

MISCELLANEOUS
SPRINGBANK HILL (WARD 6)
SPRINGBANK HILL AREA STRUCTURE PLAN
BYLAW 28P2017

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EXECUTIVE SUMMARY

At their 2012 November 19 meeting, City Council approved a work program directing administration to update existing Local Area Plans that pre-dated the adoption of the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). Council's directive was to resolve on-going challenges to comprehensive planning in communities with fragmented land ownership. This goal would be achieved through formulating policy direction that would achieve alignment with MDP objectives. A focus was placed on communities that had significant remaining development or redevelopment capacity where barriers were affecting new development from locating within nodes and along existing corridors.

Administration identified specific lands (Study Area) located within the East Springbank Area Structure Plan (ASP) that were largely undeveloped and provided an opportunity to undertake comprehensive planning. The identified Study Area consisted of smaller land holdings that were primarily undeveloped and represented approximately 15 percent of Springbank Hill where new growth could be achieved. Development of new policies will allow for strategic intensification within the Study Area. The recommendation to adopt the proposed Springbank Hill ASP is based on Administration's review and analysis that recognizes that while Springbank Hill is a community with an established development pattern pre-dating the MDP, new growth can be compatible with existing developments and align with MDP and CTP objectives within the Study Area.

The proposed Springbank Hill ASP responds to Council's directive by identifying areas and opportunities to provide for increased density, mix of residential and commercial uses, and a focus on an improved road network and better access to transit services. Specifically, the new vision, policies and land use typologies for the Study Area will provide for a vibrant mixed-use neighbourhood located along 17 Avenue SW.

PREVIOUS COUNCIL DIRECTION

City Council approved Notice of Motion (NM2012-48) on 2012 November 19 that directed Administration to proceed with the Corporate Work Program as documented within PUD2012-0670, being the Land Use Planning and Policy (LUPP) 2013 Corporate Work Program. Appendix 1 of the East Springbank ASP was earmarked for full review and major amendment to replace outdated policy. For more information on Council's direction and the approved work program, refer to APPENDIX I of this report.

<p>ADMINISTRATION RECOMMENDATION(S)</p>	<p>2017 April 20</p>
<p>That Calgary Planning Commission recommends APPROVAL of the proposed new Springbank Hill Area Structure Plan and amendments to the existing East Springbank Area Structure Plan.</p>	

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RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 28P2017; and

1. ADOPT:

- (a) the proposed Springbank Hill Area Structure Plan, in accordance with Administration's recommendation, as amended;
- (b) the proposed amendments to the East Springbank Area Structure Plan, Bylaw 24P2001, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 28P2017.

REASON(S) FOR RECOMMENDATION:

Approval of the proposed Springbank Hill ASP is recommended to better align with the key directions of the Municipal Development Plan and the Calgary Transportation Plan. The proposed plan:

- Creates a more complete community by allowing new developments to provide a wide choice of housing and densities that encourage social diversity and new community amenities and services;
- Increases environmental protection of significant areas by transferring development potential to areas characterised by lower environmental importance;
- Enhances mobility options by enabling new compact developments through a broad range of uses that meet minimum intensity thresholds. A mix of uses allows areas to be transit supportive and better connected through regional pathways and green corridors;
- Encourages the efficient use of lands by allowing intensification of areas where the primary focus is on multi-residential and mixed-use areas; and
- Removes servicing barriers for new developments, particularly in nodes and along existing corridors.

Approval is recommended because the statutory policies facilitate a comprehensive planning framework for areas affected by fragmented land ownership. New Policies provide clear expectations that enable undeveloped and underdeveloped areas to proceed with development that will provide for a vibrant mixed-use neighbourhood along 17 Avenue SW. Finally, adoption of the proposed ASP will specifically allow future application submissions to be streamlined, enable a complete review, and lead to better informed decision-making.

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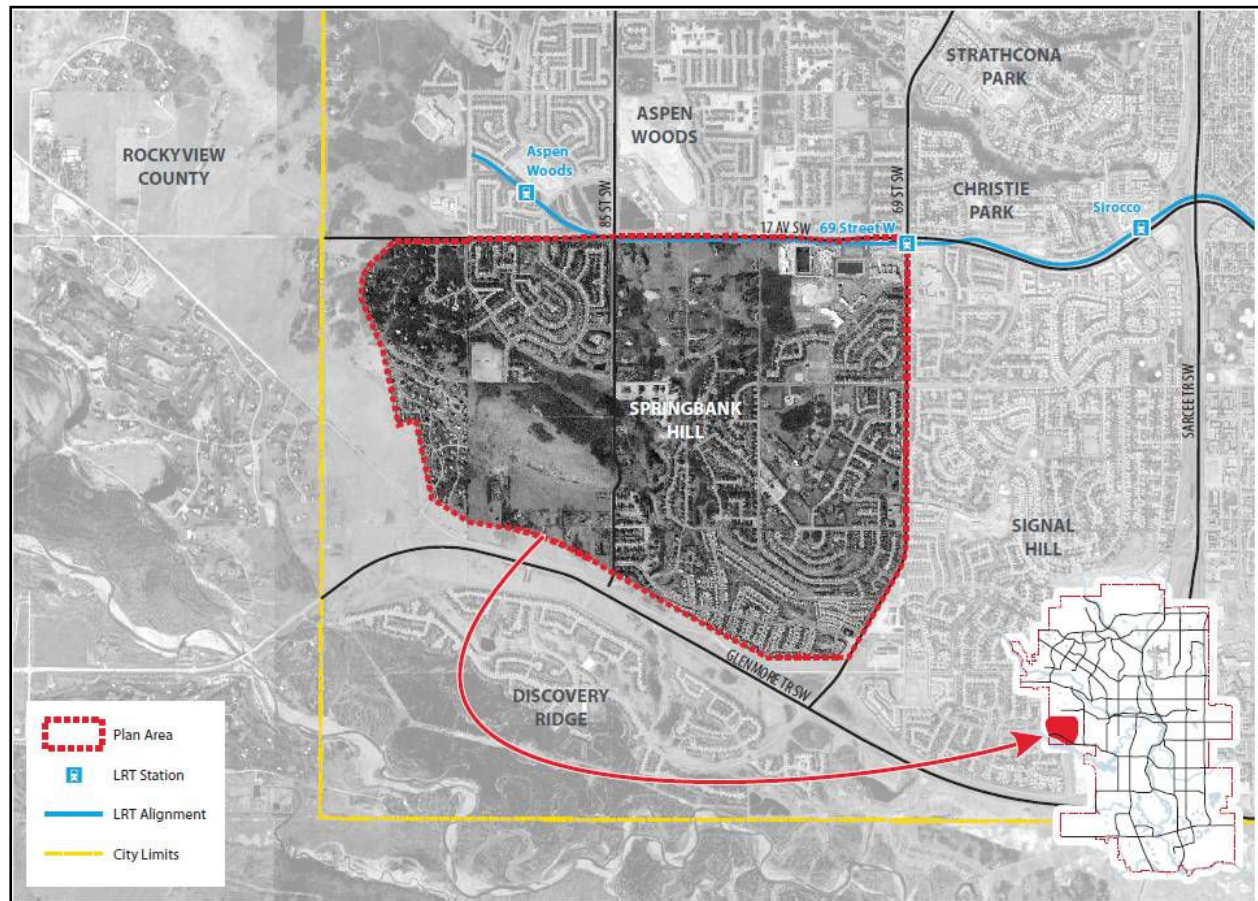
ATTACHMENTS

- 1a. Proposed Bylaw 28P2017
- 1b. Proposed Springbank Hill Area Structure Plan Document
(Schedule A of Bylaw 28P2017)
- 1c. Springbank Hill ASP – CPC Amended Draft
- 2. Public Submissions**

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LOCATION MAP



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw;

- (a) the proposed Springbank Hill Area Structure Plan (APPENDIX II).
- (b) the proposed amendments to the East Springbank Area Structure Plan, Bylaw 13P97 (APPENDIX VI).

Moved by: J. Ramjohn

Carried: 6 - 1

Opposed: G.-C. Carra

2017 April 20

MOTION: The Calgary Planning Commission accepted correspondence from:

- Melissa and Grant Leslie dated 2017 April 12;
- Apex dated 2017 April 13;
- Fabrizio Carinelli dated 2017 April 17;
- Stantec Consulting dated 2017 April 18;
- Civicworks Planning + Design dated 2017 April 19;
- B&A Planning Group dated 2017 April 20; and
- Ambrose University dated 2017 April 20;

as distributed, and directs it to be included in the report in APPENDIX IX.

Moved by: S. Keating

Carried: 7 – 0

MOTION: The Calgary Planning Commission **REFERRED** the Item back to Administration to for a further report on revisions to the document to better reflect the intent of the Municipal Development Plan through more extensive use of the tools established by the New Community Guidebook, specifically, but not limited to community and neighbourhood structure, Transit Oriented Development, activity centres and corridors, general terminology and blended density targets and return to Calgary Planning Commission no later than 2017 July 27.

Moved by: G.-C. Carra

LOST: 3 – 4

Opposed: M. Foht, S. Keating,
R. Wright and J. Ramjohn

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AMENDMENT:	Amend Section 3.2.4. of the Springbank Area Structure Plan, first sentence after “of a building should be” and before “storeys.” delete “six” and insert “ten”.	
	Moved by: M. Foht	Carried: 6 – 1 Opposed: J. Ramjohn
AMENDMENT:	Amend Section 3.4.1. of the Springbank Area Structure Plan, first sentence after “of a building should be” and before “storeys.” delete “six” and insert “ten”.	
	Moved by: M. Foht	Carried: 6 – 1 Opposed: J. Ramjohn
AMENDMENT:	Amend the section 3.1.6.3. of the Springbank Area Structure Plan, first sentence after “of a building should be” and before “storeys.” delete “four” and insert “six”.	
	Moved by: M. Foht	Carried: 6 – 1 Opposed: J. Ramjohn
AMENDMENT:	Amend all references to “Standard Urban” to “Standard Suburban” throughout the Springbank Area Structure Plan.	
	Moved by: G.-C. Carra	Carried: 5 – 2 Opposed: J. Ramjohn and A. Palmiere
AMENDMENT:	Amend references to “Low Density Contextual” to “Low Density” throughout the Springbank Area Structure Plan.	
	Moved by: G.-C. Carra	LOST: 3 – 4 Opposed: J. Ramjohn, S. Keating, A. Palmiere and M. Foht
AMENDMENT:	Insert new Section 4.4.3. of the Springbank Area Structure Plan to read as follows: “Opportunities to provide play fields through the consolidation of Municipal Reserve spaces should be explored at the Land Use/Outline Plan stage.”; and renumber the subsections accordingly.	
	Moved by: R. Wright	LOST: 3 – 4 Opposed: J. Ramjohn, M. Foht, A. Palmiere and S. Keating

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PLANNING EVALUATION

SITE CONTEXT

The community of Springbank Hill with an estimated population of 10,000 residents is located in southwest Calgary. It is bounded by the proposed Stoney Trail SW to the west, Glenmore Trail SW/future Stoney Trail SW to the south, 17 Avenue SW to the north, and 69 Street SW to the east. The Plan Area contains approximately 554 hectares (1,369 acres) of land. Rocky View County is located to the west. The communities of Aspen Woods, Christie Park, and Signal Hill are Springbank Hill's neighbouring communities. The community of Discovery Ridge is located south of the Plan Area, separated by the proposed Ring Road/Stoney Trail SW.

In 1995 June, over 10 square miles (2,700 hectares) of lands were annexed into The City of Calgary from the Municipal District of Rocky View. Two years after the annexation The City adopted a new Area Structure Plan (ASP) known as the East Springbank ASP that had several appendices in the form of Community Plans inserted to the document from 1997 through to 1999. Springbank Hill was the first of five communities to be planned for the East Springbank area and consisted of small fragmented acreage parcels, primarily 2 hectares (5 acres) in size, which posed a challenge to the creation of a comprehensively planned community due to varying landowners targeting different timelines for urban development.

Since 2011, development concepts within the area started to place development constraints and barriers to achieving the intent of the Municipal Development Plan (MDP). Following Council's direction, an initial audit determined that the Plan Area contained significant under-developed lands, in excess of 76 hectares (189 acres). The term "Study Area" was used to scope and delineate areas where new policies and development direction would have the most impact, see illustration on page 5 of this report. It was apparent that the under-developed areas or the Study Area had potential to align future growth with the MDP objectives. Furthermore, these lands maximized public benefit, as these areas for the most part could be serviced via existing infrastructure. Several areas within and surrounding the under-developed lands in the community were already built out to densities that were too low to be transit supportive, and existing policies offered little support for land uses other than low density residential. Other barriers and development constraints included fragmented land ownership, a residential road network consisting of cul-de-sacs and p-loops that limited opportunities for connection and future redevelopment, and a lack of technical studies that could identify environmentally sensitive areas and comprehensive stormwater solutions.

