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From: rpawson@telus.net
Sent: Thursday, July 20, 2017 7:48 AM
To: City Clerk
Subject: [EXT] Bridgeland/Riverside Bylaws 46P2017, 267D2017, 272D2017 and 273D2017

Bridgeland/Riverside Bylaw 46P2017, Bylaw 267D2017, Bylaw 272D2017 and Bylaw 273D2017 non prioritized general comments, concerns and recommendations respectfully submitted for consideration on July 19, 2017:

1. The subject land amendment bylaws have the potential of reducing natural light and view/sight lines for owners and occupants and the livability that is currently enjoyed. Experienced and careful consideration is needed in the review and design of future area developments that mitigate these factors.
2. Area parking, considering current 2017 population densities is negatively restricted now. A parking space(s) per living unit detailed review is recommended. After a cursory quick read, the parking space(s) requirement for residential suites in new developments seem unreasonably low (<1) and consideration for non-resident visitor or commercial business customer parking seems overlooked. Another (albeit expensive) option would convert existing (or create new) vacant open space(s) for general area parking (for resident guests and/or vendor customers).
Note: Inadequate area parking seemed to be a main concern verbalized by many attendees at an October 24, 2016 open-house held by the City of Calgary Real Estate Development Services regarding LOC 2016-0193 (950 McPherson Sq NE).
3. For each new development permit application, consider and stipulate measures that mitigate both long and short term traffic obstructions, restrictions, lane closures and detours during the construction phase of each development. Suggestion: consider increased off-roadway setbacks during construction phase that provides work space for off street fencing, storage, temporary construction offices, concrete pour equipment, etc. without overly restricting general area traffic and potentially creating safety issues. Construction disruptions should and can be minimized to short window(s) with possible penalties to encourage developer(s) and contractors to plan and be efficient.
4. Consider and plan new development parkade access ramps and approaches to minimize traffic/pedestrian flow disruptions. Consideration for bus stop locations, bike lane location and widths , etc. need to be all considered in the overall area development plan. The existing area road systems are narrow and the geometry could and should be improved or enhanced to efficiently and safely accommodate traffic flows that will increase over time in the area.
5. Ensure utility engineering for each new development has considered and mitigates performance impacts in all existing nearby structures (i.e. water pressure, etc.).
6. Stage construction sequences over a number of months/years to orderly control development and specify reasonable but aggressive completion dates with penalties for missing construction completion deadlines.
7. Calgary Planning and Development is requested to be careful and discuss, communicate with existing residents/stakeholders and obtain signed consent regarding any new (controversial) development discretionary development uses.

8. Quantify a property tax (see Comparative Sample Example below) reduction plan and other advantages that should/will be available for area owners, occupants including condo boards as a result of approval of the subject amended land use change designations.

Example: Property tax from a residential One/Two dwelling development area of say 10 single dwelling lots with an estimated tax of \$2500/yr/lot = \$25,000/yr vs a condo development of 150 suites on the same parcel footprint or (est.) 150 suites x \$2000/yr./ea. tax = \$300,000 yr., both scenarios with the same quantity of street, sidewalk, sewer etc., etc. to maintain and service as the 10 single family resident area with a tax intake 12 times larger (acknowledging that greater population density will require additional nearby city provided amenities).

A lower limit of maybe 4 to 7 times the equivalent property tax per comparable area would seem more reasonable and needs to be considered for approval and legislation by municipal and provincial governments vs the traditional taxation based on assessment value, particularly in proposed high population density areas like Calgary's Bridgeland/Riverside community. Early and very specific detail and clear communication of the planned new amenities proposed for Bridgeland/Riverside would help justify the incremental tax revenues generated from the area.

City government is requested to please manage the expenditure side of all City business and increase value adding considerations including lower property taxation first vs. over concentration and work regarding tax revenue growth schemes.

Interestingly, a search for "tax" or "taxation" contained within the 1100+ page July 13/17 public notice pdf yielded only 1 result. Not technically of merit to the planning function, short and long term economics including fair non-predatory tax treatment is a very important and paramount factor for most citizens/businesses and the sustainable success of any development plan and should not be ignored or segregated from planning, technical, legal or other aspects of the development process.

9. Notify all existing area owners regularly and provide planning reports and updates including details of what concessions or conditions each bylaw will be obligated (or refused) along with rationale or justification. Good communication with all stakeholders throughout the process is requested.

regards,

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