain a few passengers, but it is at the expense of the entire community. Totally not justify building the four tall residential towers any way you look at it.

TRAFFIC : Traffic is going to be nothing short of a nightmare

MacLeod Trail and Southland Drive are both major routes. Traffic in those areas is already heavy and traffic backup is a norm especially during rush hours. If anything, road expansions should be considered to reduce the traffic congestion, not increasing residential density and vehicle volume to further overload existing roads.

If four residential towers are added to the subject land, there will also be traffic impacts to Horton Road, which is the only access road for Haysboro Fire Station No. 14 and for the residents at 9800 Horton Road SW and London at Heritage to their buildings.

Horton Road is heavily used not only by local residents but also by people travelling to and from Southland Drive, Heritage Drive and MacLeod Trail. Any increase in traffic volume would cause congestion and safety problems. I cannot tell you how many times I have seen fire trucks and emergency vehicles having to horn cars to stop for them to get in and out on the firehall.

Our efforts to make communities more livable today must emphasize the right kind of growth - growth at the right time at the right place. The land located 9737 MacLeod Trail SW definitely is not the right place to build four tall residential towers.

Home is where the heart is. Please take care of the concerns that plague Haysboro tenants and homeowners. Please take into consideration the wellbeing of the citizens. Please do what you can to disapprove the building of the tall residential towers, or at the very least minimize the increased number of highrises.

Speaking for my neighbors, myself and an entire community's potentially irate families, we would all be deeply grateful if you could decline the application to amend the Land Use Designation for the property located at 9737 MacLeod Trail SW.

Sincerely,

Nancy Chan

Albrecht, Linda

From: Nancy Chan <chanmc_chanmc@yahoo.ca>
Sent: Tuesday, July 18, 2017 3:20 PM
To: City Clerk
Subject: [EXT] Land Use Designation (zoning) for the land located at 9737 MacLeod Trail SW
Attachments: Letter re Zoning Application.pdf

Good Afternoon :

We are not able to come to the Public Hearing on July 31, 2017 so sending you our comments.

Thank You.

Albrecht, Linda

From: Simon Kroytor <simonk203@gmail.com>
Sent: Wednesday, July 19, 2017 11:58 PM
To: City Clerk
Subject: [EXT] Haysboro bylaw 261D2017

To: Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100 Postal Station 'M'
Calgary, Alberta, T2P 2M5

From: Raisa and Semyon Kroytor
709 9800 Horton Rd. S.W.
Calgary, AB
T2V 5B5
Phone: 403-271-6510

RECEIVED
2017 JUL 20 AM 8:08
THE CITY OF CALGARY
CITY CLERK'S

Re: HAYSBORO BYLOW 261D2017, PLAN 8910358, BLOCK 10, LOT 10.

Recently there was a meeting between the unit owners of the building 9800 Horton Rd. with our Board where we discussed new development of Southland Crossing at 9737 Macleod Tr. SW.

All owners expressed their concerns and the Board send a letter to City Council. I do not know what is in that letter and I would like to express mine, my wife's and my neighbors concerns and to ask some questions.

1. The slabs of our building is build using post-tension cables. Was there taken any consideration that during the construction will be soil movement that can affect cables?
2. How will the people from the building be protected from noise and dust during construction?
3. We ask that the access to Southland Crossing from HORTON ROAD not be used by trucks and heavy machinery during construction.
4. New building tenants to have access to their buildings from Macleod trail and Southland drive only.

Albrecht, Linda

From: Simon Kroytor <simonk203@gmail.com>
Sent: Thursday, July 20, 2017 8:34 AM
To: City Clerk
Subject: [EXT] Haysboro bylaw 261D2017

RECEIVED
2017 JUL 20 AM 8:36
THE CITY OF CALGARY
CITY CLERK'S

To: Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100 Postal Station 'M'
Calgary, Alberta, T2P 2M5

From: Raisa and Semyon Kroytor
709 9800 Horton Rd. S.W.
Calgary, AB
T2V 5B5
Phone: 403-271-6510

Re: HAYSBORO BYLOW 261D2017, PLAN 8910358, BLOCK 10, LOT 10.

In addition to my e-mail July 19, 2017.

We are old aged couple with a lot of health problems and we do not know how we can survive this situation the City of Calgary put as through. We are expressing not only our opinion but for all people living in adjacent to this site buildings.