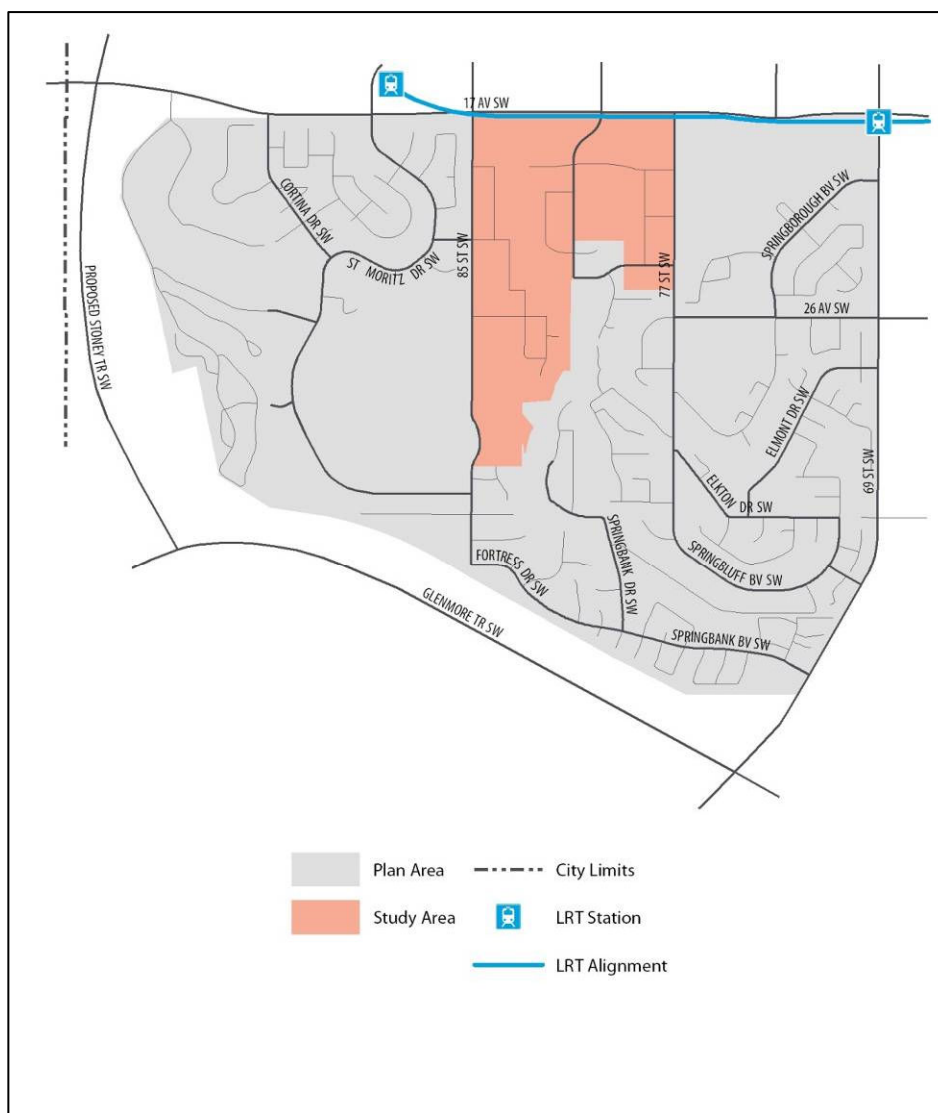
The newly proposed Springbank Hill ASP is intended to provide:

- a new vision and policy direction with clear expectations that enable undeveloped and underdeveloped areas within the Study Area to proceed with development that will provide for a vibrant mixed-use neighbourhood
- a policy focus to better align with MDP and CTP objectives that call for compact and connected neighbourhood areas;

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- clear policies and a land use framework that will streamline the review of future applications while providing servicing and stormwater solutions for landowners within the Study Area; and
- flexibility in allowing for higher density and mixed-use development to be located in one central location adjacent to the 17 Avenue SW corridor and in close proximity to the primary transit network.



Study area: shows contiguous undeveloped or under-developed areas primarily affected by new policies and development guidance of the proposed Springbank Hill ASP

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PROPOSED SPRINGBANK HILL ASP CONTENT (refer to APPENDIX II)

Introduction (pages 4-9)

This part of the Springbank Hill ASP provides an overview of the plan area location and surrounding regional context. Key features such as the area topography, drainage and natural features are discussed along with hierarchy and order of plans. Most importantly, this section provides the vision for the community and establishes the core ideas that led to the establishment of goals and objectives of the plan. The visions, core ideas, and the goals and objectives have been updated, but are consistent with the previous Community Plan.

Land Use Concept and Plan Area Projections (pages 10-14)

The Land Use Concept organizes the plan area by providing a central Mixed-Use Area at the north and central portion of the community, adjacent to the 17 Avenue SW corridor. The Mixed-Use Area transitions to the south to medium density residential areas. Predominantly residential Neighbourhood Areas comprise much of the plan area and provide a variety of housing options that are centered on activity centres, nodes and Joint Use Sites.

By the numbers, the new policy document is forecasted to bring at full build out:

- An additional 6,000 residents to an existing community of 10,000 (based on 2016 City of Calgary census data);
- 2,700 new dwelling units, for a total of 6,000 units for the entire plan area;
- Approximately 1,700 total new jobs predominantly in the mixed-use areas of the plan;
- Improvements to connectivity through extensions of pathways streets and bus routes;
- A central location to serve as the community's retail and commercial area that will interface the active 17 Avenue SW corridor (south-east of Aspen Landing shopping centre);
- Further value to the city's investment into the West LRT initiative by increasing ridership at the 69 Street LRT station; and
- Conservation of a natural ravine network that ensures a balance between the built environment and the natural setting.

The table below illustrates the impact from the proposed Springbank Hill ASP in achieving MDP intensity targets. It should be noted that the MDP minimum intensity threshold apply to Future Greenfield Areas. The community of Springbank Hill is not a Future Greenfield area. Instead, it is classified as being Planned Greenfield Areas that was planned in the late 1990s and is still being developed. The table is provided for relative comparisons.

Growth Scenarios (at full build-out)	Forecasted Intensity (jobs & people/gross developable hectare)	Minimum MDP Intensity Threshold (Greenfield Areas)
Existing development (status-quo for Plan area)	19	60
Forecasted for Study area	75	60
Max. forecasted for the Plan area with amendment	33	60

NOTE: Plan Area and Study Area boundaries are illustrated on page 5 of this report.

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Land Use Area (pages 15-27)

In seeking alignment with higher level plans, policies contained in the proposed ASP apply in addition to the policies in the MDP, Volume 1, and the New Community Planning Guidebook (MDP, Volume 2, Part 1). The land uses are organized by providing mixed-use areas at the north and central portion of the community. The mixed-use area provides intensification along the 17 Avenue SW corridor and a mix of residential and non-residential uses that offer amenities and services for the community. Street-oriented buildings supported by a strong mobility network will promote walkability.

The mixed-use area transitions to medium density areas to accommodate a greater concentration of units to increase housing choices. Low Density, Low Density Contextual and Standard Urban residential typologies will offer traditional suburban densities that reflect the current neighbourhood scale. The predominantly residential Neighbourhood Areas that make up the community will continue to offer housing options that support the proposed Neighbourhood Activity Centre, existing Neighbourhood Nodes and Joint Use Sites. The new land use framework (consisting of mixed-use, medium, low and low density contextual typologies) applies to approximately 15 percent of lands in the community of Springbank Hill.

Community Amenities (pages 28-34)

This part of the proposed ASP identifies Joint Use Sites that provide locations for potential future schools as well as public recreation and community uses, including open space networks. Some Joint Use Sites are smaller in area and are not able to provide a typical compliment of sports fields for community use. This has resulted from fragmented land ownership, which made it difficult to assemble lands for reserve purposes, and the desire to use the reserves to conserve natural areas and create an integrated open space system.

The open space network in Springbank Hill protects and enhances both natural and recreational environments. Existing natural systems as well as environmentally significant areas are important features, which are integrated into the urban fabric, and form part of a comprehensive, contiguous and accessible regional open space system.

Mobility (pages 35-41)

This part of the proposed ASP contains policies to guide development of pedestrian, cycling, transit and vehicle mobility. Policies align with the Calgary Transportation Plan and ensure connectivity within the community and to the rest of the city is direct and efficient. A framework for reviewing land use proposals adjacent to the provincially owned lands within the Transportation Utility Corridor (TUC) for the proposed Stoney Trail is also provided.

Utilities (pages 42-46)

Policies relating to water, sanitary servicing and stormwater management facilities that are critical to servicing the Plan Area are discussed.

Implementation (pages 47-52)

Information on the implementation of the plan along with interpretation, limitations and future amendment to the plan is included within this section. Details on the approval process and review of future Outline Plan and Land Use Amendment applications are also discussed.

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LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014 - statutory)

This provincial plan establishes a vision for the region using a cumulative effects management approach that requires alignment of local land use decisions with Alberta's long-term economic, environmental and social goals.

Rocky View County/City of Calgary Inter-municipal Development Plan (2011 - statutory)

Policies direct inter-municipal coordination and collaborative planning for geographical areas of mutual interest.

Municipal Development Plan (2009 - statutory)

Contains seven city-wide goals that will shape how Calgary grows and develops in the long term.

To achieve policy alignment with the aforementioned higher-order plans that followed the adoption of the East Springbank ASP in 1997, Administration recommends amending the East Springbank ASP by deleting Appendix 1 East Springbank 1 Community Plan, and adopting the proposed Springbank Hill ASP to provide new policy guidance.

TRANSPORTATION NETWORKS

The community of Springbank Hill is bounded by the future Ring Road/Stoney Trail to the west and south, 17 Avenue SW to the north, and 69 Street to the east. Lands for the proposed Ring Road/ Stoney Trail are part of a Transportation Utility Corridor (TUC) and are owned by the Province of Alberta. Policies and a review framework for land proposals adjacent to the TUC consider access and interface. Updates to the proposed ASP with regards to the TUC have been informed by circulation comments from the City's Ring Road Integration team, Alberta Infrastructure and Alberta Transportation.

Policies relating to the street network within the plan area have been updated and where possible require a grid or modified grid pattern to facilitate direct pedestrian access to transit, parks and other neighbourhood amenities.

Transit is a high priority mode of transportation that provides affordable and sustainable mobility options for Springbank Hill residents. The Blue Line terminus at 69 Street LRT station is located at the north-east corner of the plan area. A future expansion of the LRT line is planned along the northern edge of the plan area, on the south side of 17 Avenue SW. Transit policies of the proposed ASP are intended to provide direct, convenient and efficient service within the plan area, and allow Springbank Hill to connect with the rest of the city. Policies have been drafted to enable public transit to become the preferred mobility choice for current and new residents.

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UTILITIES & SERVICING

Much of the city's supporting infrastructure (e.g. emergency services, transit, water and sanitary) along with certain roadways are in place to allow for development to proceed within the plan area. Future costs to connect to city services will be the responsibility of developers.

An approved Master Drainage Plan, identifying drainage solutions for undeveloped site will need to be in place prior to Outline Plan/Land Use amendment approval. A Master Drainage Plan is currently being prepared for the study area and is anticipated to be complete by Q2 2017.

ENVIRONMENTAL ISSUES

A Policy Review Area (PRA) is identified within the plan area. PRAs are used to delineate lands where uncertainty exists about the full development potential due to the presence of fill material, which includes construction debris. Administration was made aware of the potential of historical dumping within a former ravine area. Soil sampling reports submitted by affected landowners aided in identifying and informing the policies for the PRA.

ENVIRONMENTAL SUSTAINABILITY

Policies pertaining to clustering of higher density residential, protection of natural ravine areas, and slope-adaptive design address some of the City's current sustainability initiatives. Other measures such as tree protection and reducing impervious surfaces to deal with urban heat island and stormwater solutions through Low Impact Development (LID) are also addressed within the proposed policies.

A sustainability audit or appraisal was not determined to be within the scope of this project. However, at the discretion of the Approving Authority sustainability audits may be deferred to future Outline Plan/Land Use Amendment submissions.

Healthy planning principles emphasize planning and building healthier communities through comprehensive planning. Some of the overarching principles referenced within the proposed plan include:

- Active areas - provide spaces that accommodate multiple uses and flexible programming
- Mix and mingle - integrate complementary land uses, building type and mixed-use developments
- People places – offer destinations and connections to allow for safe access and movement of pedestrians, cyclist and transit users;
- Character communities –natural features used to create unique neighbourhoods
- All ages and abilities – access to amenities, schools and services along with a mix of housing options that supports aging in place.

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GROWTH MANAGEMENT

The growth management overlay does not apply to the proposed plan. All leading municipal infrastructure is in place. For example, the existing Fire Hall at 3800 - 69 Street SW and the Westside Recreation Centre already serve the community.

The proposed Area Structure Plan will require limited capital infrastructure investments that will be funded through acreage assessments at the time of subdivision. New capital infrastructure will primarily address mobility and connectivity concerns. Anticipated capital investment will include increased bus service, and a proposed pedestrian bridge across 17 Avenue SW to connect to Aspen Woods. The pedestrian overpass is not committed to be constructed within the 10 year capital budget. It is identified and included within the transportation off-site levy bylaw requiring developers to pay acreage assessments upon subdivision and development, as per the Standard Development Agreement. Increased bus service would occur over time and no timeline on altering, adding routes or increasing frequency has been identified within 10 year capital budget.

EXTERNAL CIRCULATION

Administration undertook circulation of the draft Springbank Hill ASP to external referees. Formal responses provided back are summarized below.

Rocky View County Inter-Municipal Circulation

Administration provided a formal presentation to the Inter-Municipal Committee at its regularly scheduled meeting of 2017 February 10. Based on the circulation of the document and the formal presentation, Rocky View County Planning Services provided feedback stating that it had no comments or concerns with respect to the Springbank Hill ASP circulation.

Calgary Board of Education (CBE) and Calgary Catholic School Division (CCSD)

Based on their review of the proposed ASP and updated density information, CBE and CCSD acknowledged that the Joint Use Sites identified within the Plan Area met the needs of the two school boards.

Alberta Transportation and Alberta Infrastructure

Comment from the provincial departments related primarily to the Transportation Utility Corridor (TUC) and the need for Ministerial Consent prior to any crossing and construction of utilities and pathways. All references within the proposed Plan have been updated to address the comments.

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PUBLIC ENGAGEMENT

A comprehensive engagement and communications strategy was developed to facilitate multiple touch points and ensure inclusivity for all stakeholders who wanted to provide input and learn about the proposed Springbank Hill ASP.

In 2017 February, Administration hosted two Open Houses to gather feedback on the draft Springbank Hill ASP and sought information on how the Land Use Areas, Mobility and Community Amenities sections of the plan impacted citizens and relevant stakeholders. The input received helped to refine the proposed Springbank Hill ASP.

Overall, there was a high level of interest in the draft Springbank Hill ASP and a wide range of input was received. The top themes, as referenced in APPENDIX IV, that emerged through comments received in-person and online were:

- Transition of density and the preservation of the existing neighbourhood character.
- Green/open space and pedestrian connectivity.
- Traffic impacts resulting from additional density.
- Increase in the amount of mixed-use areas identified in the plan area.

As part of the public engagement, Administration ensured that relevant stakeholders were aware of the development of the ASP, the timelines and processes involved, and had an opportunity to provide informed input.

Administration reviewed all feedback that was collected and responded to the concerns that were most frequent as they related to the specific topic areas. The proposed ASP was updated and informed by the engagement undertaken. Key changes made as a result of stakeholder engagement included:

- Lowering the density for south portions of the study area to provide a more gradual transition of density.
- Introducing a new Low Density Contextual typology to demonstrate contextual sensitivity with existing built areas
- New policy direction on building heights to range between 4 and 6 storeys. The Approving Authority may allow for increased heights subject to topographic conditions and impacts being addressed.
- Changes to the proposed Livable Street policies ensured flexibility and better alignment with the intent of the policies.

A detailed accounting of the feedback received, and resulting changes undertaken are captured in APPENDIX IV, which was provided to all interested stakeholders at the 2017 March Information Sessions and through the project webpage. Stakeholders were also informed that Administration prepared the proposed ASP based on technical feasibility, City policies, Council priorities, and landowner rights. Refer to APPENDIX IV and APPENDIX V for a complete summary of stakeholder engagement.

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Open Houses and Public Meetings

Starting in 2013, Administration hosted numerous public events that included both in-person and online activities. These activities included workshops, open house events and information sessions which helped Administration understand the vision, priorities, concerns and policies for the proposed plan.

At the open house held in 2013 March, citizens exchanged information and ideas about the plan area and identified areas for which they were seeking new direction.

Neighbourhood workshops held in 2013 April and May allowed the wider community to participate in brainstorming ideas.

Design workshops held in 2013 June and November refined land use concepts.

Open house held in February 2014 allowed citizens to review and provide comments on the ASP priorities.

Administration hosted two open houses on 2017 February 06 and 07 after releasing a draft version of the Springbank Hill ASP on 2017 January 31. The focus of these sessions was to gather comments about the draft policy and to capture feedback on how the land use areas, mobility and community amenities impacted citizens living in and around the area. A total of 241 participants attended the open houses over the two nights, and a total of 287 completed surveys were submitted.

Overall, there was a high level of interest in the draft Springbank Hill ASP and a wide range of input was received. The top themes that emerged through the comments were:

- Potential impacts of density and the preservation of the existing neighbourhood character is important to the community.
- Green/open space and pedestrian connectivity is important to the community. Residents are concerned about traffic impacts.
- Mixed-use is an issue of significant interest to the community.
- Comments about mixed-use ranged from being against mixed-use, supportive of mixed-use and/ or only desiring a certain type of mixed-use.

On 2017 March 16 and 20 two additional information sessions were held for citizens. These sessions outlined what Administration heard from the community, what changes were made to the ASP as a result of the feedback, and what feedback could not be addressed in the proposed ASP. The proposed ASP was also shared with attendees. While additional feedback was not captured at this event, attendees were advised to send comments or concerns to the project email address and to attend the Public Hearing of Council. Concerns were raised by existing residents about the transition of the density being inadequate. Landowners expressed concerns on the limitations placed on building height, and the flexibility afforded in the delivery of mixed

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use developments. Minor textual revisions to the proposed policies addressed the latter two items.

To date, a total of 4 design workshops, 5 open houses and 3 information sessions have been held. In addition, over 25 discussions and meeting have been held with various landowners affected by the proposed Springbank Hill ASP.

Community Association

The Springbank Hill Community Association (SBHCA) has been actively involved with the project since the onset. Project updates were routinely shared to keep members of the Community Association informed on the proposed changes and progress of the project. Tailored meetings with members of the Community Association were hosted with Administration's project team throughout the development of the ASP.

Following the release of the draft ASP on January 31, a number of concerns were identified by residents in the area and the Community Association. A summary of the top concerns included:

- Proposed density and its transition and interface with existing residential developments;
- Potential impact from land use and the maximum allowable building heights;
- Additional mixed-use areas and the building format (i.e. big box store) within the Plan Area;
- Need for additional "programmable" green spaces and alignment of regional pathways and green corridors;
- Conservation of natural areas;
- Impacts on the traffic flow and congestion resulting from additional density and mixed-use development;
- Changes to the street network in existing developed areas; and
- Suggestions for transit facilities and the timing of the future Aspen Woods LRT extension

Written comments from the SBHCA were received on 2017 March 02. In its correspondence, the SBHCA members requested the following:

- A minimum of 4 acres, out of the anticipated 18.9 acres Municipal Reserves to be set aside as programmable space for the community. The site is to be a square or rectangular parcel (maximum width to depth ratio of 1:1.5). Site grading should be less than 2.0 percent;
- Clarity on specific densities intended for the study area, and whether the density is supportable by the planned traffic infrastructure;
- Reconsideration of the land use typologies to the plans presented in 2013; and
- Re-state the policies for the mixed-use areas and remove references to auto-centric, drive-through uses, and establish a 4 storey maximum height within the mixed-use areas.

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Responses to the concerns raised from residents of the area and the SBHCA were included as part of the What We Heard Report. In many instances updates were made to the policies of the proposed Springbank Hill ASP to address the concerns raised by the community and the Community Association. The feedback, responses and changes were shared with all stakeholders at the March 16 and March 20 Information Sessions, see APPENDIX IV and through the project webpage. A final letter from the SBHCA was received on 2017 April 10 and has been included into this report, refer to APPENDIX V.

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APPENDIX I

 THE CITY OF
CALGARY
CITY CLERK'S OFFICE

NM 2012-48
RECEIVED
2012 NOV -8 A 8: 01
THE CITY OF CALGARY
CITY CLERK'S
BA

NOTICE OF MOTION
CC 661 (R2009-05)

RE: PUD 2012-0670 LUPP 2013 CORPORATE WORK PROGRAM

ALDERMAN: SHANE KEATING, PETER DEMONG, JIM STEVENSON, ANDRE CHABOT, RAY JONES, JOHN MAR, DIANE COLLEY-URQUHART, GIAN-CARLO CARRA, RICHARD POOTMANS

WHEREAS Administration is planning the LUPP 2013 Corporate Work Program;

WHEREAS there needs to be structured agreement that allows for developers to fund City costs for ASP's;

WHEREAS there needs to be a complete comparison of areas for development therefore, a "new" gate be established;

THEREFORE BE IT RESOLVED add the following recommendations to the LUPP 2013 Corporate Work Program;

3. Direct Administration to work with the major landowners within the future ASP areas listed in Table 1: Developing Growth Areas, contained in Attachment 2 of the Framework for Growth and Change: Phase 4 Report (PUD 2012-0690), in order to prepare the ASP's for Developing Areas over a maximum of a three year period, 2013 to 2015, in order to;

- have the landowners who benefit from the ASP's pay the full City costs to prepare the Area Structure Plan's,
- recognize that for new ASP's, growth management considerations the new "gate" will be Outline Plan/Land Use Redesignation and not the ASP's,
- ensure the efficient use of City Administration time, and recognizing the new "gate", a process is to be included in the new ASP's whereby a financing and funding proposal is part of a growth management evaluation application, as refined with the City prior to Outline Plan and Land Use Redesignation applications being accepted for consideration by the City,
- have the growth management evaluation application accompanied by an appropriate application fee to cover City costs for the "new" gate, to determine if the application should proceed.
- have a report come to Council after consulting with the stakeholders in January 2013, with an Administration recommendation for the proposed cost recovery formula as, process and sequencing, in consultation with the affected major landowners and discuss the growth management process.

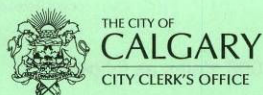
4. Direct Administration to Complete the Northeast Regional Plan Cell A from the Proposed 2013 Work Plan, as well the Southeast planning Area Regional Policy Plan Cell C within 2013, according to the criteria within this amendment. Use these two ASP's as a pilot for the new visionary restructuring of the ASP process, and developer funded ASP's.

Signature of Member(s) of Council

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NM 2017-48

NOTICE OF MOTION

CC 661 (R2009-05)

5. Direct Administration to reallocate the proposed 2013 funding for Northeast Regional Policy Plan ASP: A to new ARP policy planning work.
6. Direct Administration to complete an evaluation in Nov of 2013 of the process to determine whether the remaining ASP's according to the Preliminary Growth Management Implementation Schedule. Table 1 can be completed 2 per year.
7. Direct Administration to identify all costs, found across the municipal corporation, associated with implementing the new "gate" process contained within this amendment and have Administration report back to Council on those costs and with a work plan to implement the work directed by this amendment in January 2013. The work plan will include a budget and the necessary FTEs needed to implement the work plan.

Signature of Member(s) of Council

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LAND USE PLANNING & POLICY 2013 CORPORATE WORK PROGRAM

EXECUTIVE SUMMARY

The 2013 Land Use Planning & Policy (LUPP) Corporate Work Program includes major planning-based projects and projects that require significant inter-business unit resources. The report advises on projects continuing into 2013 as well as new projects to be commenced. It also outlines a new approach to local area planning and a focus providing an environment to promote new development in nodes and corridors as per the Municipal Development Plan (MDP). Three new local area plans are recommended the Northeast Regional Policy Plan Cell A, Downtown West, and Stadium Shopping Centre lands.

ADMINISTRATION RECOMMENDATION(S)

The SPC on Planning and Urban Development recommends that Council:

1. Receive for information the LUPP 2013 Corporate Work Program (Attachment 1); and
2. Direct Administration to amend the MDP Map 2 Growth and Change to add Northeast Regional Plan Cell A, Stadium ARP and the Downtown West ARP and report back to Council by Q1 2013.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2012 April 23, Council approved PUD2012-09 Land Use Planning & Policy 2012 Corporate Work Program, with the following recommendations for the 2013 Work Program:

1. Include, in the 2013-2014 Corporate Land Use Work Program, the initiation of work to encourage the use of conservation design in land use planning and development; and
2. Direct Administration to consider the Walton NE application under the Corporate Growth Management work, to be brought to Council with the 2012 October update to the LUPP Corporate Work Program.

At the 2011 November 21 Special Meeting of Council, Planning, Development & Assessment's 2012 – 2014 Business Plans and Budgets were approved (C2011-073).

On 2010 November 19, The Mayor and Members of Council received a memo from the Director of Land Use Planning & Policy providing an update on the 2010 / 2011 Corporate Land Use Policy Work Program. This memo identified work on which Council had previously provided direction, as well as projects for 2011 that were of a "significant inter-business unit nature".

BACKGROUND

The Land Use Planning & Policy (LUPP) 2013 Corporate Work Program (Attachments 1 & 2) continues the 2012 work program and identifies new planning work for 2013. As the 2012 Work Program was only just approved six months ago, a number of projects are ongoing. The intent of reporting back at this time with the 2013 Work Program is to align planning projects with the Corporate Framework for Growth and Change's Growth Management Implementation Schedule.

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Major accomplishments in 2012 thus far include:

- Approval of the Keystone Hills Area Structure Plan (ASP), the first residential ASP since the MDP was adopted. This ASP sets the direction for future new communities planning.
- Approval of the Calgary Metropolitan Plan (CMP) by the Calgary Regional Partnership. The CMP is now awaiting approval by the Province.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The 2013 Work Program signalizes a shift to a more strategic approach to local area planning, with an emphasis on MDP alignment, rationalizing of available resources and multi-community based plans. Although a number of current planning initiatives are more business unit focused and; therefore, not listed in this Corporate Work Program, the new approach will establish a number of ongoing and new projects for 2013 and beyond.

In accordance with the MDP, The City endeavours to maintain up to a 15 year planned land supply with approved ASPs or Community Plans, and 3 – 5 years of serviced suburban land. With the approval of the Keystone Hills ASP in 2012 July, The City has 12 – 14 years of planned land in place, and 4 – 6 years of fully serviced land available. With the anticipated approval of the three ASPs currently underway, the planned land supply will increase to 15 – 19 years on a citywide basis.

ASPs already underway will result in a significant surplus of planned land relative to target and will continue to push land use policy far ahead of The City's capacity to provide necessary infrastructure (Attachment 3). A more detailed sector based analysis of suburban land supply, the historical and anticipated absorption rates as well as current limits on capital budgets for infrastructure strongly support a different approach to the allocation of corporate resources.

In light of the growing gap between planned land supply and its ability to be serviced, planning will focus on increasing the development potential of the established areas where many community amenities and services are already available. This is particularly the case for nodes and corridors, which the MDP identified as areas where the most intensification can be expected, thereby lessening the impact of change on stable residential communities.

While other municipalities use methods such as growth boundaries to create positive pressure for infill development, the intention of this work program is to create a more balanced environment of growth in new and established communities, by promoting development on already serviced sites through the planning work that will be undertaken in 2013 and beyond. Key approaches include:

- Aligning growth and new ASP development with the Implementation Schedule and capital budget dollars on a go-forward basis
- Reviewing existing Local Area Plans to identify opportunities and remove barriers for new development in existing communities, particularly in nodes and corridors
- Developing new policies/plans where necessary to facilitate major redevelopment applications
- Strategic, targeted amendment of local area plans to address MDP alignment

Approval(s): GM (Rollin Stanley) concurs with this report. Author (Allison Chan)

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- Streamlining planning work by implementing fewer but important policies at a broader geographic scale, rather than many detailed policies at the local plan level for only one community, where possible
- Identifying tools other than Local Areas Plans to facilitate development, and a new approach to community outreach
- Regional Planning

Greenfield Development

Opening up more land for Greenfield development should be phased with capital infrastructure programming in the budget cycle so that new ASPs are carefully planned and aligned with each three year budgeting cycle, anticipated at a rate of approximately one ASP per year. To account for ongoing absorption, and to allow for transition to a more continuous sequencing of planning policy development, one new ASP is recommended for commencement in Q4 of 2013.

To date seven requests for new ASPs have been received and considered in the context of both the MDP land supply policies and the Growth Management Implementation Schedule. A summarized discussion of each ASP request is found in Attachment 4.

Of the seven ASP requests, the Southeast Planning Area Regional Policy Plan Cell C ("South Seton") and Northeast Regional Policy Plan Cell A (referred to in Council direction as "Walton NE application") present the strongest cases for initiation of an ASP. While ASPs are imminent in both areas, administration considers Northeast Regional Policy Plan Cell A the stronger candidate for 2013 based on the following:

- A Major Activity Centre (MAC) is planned to the west of the Northeast Cell A. Planning for this area will enable development of the east side of the MAC to be completed
- The LRT is relatively close to Northeast Cell A and a short extension from the existing Saddle Towne Station
- Northeast Cell A is relatively low cost to service. The ultimate servicing costs have been identified as \$10 million
- Market share has been increasing in the Northeast Sector in recent years

Section 5.2.7(b) of the MDP states that "City Council shall make the decision to begin preparation of a Local Area Plan by amending the Growth and Change map of the MDP (Map 2)", as such, an amendment to the MDP map to add the Northeast Cell A lands is required.

South Seton will be considered for commencement in 2014, subject to confirmation and update of information from the Growth Management Implementation Schedule at that time.

ASP/ARP Audits

As part of the 2012 Work Program, Administration completed a scoping exercise to evaluate a cross section of pre-MDP Local Area Plans, particularly their alignment with the MDP typologies and key directions. Key findings to date include:

- an absence of urban design guidelines
- densities that do not meet the minimum intensity thresholds

Approval(s): GM (Rollin Stanley) concurs with this report. Author (Allison Chan)

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- primarily single-family focus in many areas; weak policy for multi-residential or other uses
- lack of intensification policies
- lack of alignment with an identified MDP typologies

Although it is recognized that Council's direction, and stakeholder expectation, with adoption of the MDP/CTP was to apply the new policy direction to future planning studies rather than retroactively to existing local area plans, there are a number of opportunities to implement new policy where there is no policy, or to replace outdated policy.

A more detailed review and ranking of Local Areas Plans will continue in 2013 and beyond, and each plan is expected to be handled in one of the four following ways listed below. Items may be brought to Council either individually or packaged as a group, as the situation warrants:

1. Rescind – Rescinding a number of dated and completely developed plans that are no longer required will be explored.
2. Themed Policy Review – Review of a particular policy aspect of a set of plans in order to remove barriers to development and standardize and implement new policy across several plan areas. This approach avoids the need to re-do every plan in its entirety, and is seen as a much more efficient means to align the most critical policies with the MDP and implement them quickly and across the board. The first themed policy review will investigate Neighbourhood Corridors and Activity Centres.
3. Full review/major amendment – Updating existing local area plans with significant remaining development or redevelopment capacity to ensure alignment with the MDP maximizes the public benefit, as these areas are likely to develop in the near future, and for the most part, can be serviced via existing infrastructure. To this end five local area plans have been identified:
 - East Springbank ASP Appendix 1 and Appendix 3 - Both plan areas include large parcels of planned land without approved land use. The densities are too low to be transit supportive, and have weak policies for land uses other than low density residential. An amendment for East Springbank Appendix 1 is currently underway.
 - Calgary West ASP – The TransCanada corridor study is underway to better address a number of inquiries regarding the development of highway commercial. The plan area includes parcels of vacant residential land without land use.
 - East Village Policy Review - An urban design and policy review of the East Village to ensure alignment between the ARP, the Master Plan and the Land Use Bylaw.
 - Downtown West ARP – scoping and preliminary work will begin on a new ARP to replace the existing Downtown West End Policy Consolidation adopted in 1993. Establishing a contemporary community vision through an ARP will help to achieve the Centre City Plan objectives and realize the area's optimal redevelopment potential. An amendment to MDP Map 2 Growth and Change will be required.

Approval(s): GM (Rollin Stanley) concurs with this report. Author (Allison Chan)

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4. New Local Area Plans - In some cases, new plans will be required. In addition to the Northeast Cell A ASP discussed above, an ARP for the Stadium Shopping Centre lands to facilitate new development in an established community setting will be undertaken. There is currently no planning policy direction in place for this site; an amendment to MDP Map 2 Growth and Change will be required.

Approach to Local Area Plans

Administration intends to extend planning work to more communities in the near future than traditionally possible. To do this it is necessary to rethink how local area plans, particularly ARPs, are developed as the current model is time and resource intensive. A new approach is being examined and will encompass the following principles:

1. Streamline Policies: Identify issues, standards, guidelines and infrastructure requirements that can be addressed at a city-wide or regional level. The more issues that can be dealt with at a broader geographic level, the less time needed to complete a local area plan.
2. Complete Community Outreach: A toolkit outlining community outreach methods and circumstances for their most appropriate use will be developed in 2013, based on and including the learnings from recent innovation projects. Local area planning exercises should be reserved for areas with active development where landowners can be effectively engaged and contribute financial and human resources to address issues and implement the appropriate level of engagement.
3. Focus on Active Development: Placing greater emphasis on supporting legitimate planning applications through both technical, design, and policy support and community engagement. Focussing on application support is critical as the development in these areas makes use of existing infrastructure and services, and furthers Calgary's goal of new growth within established communities, particularly in nodes and corridors.

The Implementation Schedule identifies several nodes and corridors where development is starting or obstacles to starting are mostly removed. As a result, a number of major planning applications for inner city communities have been received, in addition to numerous pre-application consultation requests. This trend is expected to continue into 2013. Providing policy support for development applications requires a substantial amount of staff time, often at short notice, to meet timelines.

Citywide Policies

City-wide items are of particular strategic importance as their intent is to streamline policy by eliminating duplicate and/or contradictory policy in local area plans and place them in one single standardized document to apply citywide. Projects include:

- scoping of a new city-wide incentive structure
- citywide commercial urban design guidelines
- conservation design as per direction from the 2012 Work Program
- scoping of a possible "development standards" handbook for major MDP typologies

Approval(s): GM (Rollin Stanley) concurs with this report. Author (Allison Chan)

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Design Guidelines Review

On a related note a more consistent and strategic method to dealing with design guidelines is needed. Currently many local area plans contain design guidelines. Many are repeated across several documents; others are unique to their plan. The design guideline review process will examine both standalone guidelines and those embedded within local area plans against the MDP, and result in a more consistent, city-wide set of guidelines.

Transit Oriented Development (TOD)

As providing high quality transit is inherently connected to creating strong nodes and corridors, TOD planning continues to remain a high priority. Inglewood/Ramsay has been identified by Transportation Planning and Transit Planning as a focus for coordinating planning efforts in 2013; the scope of planning work required for this item is to be determined. Project chartering is now underway for the North Central LRT line.

Regional Planning

Regional Corporate Initiatives continues to coordinate strategic responses to significant regional issues. Key work for 2013 includes:

- continued efforts to strengthen the Corporate Regional Steering Committee tasked with developing a coordinated response to key regional issues
- implementing the Calgary/Rocky View County Intermunicipal Development Plan
- formalizing The City's intermunicipal relationship with The Town of Chestermere
- implementing the CMP following its anticipated approval by the Province

Stakeholder Engagement, Research and Communication

The 2013 LUPP Corporate Work Program comprises a consolidated list of projects that have been vetted with affected internal business units, or affected stakeholders. Details of new projects will be discussed prior to project start-up. Further the Work Program is based on the Planning Development & Assessment Business Plan and current Council priorities, both subject to much public engagement and input throughout 2011.

Strategic Alignment

The 2013 LUPP Corporate Work Program is aligned with furthering the principles and goals of the MDP and the Framework for Growth & Change.

The Work Program was informed by and is aligned with the Council approved 2012 – 2014 PDA business plan, with particular regard for the following Strategies and Actions:

- 2P1.1 Ensure an appropriate inventory of serviced and planned land for community development in accordance with the Municipal Development Plan (MDP). (CFP-P1*).
- 2P1.2 Improve new community and established community development standards in pursuit of MDP goals. (CFPO-P11*).
- 2P1.5 Coordinate the activities of various inter-departmental Centre City action teams and corporate project teams.
- 2P1.6 Identify, protect and manage places of historical significance.

Approval(s): GM (Rollin Stanley) concurs with this report. Author (Allison Chan)

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- 2P2.3 Work with Transportation to support the Calgary Transportation Plan (CTP) and Primary Transit Network through land use policy plans and application reviews.
- 2P4 Support Council and coordinate The City's interests in the Calgary Metropolitan Plan (CMP) and other Provincial regional legislation.
- 7F1.2 Implement the *Growth Management Framework* through land use policy plans and application reviews to align budget and planning recommendations.

Social, Environmental, Economic (External)

Social

Streamlining planning processes and policies to focus on the most critical issues will allow local area planning activities to reach more communities in a shorter time frame.

Environmental

Coordinated regional planning and aligning new growth areas with the Growth Management Implementation Schedule fosters contiguous new suburban development. Efforts to support new development within established communities maximize use of existing infrastructure and services available in established communities.

Economic (External)

Aligning future growth and development with the Growth Management Implementation Schedule provides a rational and predictable pattern of growth that aligns the necessary capital investment with budgets to provide these services.

Financial Capacity

Current and Future Operating Budget:

The LUPP Corporate Work Program may be completed with existing staff resources and through the current operating budget.

Current and Future Capital Budget:

The LUPP Corporate Work Program does not directly result in current or future capital budget requirements; however, the decision to commence any new local area plans, particularly an ASP, has implications on future capital budgets for infrastructure and servicing. The 2013 LUPP Corporate Work Program includes new local area plans for Northeast Regional Policy Plan Cell A, West Downtown and Stadium Shopping Centre.

Risk Assessment

Proceeding with new local area plans that do not rate highly on the Growth Management Implementation Schedule may result in misalignment of new planning areas with servicing and budgetary priorities.

Approval of new ASPs well above a 15 year planned land supply would increase the lag time between policy development and actual community build out, and may result in outdated planning policies being implemented. Since approved statutory policy generally allows for submission of Outline Plan/Land Use applications, regardless of the feasibility and timing of municipal services in the area, significant staff resources across the corporation are being tied up in these reviews.

Approval(s): GM (Rollin Stanley) concurs with this report. Author (Allison Chan)

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Any further additions to the work program will require either shifting resources away from listed work program items, or will result in extended timelines for completion of the work.

Coordination of this work program with ongoing major departmental initiatives to improve the planning process is required to ensure that staff and resources are available.

REASON(S) FOR RECOMMENDATION(S):

As a result of the approaches outlined above, the following outcomes are targeted:

- Better alignment of the supply of serviced land and planned land
- A planning framework that encourages development within nodes and corridors, bringing new services and activities in to strengthen existing neighbourhoods
- More communities engaged in planning items in a shorter timeframe
- More local area plans are updated in terms of the most critical and beneficial policies, thereby setting the stage for redevelopment in more communities

ATTACHMENT(S)

1. Proposed Land Use Planning & Policy 2013 Corporate Work Program
2. Proposed 2013 Work Program Plan Locations
3. Historical Calgary Suburban Greenfield Residential Land Supply
4. ASP Prioritization Analysis

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APPENDIX II

PROPOSED SPRINGBANK HILL AREA STRUCTURE PLAN

[Proposed Springbank Hill ASP](#)

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APPENDIX III

6. Citizens felt unclear on the proposed land use concepts and information shared in the plan. The City has updated the proposed Land Use Concept Map. It follows the same format as the one released on January 31, 2017 and builds on the feedback that higher density areas should be located closer to 17 Ave. S.W. and lower density areas should be located near existing residential areas.

The proposed Land Use Concept Map presented on January 31, 2017 consolidated several different land use typologies that were presented in 2013 and 2014. For example, low rise apartments and row houses were grouped under "Medium Density". The consolidation was undertaken to be consistent language with other ASPs that have been approved recently, and to provide greater flexibility and variety in the ultimate built form.



Community Amenities

1. Citizens would like to see more green space. The ASP identifies Environmental Open Space (EOS) Study Areas. These are areas that require further study at later stages of planning, and may become natural area parks. As well, the ASP does not identify potential developed/programmed park spaces as these are discussed at the next level of planning.
2. Citizens provided suggestion on future green space uses. The City understands the desire for programmable green space. It is understood and there is policy that supports this, however certain challenges exist. For example:
 - The City can only acquire land for open space (Environmental or Municipal Reserve), when a parcel is subdivided. If a landowner chooses not to subdivide, The City cannot acquire land.

Existing developed parcels that fell within the new range of densities have been updated to reflect their actual classification.

3. Citizens are concerned with proposed land use concepts and potential building heights. The Land Use Concept map has been updated. The maximum height for developments classified as Medium Density has been updated, and will now be 4 storeys high. Buildings in the Mixed-Use Area will not exceed 6 storeys.

4. Citizens are concerned with additional Mixed-Use in the Plan Area. The location of the proposed Mixed-Use Area is confined to the north-central portion of the Plan Area, closest to the 17 Avenue S.W. corridor. The area is meant to accommodate a mix of retail, commercial and residential uses. The increased concentration of commercial activity and population is based on the following factors:
 - To take advantage of the existing busy roadway and the 69 Street LRT Station located 700 meters (6-10 minute walk) to the majority of the Mixed-Use Area.
 - To transfer development potential away from areas impacted by steep grades and identified environmentally significant areas, to areas that are easier to develop.
 - To provide one central commercial and higher density residential area that allows access to neighbourhood amenities. Access to the area is based on short, direct and convenient travel patterns for all types of mode (walk, bike, ride or drive).

5. Citizens are concerned with specific mixed-use types that could be in the Plan Area and/or within the proposed High Street (i.e. Big Box Stores). The Mixed-Use Area is intended to support built form that predominantly mixes residential, retail and commercial uses. Given the ASPs provide long term policy direction, flexibility within the policies allows for single use, large scale retail to accommodate a super market or other uses.



Springbank Hill ASP

What we heard



Land Use areas

1. Citizens are concerned with the proposed density. The existing East Springbank ASP, Appendix 1 was adopted in 1997 and revised in 2001. Administration has identified it as being outdated in terms of content, format and alignment with other City of Calgary policies. The proposed changes to density aim to meet the Municipal Development Plan targets that were set out and approved by Council in 2009. The 2001 policy framework provided a projected population range between 15,000 and 20,000 residents. The updated proposed Springbank Hill ASP projects a population of 17,000 at full-build out.
2. Citizens are concerned with the transition of density in the plan area and interface with existing development. Several changes have been made to the Land Use Concept to reflect the concerns. Certain undeveloped and underdeveloped parcels that were marked as Low Density are now classified as Standard Urban with densities in the range of 7-17 units per hectare. A new typology Low Density Contextual has been added to provide a suitable transition in densities and built form between existing Standard Urban Development areas and Low Density Residential areas. Specific policies within the updated ASP will require contextual transition to be demonstrated for new developments located adjacent to the existing built form.

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General

1. Citizens concerned with their ability to influence the outcome of this project.

The City engages on decisions that are open for citizen input. In this case the following areas were identified as open for influence by citizen feedback at a Listen and Learn level.

- land use areas
- environmental open space
- pathways
- active modes connection
- street network
- transit network

The ASP shared and provided for review at the February Open House events was a draft version and an updated version will be shared at the March Information Sessions. Changes will be made to the document that strike a balance between technical feasibility, policy requirements, and citizen input. Final decision on the approval of the ASP will be made by City Council.

2. Citizens are concerned with the changes from the 2013 plan to the current plan.

The concerns have been heard and additional clarity has been provided through the project webpage's "Frequently Asked Questions".

The draft Springbank Hill ASP captures all 1,369 acres of lands that make up the community of Springbank Hill, and known as the "Plan Area". The 2013 conceptual plans focused on 189 acres of land known as the "Study Area" comprised of lands that offered the most opportunity for future growth. The growth and density identified in the conceptual plans from 2013 and 2014 aligns with the draft plan.



Mobility

1. Citizens are concerned about traffic flow as a result of additional density and mixed-use development.

Transportation analysis has been carried out to ensure the mobility network can support proposed densities within the ASP at full-build out. Further analysis will be required at Outline Plan stage, to support individual development proposals and ensure appropriate infrastructure is in place as the Plan Area builds out.

2. Citizens are concerned with changes to street network in existing development areas.

Careful consideration has been given to ensure the layout of the mobility network provides multiple multimodal choices for travelling within and beyond the ASP. The Multiple routes options help mitigate the potential traffic impact on individual streets in the ASP and also minimize short-cutting on residential streets.

Feedback from citizens has led to the addition of multiple additional street connections and changes to the proposed street network layout.

3. Citizens provided suggestions for transit facility, locations and design.

The design of the Blue Line extension to Aspen Woods, including station and track, will be determined closer to implementation, which is beyond the 30-year timeline. Future LRT extension will include opportunities for community participation and feedback.

4. Citizens would like to see the Aspen LRT extension sooner.

The extension to Aspen Woods is not envisioned within the time frame of Calgary Transit's 30-year Strategic Plan (RouteAhead). Future updates to this plan will review all City planned projects, with consideration given to changing land uses, development patterns, and transit demand, among other factors.

- Landowners have specific timelines for development, which The City does not regulate. This makes for designing a continuous and coherent open space system very difficult.

- The protection and preservation of lands in the Plan Area was also noted in feedback. The development of multiple soccer fields, or similar programmed spaces, will require the stripping and grading of land which is contrary to the preservation of lands. We strive to balance these competing interests.

The City has added a policy to the ASP that strives for prioritization of municipal reserve allocation to address the recreational needs of the community.

3. Citizens provided suggestions regarding proposed pathway.

The City is refining the regional pathway alignment based on citizen feedback. The proposed alignment will complete the existing system (that is in the current ASP), reflect current conditions, and add an east-west connection through the Neighbourhood Activity Centre.

Alignment is generally located in the ASP and is subject to refinement to a precise location at later planning stages where The City will evaluate proposed green spaces, road alignments, detailed engineering and safety, etc. Moreover, the ASP map does not show future local pathways that will be reviewed/developed at later stages.

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APPENDIX IV



Springbank Hill Area Structure Plan

Stakeholder Report Back: What we heard
February 2017

Project overview

In 2013, City Council requested an update to existing local area plans that have significant remaining development or redevelopment capacity, in order to align with the Municipal Development Plan (MDP).

Currently, The City is working on developing a new Area Structure Plan (ASP) for the Springbank Hill area, identified in the East Springbank ASP Appendix 1. The intent of the project is to bring forward a new ASP, to be known as the Springbank Hill ASP. The Springbank Hill ASP will identify areas for increased density while also incorporating a mix of residential, retail and commercial uses, with a focus on an improved road network and better access to transit services.

Engagement and communications overview

A comprehensive engagement and communications strategy was developed to facilitate multiple touch points and ensure inclusivity for all who wanted to provide input and learn about the project. Communications included; online, social and traditional media while engagement occurred in two ways: online and in-person.

The Engagement Spectrum level for this project is *Listen and Learn* which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."

The objectives of our engagement and communications program were to:

- Inform the community about The City's planning process and the proposed plan
- Answer questions about The City's planning processes and the proposed plan
- Provide an opportunity for community members to share their thoughts and concerns about the project with The City
- Listen and learn from the community about their ideas and concerns related to the specific topic areas of the plan
- Gather community feedback regarding the specific topic areas to influence revisions to the proposed plan

Public engagement for this project was first initiated by the Planning & Development Department at The City in 2013. Public engagement helped determine and refine early concepts. The City's growth management priorities changed part way through the project in 2014. As a result, and due to a cut in funding, the project was placed on hold. Information regarding this phase of engagement can be found on the project website calgary.ca/springbankhill

In late 2015, the project was reactivated and public engagement resumed once a draft of the plan was ready for citizen review and input.

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In February 2017, we engaged with citizens to collect feedback on the draft Springbank Hill ASP and sought to gather information on how the Land Use Areas, Mobility and Community Amenities sections of the plan impact citizens.

The feedback gathered through our engagement program will be used by The City as input to help refine the proposed Springbank Hill ASP. This report will be included in an eventual recommendation report that will be reviewed by the Calgary Planning Commission and further by City Council, who will make the final decision.

Engagement guiding principles

In alignment with City Council's Engage Policy, all engagement efforts, including this project are defined as: *Purposeful dialogue between The City and citizens and stakeholders to gather meaningful information to influence decision making.*

As a result, all engagement follows the following principles:

- **Citizen-centric:** focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens
- **Accountable:** upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement
- **Inclusive:** making best efforts to reach, involve, and hear from those who are impacted directly or indirectly
- **Committed:** allocating sufficient time and resources for effective engagement of citizens and stakeholders
- **Responsive:** acknowledging citizen and stakeholder concerns
- **Transparent:** providing clear and complete information around decision processes, procedures and constraints.

Project communications

A comprehensive communications plan has been developed to inform the community about the proposed plan and engagement program for this project. This includes:

- A project specific website (calgary.ca/springbankhill) that shares information and background about the Springbank Hill ASP. The website also hosts the draft plan, Frequently Asked Questions section and details of the engagement activities.
- Post cards were mailed to more than 10,000 addresses in January 2017. The post card invited the community to review the draft plan and participate in the in-person and online engagement activities.
- Two targeted social media campaigns were developed with intent to create awareness for the two open house events and promote the online survey.

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- The first campaign ran from February 1 – 7, 2017 and raised awareness about the Feb. 6 and 7, 2017 open house events
- The second campaign ran from February 7 – 12, 2017 and encouraged viewers to participate in the online survey that ran from February 6 – 12, 2017.
- Six bold signs were placed throughout the community at high-traffic intersections driving traffic to the website and open house events.
- The Springbank Hill Community Association posted details about the open house and encouraged attendance via the website www.springbankhill.org.
- Councillor Pootmans' office shared information to area residents via email subscription and website.
- Future communications for the project will continue as the project progresses via email subscription and website

In-person open houses

Two in-person open houses were held at Westside King's Church on February 6 and 7, 2017 from 5:00 – 8:00 pm and had a total of 241 attendees over the two nights.

At each evening The City had representatives from business units on-hand including; Planning and Development, Water Resources, Transportation, Transit, Parks, and Environmental and Safety Management to answer questions and share information. The City had project display boards covering the topics of; project timeline, planning processes, land use areas, open space, core ideas, mobility, project changes and next steps.

Representatives from the Springbank Hill Community Association also attended the events and hosted a table to share their thoughts on the draft plan with community members.

Attendees at the open house were given the opportunity to share their feedback on the draft plan by filling out a comment form. We received 27 completed comment forms from the two nights.

Online survey

The online survey modeled our in-person comment form and was available for comment online from February 6 – 12, 2017 and we received a total of 260 completed responses.

Email submissions

The Planning Department received 12 email submissions from community members directly. These comments were received outside of the scope of the public engagement process described here but have been redacted of personal information and included as Appendix A to this report.

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What we asked

We asked community members to provide feedback on the draft Area Structure Plan, in-person and online through the following questions:

1. Do you have any comments regarding the proposed land use concepts and density (i.e. Low Density Residential, Medium Density Residential, etc.) in the Plan Area?
2. Do you have any comments regarding the proposed mixed-use (i.e. commercial and residential) areas as presented in the Plan Area?
3. Do you have any comments regarding the proposed "High Street" as presented in the Plan Area?
4. Do you have any comments regarding the proposed Environmental Open Space and Environmental Open Space Study Area as presented in the Plan Area?
5. Do you have any comments regarding the proposed regional pathway presented within the Plan Area?
6. Do you have any comments regarding the proposed active modes (i.e. pedestrian/bike underpass/overpass) presented within the Plan Area?
7. Do you have any comments regarding the street network presented within the Plan Area?
8. Do you have any comments regarding the transit network presented within the Plan Area?
9. Do you have any other ideas or concerns regarding the draft ASP that you would like to share with The City?

What we heard

Overall, there was a high level of interest in the proposed plan and a wide range of input was received from the community.

The top themes that emerged through all of comments received in-person and online were:

- Potential impacts of density and the preservation of the existing neighbourhood character is important to the community
- Green/open space and pedestrian connectivity is important to the community
- Residents are concerned about traffic impacts
- Mixed-use is an important issue to the community. Comments about mixed-use ranged from being; against mixed-use, supportive of mixed-use and/ or only desiring a certain type of mixed-use.

All of your feedback has been reviewed and a detailed summary of Input has been compiled to reflect the diversity of comments that were shared by the community. These comments were organized into themes for the topic areas. Since many of the comments within the themes represented opposite or varying points of view, we are unable to provide an overall characterization of positive, negative or neutral sentiment towards the plan itself.

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.

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► For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Summary of Input

Below is a summary of the main topic that were most prevalent for each question. Each topic includes a summary and examples of verbatim comments in italics. These are the exact words you used. To ensure we capture all responses accurately, verbatim comments have not been altered. In some cases, we utilized only a portion of your comment that spoke to a particular topic.

Land Use Areas	
Question 1: Do you have any comments regarding the proposed land use concepts and density (i.e. Low Density Residential, Medium Density Residential, etc.) in the Plan Area?	
Theme	Detailed explanation and sample comments:
Citizens are concerned with the proposed density numbers	<p>Citizens expressed concern in the increase in the proposed density numbers (i.e. units per acre (upa), # of people) for the plan area.</p> <p>Sample comments:</p> <p><i>"Low Density Residential" 8 - 15 upa is not low density at all at. Total acres of row housing , combined with medium density too much."</i></p> <p><i>"Previous plans had set MAXIMUM UPA with a gradual transition from the existing homes north up to 17th Ave. These need to be defined as this ASP is extremely vague and could lead to a significant jump in UPA from one street to the next."</i></p> <p><i>"Total population of the area in the new ASP is ~10,000 and with this development targeting 17000. Residential space / # of units is not realistic"</i></p> <p><i>"These densities suggest that the UPA could increase to 15 right next to existing 4 to 5!"</i></p>
Citizens are concerned with the transition of density	<p>Citizens expressed concern with the transition of density and interface with existing development. Concerns specifically stated that the transition was not gradual enough, that buildings would be too high next to existing homes.</p>

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	<p>Sample comments:</p> <p><i>"Should also provide a transition of row housing to side by side and then single detached to blend from high density to the existing or new low density developments."</i></p> <p><i>"The density for the existing homes should be as it is currently zoned. The densities for areas to be developed should be a gradual increase in density as it gets closer to 17 avenue."</i></p> <p><i>"Agree with higher density along 17th with transition to existing residential. The density however is too high with insufficient transition."</i></p> <p><i>"Please consider adding a buffer/transition zone i.e. a park between the current low density area and the medium density area."</i></p>
Citizens are concerned with proposed heights	<p>Citizens expressed concern with the proposed land use concepts. Concerns specifically stated that medium density was too intense of a concept for this area and that the potential of 10 storey buildings were too high.</p> <p>Sample comments:</p> <p><i>"To keep with the area, buildings should not exceed 4-5 stories in height."</i></p> <p><i>"I am concerned about the mention of towers up to 10 storeys being included in the development. This type of structure isn't typical in suburban Calgary would not fit into the community as currently constructed. Some of the high density buildings pictured in the materials would be welcome, but they are 3-5 storeys not 10."</i></p> <p><i>"Too much medium density & high density in the area. Should be all low density single family homes, if not even less."</i></p>
Citizens are supportive of proposed plan	<p>Citizens expressed support for the proposed plan and were in agreement with the proposed concepts.</p> <p>Sample comments:</p>

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	<p><i>"This is great! Having a variety of housing types will bring a more diverse and vibrant community and cater more to young families."</i></p> <p><i>"I think the ideas presented in the draft are great. Spring bank Hill and Aspen Woods are currently "fringe neighbourhoods" and lack many of the amenities and conveniences of neighbourhoods nearer to downtown. It is time to further grow these neighbourhoods and build on the successes that are already laid out."</i></p> <p><i>"Would like to see some higher density development and some more affordable options to purchase. For example, some lower priced single family and town home options, preferably within walking distance of the proposed new Irt station."</i></p>
Citizens felt unclear on the proposed land use concepts	<p>Citizens expressed confusion on the proposed land use concepts, information shared was too vague and requested more information on the proposed concepts.</p> <p>Sample comments:</p> <p><i>"The terms Low Density, Medium Density, etc are too vague. There is no indication of what lot sizes will be. We need more information."</i></p> <p><i>"I thought the land use concept board was very misleading and disappointing. Using the same tones of yellow, one cannot really understand what is going on. Also there were no examples of what the density actual means."</i></p> <p><i>"The definitions of low and medium density identified in the draft ARP are not in line with the City's own planning definitions. They are way too broad to provide a meaningful definition to the various land uses. "</i></p>
Question 2: Do you have any comments regarding the proposed mixed-use (i.e. commercial and residential) areas as presented in the Plan Area?	
Theme	Detailed explanation and sample comments:
Citizens are concerned with additional mixed-use in the plan area.	Citizens stated that the existing commercial areas in the Springbank Hill and Aspen Area were suffice to meet the needs of the community and additional mixed-use was not needed for this area.

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	<p>Sample comments:</p> <p><i>"Only residential. Too much commercial already in the area"</i></p> <p><i>"I don't think we need more commercial area as there are currently 3 strip malls in the area."</i></p> <p><i>"Currently, this community is well served by West Hills Aspen Landing, thus more commercial property and higher residential density unnecessary. If any commercial, Aspen Landing 'LITE' Version or similar to Discovery node and/or commercial on Springbank Blvd & 69 Street"</i></p>
Citizens are supportive of additional mixed-use in the plan area.	<p>Citizens expressed support of additional mixed-use and were in agreement with the proposed concept.</p> <p>Sample comments:</p> <p><i>"Great to see mixed use along 17th with easy access to LRT."</i></p> <p><i>"Like the idea of mixed use. Appealing"</i></p> <p><i>"Fully support commercial use as long as no big box stores like a Costco or Ikea."</i></p> <p><i>"we really need more restaurants and healthy fast food options in the area"</i></p>
Citizens are concerned with specific type of mixed-use developments that may be developed in the plan area	<p>Citizens expressed concern with a specific type of commercial that could potentially exist within the plan area and explicitly stated that they did not want to see "big box stores" or gas stations.</p> <p>Sample comments:</p> <p><i>"Hopefully some thought will go into this by the developers and we get some really cool shops and services to the area. As long as it isn't cookie cutter box stores."</i></p> <p><i>"... stores should be small and boutique-like, similar to Aspen Glen Landing, not any large box stores, no gas stations as they</i></p>

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	<p><i>are already close by in Aspen Glen Landing. There should not be any large parking complexes."</i></p> <p><i>"I don't want to see big box commercial"</i></p> <p><i>"We don't want to have big box stores or gas stations along the corridor as this may lead to additional pollution of the small creek and natural areas down the valley."</i></p> <p><i>"I do not want to see any big box stores. We would like to see retail spaces similar to Aspen landing but fear big box stores would ruin the present feel and environment of Springbank hill."</i></p>
Question 3: Do you have any comments regarding the proposed "High Street" as presented in the Plan Area?	
Theme	Detailed explanation and sample comments:
Citizens supportive of proposed High Street concept	<p>Citizens expressed support of a "High Street", or support with improvements/ suggestions and were in general agreement with the proposed concept.</p> <p>Sample Comments:</p> <p><i>"A high street is a good idea. I like the concept of favouring pedestrian traffic over vehicles."</i></p> <p><i>"I like this concept as it allows for an entertainment area without having to go downtown or some of the trendy areas for younger people."</i></p> <p><i>"I love it but need to ensure proper vehicle, parking and traffic control."</i></p> <p><i>"If it could have a distinctive design (European) it will be great."</i></p>
Citizens were unclear on what a "High Street" is	<p>Citizens expressed confusion on the proposed "High Street" concept and more information/ clarification was requested.</p> <p>Sample comments</p> <p><i>"This needs more explanation."</i></p>

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	<i>"Don't understand exactly what this is and was not able to attend latest open house"</i>
Citizens are concerned with the suitability of a "High Street" in this area	<p>Citizens expressed concern over the suitability of a "High Street" for this area and perceived impacts to parking, traffic etc.</p> <p>Sample comments:</p> <p><i>"This is not staying within the current vibe of the community and is more suited to dense populations in the inner city. We live in suburbia to stay away from this type of development."</i></p> <p><i>"It is -25C tonight and has been close to that most of the week - while plans like High Street work well in environments which are warmer - I don't think our climate is conducive to plans like this"</i></p> <p><i>"Again concerns about the increased traffic this will bring to the neighborhood."</i></p>
Community Amenities	
Question 4: Do you have any comments regarding the proposed Environmental Open Space and Environmental Open Space Study Area as presented in the Plan Area?	
Theme	Detailed explanation and sample comments:
Citizens would like to see more green space concept	<p>Citizens expressed the desire for more green space within the plan area. Some comments specifically addressed the desire for flat, programmable and/ or useable space.</p> <p>Sample comments</p> <p><i>"I think there needs to be more park space. If not then the current ones get overused and are no longer natural."</i></p> <p><i>"Would love to see more open space left in the new developing areas, not just little snippets of grass."</i></p> <p><i>"It is insufficient, given the densities that are contemplated."</i></p> <p><i>"Exceptionally limited green spaces that can be used."</i></p>

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	<i>"These areas must be programmable, useable green space with minimum of slope."</i>
Citizens are supportive of proposed open space	<p>Citizens expressed support for the environmental open space and were in agreement with the proposed plan.</p> <p>Sample comments:</p> <p><i>"Looks like a good corridor. It would be nice if some mountain views were maintained"</i></p> <p><i>"I welcome this idea. Please proceed. Don't let the "loud-few" prevent the balance of us from enjoying this open space".</i></p> <p><i>"Appears reasonable, provided the space can be used efficiently and is not just an allocation/quota to meet a by-law or recommended green-space figure."</i></p> <p><i>"I think this is good as we need more environmental spaces with recreational aspects."</i></p>
Citizens made suggestions on future green space uses	<p>Citizens shared ideas around specific green space uses they would like to see within the plan area. Some examples include: off leash dog parks, soccer fields, ice rinks and tennis courts</p> <p>Sample comments:</p> <p><i>"Multi use parks (tennis courts that can be ice rinks in the winter, for example) would be an amazing addition as well"</i></p> <p><i>"Could there also be an off leash park added to this part of town please"</i></p> <p><i>"We need a larger, flat area to be developed into a park with soccer fields. This is lacking in the community currently."</i></p> <p><i>"A centralized green space would be nice to have. But I like how this space keeps the naturalized areas."</i></p>

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Question 5: Do you have any comments regarding the proposed regional pathway presented within the Plan Area?	
Theme	Detailed explanation and sample comments:
Citizens are supportive of the proposed pathways	<p>Citizens expressed support for pathway connections and were in agreement with the proposed concept.</p> <p>Sample comments:</p> <p><i>"I support any measure that reduces my dependence on my vehicle and increases my "walk-score". Walking neighbourhoods are healthy neighbourhoods."</i></p> <p><i>"Well constructed and connected pathways are crucial to the community"</i></p> <p><i>"This is a very desirable feature and counters the suburban sprawl. It adds to a sense of community without adding traffic concerns like commercial development does."</i></p> <p><i>"Look forward to being able to walk through the community!"</i></p>
Citizens made suggestions regarding proposed pathways	<p>Citizens shared ideas for pathways they would like to see within the plan area.</p> <p>Sample comments:</p> <p><i>"There needs to be a connection to the 69th Street LRT along 17th Ave as there is no pathway identified along 17th ave"</i></p> <p><i>"looks to be designed for leisure use only. Has any consideration been given to an arterial bike path connecting us with DT/Beltline? I feel safe biking around the neighbourhoods, but there are no ways to get out of the neighbourhood on 17 Ave without going right on the road- and I don't feel safe doing that. The grass curb on the south side of 17 Ave is not safe either, and it's snowy and/or muddy 6-8 months of the year- an impediment to bicycle commuting considering how close we are to DT."</i></p>

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Question 6: Do you have any comments regarding the proposed active modes (i.e. pedestrian/bike underpass/overpass) presented within the Plan Area?	
Theme	Detailed explanation and sample comments:
Citizens are supportive of active modes crossing	<p>Citizens expressed support for active modes crossing and were in agreement with the proposed concept. Comments did seem to favour the overpass option.</p> <p>Sample Comments:</p> <p><i>"Support more active modes, pedestrian/bike underpass/overpass areas as long as that does not impact green area."</i></p> <p><i>"Overpass - preferred. Underpass - less desirable"</i></p> <p><i>"Anything that keeps pedestrians and cyclists away from roads is better."</i></p> <p><i>"Support the bridge over 17th Ave - I will want to be able to walk to Aspen Landing Mall"</i></p>
Citizens made suggestions regarding proposed active modes crossings	<p>Citizens shared ideas and suggestions for active modes crossings they would like to see within the Plan Area.</p> <p>Sample Comments:</p> <p><i>"They should be centered around programmable green space that is accessible"</i></p> <p><i>"I would like to see and underpass under 85th to connect Montreux to the pathway on the other side of 85th."</i></p> <p><i>"Be sure they are safe! Ensure bikes and pedestrians don't collide and that they are well lit and have clearly visible sight paths. Gradual inclines are preferable to lots of stairs for folks with mobility issues and strollers/young kids."</i></p>

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Mobility	
Question 7: Do you have any comments regarding the street network presented within the Plan Area?	
Theme	Detailed explanation and sample comments:
Citizens are concerned with density effect on traffic flow	<p>Citizens expressed concern regarding the additional density and the effect it would have on the current and proposed street network.</p> <p>Sample comments:</p> <p><i>"The street network clearly will not meet the needs of the densities of the proposed ASP south of 17th ave and west of 77st. The traffic will be a nightmare in and out of the community."</i></p> <p><i>"17th street already getting congested and going to get worse with Stoney Trail extension. Very concerned that the density will be too much for the street network."</i></p> <p><i>"Major concern that the traffic infrastructure cannot support density proposed."</i></p>
Citizens are concerned with changes to the street network in the existing development areas.	<p>Citizens expressed concern for the proposed changes to the street network in already developed areas of the plan. Concerns were specific to: encouraging shortcuts in the area and an increase in traffic on residential streets.</p> <p>Sample comments:</p> <p><i>"Why remove the 85th to Lower Spring bank road connection? Do not force traffic through existing residential areas."</i></p> <p><i>"I have great concern of the likelihood of Spring Willow Drive becoming a busy thoroughfare servicing the medium density housing area AND EFFECTIVELY CREATING A "RING ROAD" DESIGN THROUGH OUR COMMUNITY."</i></p> <p><i>"Need to keep traffic down. No major cut through streets to 77th. Need traffic calming features. Speed bumps. 20 km zone."</i></p>

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	<p><i>"I am VERY concerned about traffic on 81st and the potential for a "short cut" developing as people try to cut through the area to access shopping in the mixed use area."</i></p> <p><i>"Connecting Spring Willow Drive to 77th St. would create a traffic nightmare for our quiet neighborhood. Please don't plan to do it. It is not necessary."</i></p>
Question 8: Do you have any comments regarding the transit network presented within the Plan Area?	
Theme	Detailed explanation and sample comments:
Citizens are supportive of proposed transit network	<p>Citizens expressed support for the transit network and were in general agreement with the proposed concept.</p> <p>Sample comments:</p> <p><i>"I am looking forward to the eventual grand opening of the 85 Street LRT Station".</i></p> <p><i>"We have no problem with the transit network."</i></p> <p><i>"I think having the C-train in this area will help with congestion on our busy roads."</i></p>
Citizens made suggestions for a transit facility, locations and design	<p>Citizens shared their ideas for transit improvements, facilities, locations and/or design.</p> <p>Sample comments:</p> <p><i>"I would like to see the LRT in this area be designed so that it runs below grade."</i></p> <p><i>"There should just be two loops - one to the existing 69 st station, then one to the 85th Station. there is no need for overlap."</i></p> <p><i>"We prefer that no connection between 77 st and 81 street exist and therefore no transit route in this area."</i></p> <p><i>"More busse directed to the train stations are needed if density is increased"</i></p>

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<p>Citizens would like to see the Aspen LRT extension sooner</p>	<p>Citizens expressed the desire for the Aspen LRT extension to happen sooner.</p> <p>Sample comments:</p> <p><i>"LRT station sooner!"</i></p> <p><i>"Looks good to me. Get the new LRT stop faster!"</i></p> <p><i>"Please build the extension to the LRT Line! It will be a significant boost for the neighborhood"</i></p>
<p>General</p>	
<p>Question 9: Do you have any other ideas or concerns regarding the draft ASP that you would like to share with The City?</p>	
Theme	Detailed explanation and sample comments:
<p>Citizens expressed concern with City process</p>	<p>Citizens expressed concerns with the City process in the development of the area structure plan. This included comments regarding; the ability for the community to influence the outcome of the project, the changes between the 2013 plan and the current plan and assumptions that a final project decision has been made.</p> <p>Sample comments:</p> <p><i>"We have been actively involved in the feedback sessions for the previous drafts several years ago. Why now has the draft changed so dramatically and why did it take so long to get to this stage? It seems as though the previous discussion have been ignored and now the city is taking a completely different approach to the Springbank Hill development."</i></p> <p><i>"This plan is an affront to the community engagement that was purported to have been its foundation of development. The plans presented in 2013 contained none of the densification or intensification as is now written into the draft."</i></p>

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	<p><i>"This is a wholly inadequate proposal departure from that negotiated over the last 8 years with the City, I am curious why this updated plan has even been put forward."</i></p> <p><i>"This was ran like a tool to check a box, nothing more. Many City people could not answer even basic questions. You are not listening then you are failing."</i></p>
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What we did

The City has reviewed all feedback that was collected and has responded to the concerns that were most frequent as they relate to the specific topic areas. These responses include how we will use this input and what changes will be made and/or how we will not use this input and an explanation to why not this input cannot be addressed.

Land Use Areas	
What we heard	City's Response
Citizens are concerned with the proposed density	<p>The existing East Springbank ASP, Appendix 1 was adopted in 1997 and revised in 2001. Administration has identified it as being outdated in terms of content, format and alignment with other City of Calgary policies. The proposed changes to density aim to meet the Municipal Development Plan targets that were set out and approved by Council in 2009.</p> <p>The 2001 policy framework provided a projected population range between 15,000 and 20,000 residents. The updated proposed Springbank Hill ASP projects a population of 17,000 at full-build out.</p>
Citizens are concerned with the transition of density in the plan area and interface with existing development	<p>Several changes have been made to the Land Use Concept to reflect the concerns. Certain undeveloped and underdeveloped parcels that were marked as Low Density are now classified as Standard Urban with densities in the range of 7-17 units per hectare.</p> <p>A new typology, Low Density Contextual has been added to provide a suitable transition in densities and built form between existing Standard Urban Development areas and Low Density Residential areas.</p>

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	<p>Specific policies within the updated ASP will require contextual transition to be demonstrated for new developments located adjacent to the existing built form.</p> <p>Existing developed parcels that fell within the new range of densities have been updated to reflect their actual classification.</p>
Citizens are concerned with proposed land use concepts and potential building heights	The Land Use Concept map has been updated. The maximum height for developments classified as Medium Density has been updated, and will now be 4 storeys high. Buildings in the Mixed-Use Area will not exceed 6 storeys.
Citizens are concerned with additional Mixed-Use in the Plan Area	<p>The location of the proposed Mixed-Use Area is confined to the north-central portion of the Plan Area, closest to the 17 Ave. S.W. corridor. The area is meant to accommodate a mix of retail, commercial and residential uses. The increased concentration of commercial activity and population is based on the following factors:</p> <ul style="list-style-type: none"> To take advantage of the existing busy roadway and the 69 Street LRT Station located 700 meters (6-10 minute walk) to the majority of the Mixed-Use Area. To transfer development potential away from areas impacted by steep grades and identified environmentally significant areas, to areas that are easier to develop. To provide one central commercial and higher density residential area that allows access to neighbourhood amenities. Access to the area is based on short, direct and convenient travel patterns for all types of mode (walk, bike, ride or drive).
Citizens are concerned with specific mixed-use types that could be in the Plan Area and/or within the proposed High Street (i.e. Big Box Stores)	The Mixed-Use Area is intended to support built form that predominantly mixes residential, retail and commercial uses. Given the ASPs provide long term policy direction, flexibility within the policies allows for single use, large scale retail to accommodate a super market or other uses.
Citizens felt unclear on the proposed land use concepts and information shared in the plan	The City has updated the proposed Land Use Concept Map. It follows the same format as the one released on January 31, 2017 and builds on the feedback that higher density areas should be located closer to 17 Ave. S.W. and lower density areas should be located near existing residential areas.

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	The proposed Land Use Concept Map presented on January 31, 2017 consolidated several different land use typologies that were presented in 2013 and 2014. For example, low rise apartments and row houses were grouped under "Medium Density". The consolidation was undertaken to be consistent language with other ASPs that have been approved recently, and to provide greater flexibility and variety in the ultimate built form.
Community Amenities	
What we heard	City's Response
Citizens would like to see more green space	The ASP identifies Environmental Open Space (EOS) Study Areas. These are areas that require further study at later stages of planning, and may become natural area parks. As well, the ASP does not identify potential developed/programmed park spaces as these are discussed at the next level of planning.
Citizens provided suggestion on future green space uses	<p>The City understands the desire for programmable green space. It is understood and there is policy that supports this, however certain challenges exist. For example:</p> <ol style="list-style-type: none"> 1. The City can only acquire land for open space (Environmental or Municipal Reserve), when a parcel is subdivided. If a landowner chooses not to subdivide, The City cannot acquire land. 2. Landowners have specific timelines for development, which The City does not regulate. This makes for designing a continuous and coherent open space system very difficult. 3. The protection and preservation of lands in the Plan Area was also noted in feedback. The development of multiple soccer fields, or similar programmed spaces, will require the stripping and grading of land which is contrary to the preservation of lands. We strive to balance these competing interests. <p>The City has added a policy to the ASP that strives for prioritization of municipal reserve allocation to address the recreational needs of the community.</p>

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Citizens provided suggestions regarding proposed pathway	<p>The City is refining the regional pathway alignment based on citizen feedback. The proposed alignment will complete the existing system (that is in the current ASP), reflect current conditions, and add an east-west connection through the Neighbourhood Activity Centre.</p> <p>Alignment is generally located in the ASP and is subject to refinement to a precise location at later planning stages where The City will evaluate proposed green spaces, road alignments, detailed engineering and safety, etc. Moreover, the ASP map does not show future local pathways that will be reviewed/developed at later stages.</p>
Mobility	
What we heard	City's Response
Citizens are concerned about traffic flow as a result of additional density and mixed-use development	Transportation analysis has been carried out to ensure the mobility network can support proposed densities within the ASP at full-build out. Further analysis will be required at Outline Plan stage, to support individual development proposals and ensure appropriate infrastructure is in place as the Plan Area builds out.
Citizens are concerned with changes to street network in existing development areas	<p>Careful consideration has been given to ensure the layout of the mobility network provides multiple multi-modal choices for travelling within and beyond the ASP. The Multiple routes options help mitigate the potential traffic impact on individual streets in the ASP and also minimize short-cutting on residential streets.</p> <p>Feedback from citizens has led to the addition of multiple additional street connections and changes to the proposed street network layout.</p>
Citizens provided suggestions for transit facility, locations and design	The design of the Blue Line extension to Aspen Woods, including station and track, will be determined closer to implementation, which is beyond the 30 year timeline. Future LRT extension will include opportunities for community participation and feedback.

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Citizens would like to see the Aspen LRT extension sooner	The extension to Aspen Woods is not envisioned within the time frame of Calgary Transit's 30-year Strategic Plan (RouteAhead). Future updates to this plan will review all City planned projects, with consideration given to changing land uses, development patterns, and transit demand, among other factors.
General	
What we heard	City's Response
Citizens concerned with their ability to influence the outcome of this project	<p>The City engages on decisions that are open for citizen input. In this case the following areas were identified as open for influence by citizen feedback at a Listen and Learn level:</p> <ul style="list-style-type: none"> - land use areas - environmental open space - pathways - active modes connection, - street network; and - transit network. <p>The ASP shared and provided for review at the February Open House events was a draft version and an updated version will be shared at the March Information Sessions. Changes will be made to the document that strike a balance between technical feasibility, and policy requirements, and citizen input. Final decision on the approval of the ASP will be made by City Council.</p>
Citizens are concerned with the changes from the 2013 plan to the current plan	<p>The concerns have been heard and additional clarity has been provided through the project webpage's "Frequently Asked Questions."</p> <p>The draft Springbank Hill ASP captures all 1,369 acres of lands that make up the community of Springbank Hill, and known as the "Plan Area". The 2013 conceptual plans focused on 189 acres of land known as the "Study Area" comprised of lands that offered the most opportunity for future growth. The growth and density identified in the conceptual plans from 2013 and 2014 aligns with the draft plan.</p>

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Next steps

The feedback that was collected will be considered in developing changes to the Area Structure Plan. The proposed plan will strike a balance between technical, feasibility, policy requirements and citizen input.

The updated and proposed plan will be shared at our March Information Sessions where citizens will have the opportunity to review the revised Area Structure Plan and what we heard in this phase of engagement, learn about the City's response to citizen input and learn about the project's next steps.

No additional input regarding the proposed Area Structure Plan is being sought. This report will be included in an eventual recommendation report that will be reviewed by the Calgary Planning Commission and further by City Council, who will make the final decision.

Important Dates:

- March 16 and 20, Information Sessions
- April 20, 2017 – Proposed Springbank Hill ASP anticipated to be presented to Calgary Planning Commission (tentative)
- June 12, 2017 - Proposed Springbank Hill ASP anticipated to be presented to Council. (tentative)

For updated project information, please visit calgary.ca/springbankhill

Verbatim Comments

Content is captured as it was provided by citizens. No edits have been made unless there was personal information or offensive language which are removed with an indication that this has happened.

Land Use Areas
Question 1: Do you have any comments regarding the proposed land use concepts and density (i.e. Low Density Residential, Medium Density Residential, etc.) in the Plan Area?
I strong disagree with the proposed densities as it relates to the proposed ASP from the existing developments up to 17th Ave. Previous plans had set MAXIMUM UPA with a gradual transition from the existing homes north up to 17th Ave. These need to be defined as this ASP is extremely vague and could lead to a significant jump in UPA from one street to the next. This is unacceptable for the current residences. We demand a thoughtful transition in densities that does not include medium density.
none
The approved East Springbank ASP has a residential density in the area of Willowhurst of Standard Density Infill. or 3-5 residences per acre. The proposed new density is medium density to mixed use. With a freeway corridor only a mile away the reason for increasing the density in this existing residential area is unclear and unwarranted. There is medium density use in an area that is currently being used by an indigenous herd of deer.

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It looks as if the original plan for this area was Low Density Residential, but is now being changed to Standard and mixed use. This will ruin the nature of this area. I'm not sure what anyone can say to change this proposal, but if I knew, I would say it.
Putting a medium density residential development next to a low density one is one of the biggest issues I have with this whole thing. Current residence in this area, including myself, didn't pay the money that we did to have a bunch of medium density complexes next door. We purchased into this area thinking that it would be consistent to what is already existing. We already experience enough traffic on 77th due to people trying to bypass all of the lights on 17th ave and 69th street.
Density should be similar to what is already there, no high-rises, not above 2 stories
The proposed densities in the "study" area are to high. In 2013 the traffic dept felt that the densities at the time were not supportable. The densities have dramatically increased since the proposal in 2013 and traffic dept has not been consulted this time. The proposed densities in the study area do not exist anywhere else in the plan area, and do not fit with the community. Not enough room available to put the rest of my comments in ...
I like the fact that a variety of density requirements will be used. This allows for a more integrated community and lifestyles that appeal to different groups (ie. age, families, couples, diverse incomes, etc.)
It is completely unacceptable for the new proposed densities to change so dramatically from the original proposal made in Dec 2013. No consideration has been made for continuity with existing densities or the relative densities adjacent to the existing structures. These densities suggest that the UPA could increase to 15 right next to existing 4 to 5! There is too much ambiguity in the density descriptions - more details and limits on these densities need to be agreed to with the stakeholders.
Current infrastructure cannot stand any more than medium density residential. In a discussion with Councillor Pootmans years (5?) ago he indicated that the LRT to 69th Street would provide 5-6 years of traffic relief - that window is closing and 17th Avenue is already becoming choked.
It should not be high density except in small lower rise buildings and that should not be the majority of housing. Only 10%.
I don't feel that the density should increase past the standard density expect directly along major corridors such as 17th avenue .
The density levels proposed for the 17th Ave. corridor are well beyond any previous suggestions. Existing area homeowners have basically been baited and switched. Traffic is already challenging on 77th onto 17th and this will exacerbate the problem. To accommodate 30ish landowners in maximizing sales value, the City is essentially steamrolling 9000 area residents. Unacceptable density which is not matched by surrounding area or need.
I don't want to see high density residential
Low density
We respectfully request that our lands (*personal info removed) be identified as Mixed Use purpose within the ASP mapping and text references, as opposed to the current interpreted designation as Low Density Development.
1. Planned Area. On the website, the planned area is east of 85 street and south of 17 Ave. On the attached draft ASP, it includes west of 85 ST as well. Please clarify your planned area. 2. This neighborhood is on the limit of City's boundary, should remain as rural as possible to protect more green space.
This plan is TOTALLY UNACCEPTABLE! This is not the plan that my community Community Association spent the last 8 years negotiating with the city on our behalf! There is less green space, more mixed use

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and retail, much higher density development and much more traffic contemplated in this recent proposal which is totally unacceptable.
Why have the ratios significantly increase from the 2013 ASP? eg Mixed use 80 people and jobs per hectare, now 125 people and jobs per hectare? Why do we need any 10 storey towers on the perimeter of the city? We moved her because of the rural feel and the proximity to the mountains. If we wanted the urban jungle we would have bought inner city.
The density does NOT bother me, we should have high density and commercial projects within close proximity to the 17th Ave C-Train.
Yes, it's not a great fit any the city does not listen, they just want to jam their vision down current landowners throats. Another example of the city just doing what they want. The whole process is flawed as the city holds these open house to pretends to listen, but then just does whatever they want despite what the community wants
Low Density ONLY!!! Traffic is already a nightmare on Bow, 17th, Richmond, Highway 8, etc. The LRT has done nothing to fix that.
No comments.
Against any increasing density development. Strongly disagree to change green space for residential development.
The density seems appropriate to intensify the area for commercial and residential while preserving and making the ravines more accessible.
I feel strongly that the densities proposed are much too high. Up to 60 units per acre? We do not have the infrastructure in roads to support this high density residential and there is no need for it. Ten story towers would be very intrusive to our landscape, cast long shadows into neighbouring lands and drastically alter the beautiful, hilly landscape we love in Springbank hill.
There is not enough medium density and there is no high density in the plan. There should be med/high close to the LRT planned and existing stations. Along with this there should be sights so you can live work and play in the area.
Keep high density near 17th ave and the c-train line. Hide parking lots for retail below grade as much as possible.
I like that density it is closer to 17th Ave and taking advantage of future expanded transit lines.
Aspen Summit Drive is a well used street with school bus drop offs and in the winter very icy conditions. To further exacerbate the problem by allowing a complex to be built with an entrance off of Aspen Summit Drive is absurd. This is exactly the opposite of what the residence want in our neighborhood. I only hope those making decisions actually spend some time watching the traffic flow on any given day before the final decision is made.
Too much medium density & high density in the area. Should be all low density single family homes, if not even less.
No comment
The definitions of low and medium density identified in the draft ARP are not in line with the City's own planning definitions. They are way too broad to provide a meaningful definition to the various land uses. For example, there is a huge difference between 16 and 60upa, and the City is historically ineffective at mandating or feathering those densities as it is intended from high intensity to low intensity. The area overall is overly intense, and not in line with community feedback.

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Concern with the High density 10 storey proposal along 17 ave, should be limited to 4 storey similar to Aspen Landing and not big box stores. Should also provide a transition of row housing to side by side and then single detached to blend from high density to the existing or new low density developments. Proposed loop from Cortina Drive to 85 St with 2 schools will increase inner community traffic once the 85 st connector to lower Springbank Road is closed in late 2017 and is undesirable.
I do believe the whole area as a whole would be much better off with Low density residential, from the aspects of traffic crime and sheer quality of life living in the west. Having High density building such as apartments should NOT be allowed. I would like to see a maximum of 4 story buildings in any shape or form going up if at all.
low to medium density, please
Less density. Density diminishes the community and area value.
I prefer to see more low density areas, not medium or high density. Higher density brings higher crime rates. With the LRT now coming as far west as 69th street, we have seen an increase in crime in our usually quiet community. High density should be focused closer to the core. I moved this far west to get away from high density living and crime risks.
The area provided for the highest density is 3 times more than it needs to be and there should be a much more gradual intensification.
No
The scope of the ASP is now including the entire Springbank Hill area, vs the original ASP between 85th street and 77th street SW. This allows the city to greatly increase the recommended densities in the areas to be developed The maximum density (100 units per acre and up to 10 stories high) is 3 times the previous proposal and would be a drastic change to the architecture and character of the community.
The area has many existing residents that are strongly opposed to any high density development. It would be more palatable if all medium density areas should be shifted to low density and high density areas should be shifted to medium density in the ASP. High density is not wanted in this area. We realize the developers can make more money but only at the cost of the existing residents which is unacceptable.
Yes I am concerned about the added traffic that a medium density and commercial project will bring to the community. Traffic flow on 17 ave sw is already getting congested. Concerned about the flow of traffic seeing as there will probably be another controlled intersection with a stop light to further slow down traffic. Between 85st and sarcee trail there are currently 8 Stop lights. We would need for 85 st to be developed to aid in the flow of traffic in and out of this area.
Spring Willow is my residential area and when I bought my home the plan was not as much high density housing. Should remain consistent within the Spring Willow area with low-density housing. No buildings taller than four stories on 17th Ave.
Add a park, low density!!!! Too many houses, too much congestion!!!
More of the farmland / natural area should be kept in the area between 73rd street and 85th street on the south side of 17th ave SW.
The revised East Springbank Community Plan indicates low density as being 1-3 upa. The new draft ASP indicates it to be 8-15upa. I am concerned with the increased numbers and why it has changed. I am opposed to building to the max densities allowable. I would like to keep things on the lower end of the density within the given category. Many people bought/built in this area because of the feel of it. For a congested feel, we could have bought/built in Chapparral or a like community.
Please no high density this area
It is great. Put it through asap so I can get some neighbours.

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Medium density. No more big condos to clutter the landscape and don't clear cut all the trees
I don't agree with high density residential in this area
Too much density overall. We need more green space
I do not want to see 10 story buildings anywhere. It is only reasonable that the areas along 17th avenue have higher density structures, but I do not want to see any buildings over 4 stories high.
The open house was a complete waste of time. The information that was provided was incomplete. The proposed land use plan does not indicate what low density is or what medium density is. How many units are in low density per acre? How many units are in medium density per acre? How big are the lot sizes? What types of units will be low density? What types of units will be in medium density? Is it Single detached? Row housing? Semi-detached?
The terms Low Density, Medium Density, etc are too vague. There is no indication of what lot sizes will be. We need more information.
We do not require any additional residential development in the area. Please cancel the project.
Too dense More trees No tall buildings
I support and endorse this plan. Sprawl is a problem, and we need to be wiser about using the space we already have. It is time to build on the successes that have already been laid out.
Be sure you make plans for the additional traffic on 85th St and 17 Av. Currently the traffic is getting out of control, with the additional population will get worse.
This is a city document, but what connections does it give your residents to and from the countryside in RVC? Since the western portion of Springbank Hill south of 17th Ave and just east of 101 St is prone to slumpage, a shown when it was part of RVC, what risk management has been done for the housing proposed there?
This is great! Having a variety of housing types will bring a more diverse and vibrant community and cater more to young families. Excited to not be surrounded by just rich old people!
This is a terrible idea. Traffic has been steadily increasing in this area and this will be a nightmare. I enjoy the large parcels of green space that already exists here and your plan nearly destroys all of it. Has there been any environmental impact studies? Where will the deer, coyotes, hares, etc go?
As per the open house, the maximum density (100 units per acre and up to 10 stories high) is 3 times the previous proposal and would be a drastic change to the architecture and character of the community. There is enough density for this area and what we need to add some facilities such as shopping centre and recreational centres around this area and not a high rise and higher density which cause very bad traffic around this neighbourhood.
This proposal is completely off side from what was discussed a few years ago. No part of 17th Avenue west of 37th Street has been identified as a Neighbourhood Corridor, Medium Density housing at density ranges of 40-60 upa are not aligned with the current communities.
Please preserve as much green space and reduce traffic on St. Moritz Drive, SW as much as possible for environmental, safety and property value reasons.
I think the ideas presented in the draft are great. Spring bank Hill and Aspen Woods are currently "fringe neighbourhoods" and lack many of the amenities and conveniences of neighbourhoods nearer to downtown. It is time to further grow these neighbourhoods and build on the successes that are already laid out.

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The area have many existing residents that are strongly opposed to high density development. All medium density areas should be shifted to low density and high density areas should be shifted to medium density in the ASP. High density is not wanted in this area. We realize the developers can make more money but at the cost of the existing residents.
The increase in density is too much. Changing the definition of Low Density is sneaky and rude. In 2013 it was 4-7 now all of a sudden it's 8-15.
The area is already more dense than I'd like it to be
low density
Would like to see some higher density development and some more affordable options to purchase. For example, some lower priced single family and town home options, preferably within walking distance of the proposed new lrt station.
While I agree that higher density areas are good for the city, the plan includes too much of the Low Density Residential which is 2-3x the density of the surrounding neighbourhoods. There should be more Standard Urban Density mixed in.
We would prefer low density, single family housing and the expansion of Spring Willow Drive between 77 and 85 is a major concern impacting a neighborhood of young families whose children are very active in this area for going to school and recreational street activities.
We don't need high density in that area, what we need is a major interchange at Sarcee and Richmond Road and the second at Bow Trail and Sarcee Trail. Sarcee will be a parking lot when Stoney is completed.
Unsure the placement of the 85 Street LRT as-shown will fit well with the mixed-use area proposed. Will need underpasses at 17Ave/85St to avoid a time-consuming two-street crossing plus a long hike up the hill from the mixed-use area. Not sure the concept of high-density (6-10 storeys) fits with the neighbourhood, period! Seems like this belongs in a neighbourhood closer to DT/Beltline.
This area is unique in Calgary in that it is generally lower density. Developing this area as planned will kill what makes it unique and turn it into just another suburban community with no character and houses crammed together. Aspen Landing is a fantastic service hub and adding more "nodes" seems like overkill. What appeals about this area is all the open green space and the kind of densification proposed will effectively eliminate these open spaces and kill the unique character of the area.
the viewed asp was extremely inefficient in showing where each began and ended
The residents of springbank hill have paid significant amounts for their land/homes. Making this area into a high density area is totally unnecessary. The new school built beside Rundle College has made the area much more congested and to add a shopping centre is creating busier traffic issues.
The previous plan was fine. This now creates much too much density with no proper graduation from the existing neighbourhoods.
The Mized Use designation is very misleading since it amounts to high density residential and commercial. should be more of a transition for density
The high density residential should be planned to manage incorporate and preserve green space. Walking paths /cycling paths back to 69th street should be built. Exterior parking spaces / open asphalt should be minimized to limit pavement runoff and maximize natural drainage.
The density of this plan are far too high - both along 17th and in the middle section of the Study Area. I believe the community supports the concept of higher density - as outlined in the concept plans presented in 2013. . The new definition of "Low Density Residential" is misleading. The transition from 3-5 upa to 20 upa in the 2013 concepts provided good transition / density.

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The density for the existing homes should be as it is currently zoned. The densities for areas to be developed should be a gradual increase in density as it gets closer to 17 avenue.
The ASP is trying to reach the new MDP density requirements by overdeveloping the last developable land in the community as the prior ASP densities were lower. The City originally worked with the Community Association to reach a reasonable outcome and then blindsided the CA and all prior input and collaboration was discarded. The ASP fails to adequately address existing transportation issues, particularly given the 50% increase in population concentrated in a small fraction of the land.
Shocked by changes since 2013 Open House. Overall density now way too high. 10 story at 17th also too high. "Low Density Residential" 8 - 15 upa is not low density at all at. Total acres of row housing , combined with medium density too much. 2013 plans provided real transition from existing 4-7 upa to mixed use on 17th. Proper transition now gone. New plan sticks 15upa row housing next to existing housing which is likely 4 upa.
Severe departure from ASP negotiated with the community - totally unacceptable: - Rezones homes/adjacent properties from 3-7 upa to 8-15, 2-4X current! - No transition/buffer between current homes and proposed higher density uses. (Especially east end Spring Willow Dr. - multi-family right beside homes on 1/4A properties!) - Unacceptable development along 17th - Huge increase in overall density. Traffic nightmare in area and neighborhood. No traffic impact study - Would ruin beautiful area Please keep this area as low density residential. We are losing our natural spaces.
No concerns with the general concepts but several concerns on the locations of the mix. In addition, concerns around traffic plans for the increased density the new mix will bring to roads that already seem to have some issues. I have seen no information on this.
no
My wife and I do not agree with building Medium Density Residential in front of our back yard. (*personal info removed)
More amenities and especially for children as this is a young and growing area. More childcare options. A park. Low density housing if need be.
Low density residents should kept untouched to retain their homes values
It's not clear what the total expected UPA of the revised ASP is meant to achieve – given the volume area that has been developed under the old low density standards it appears that you are looking to increase the density disproportionately in the area between 77th & 81st street. Why is all of the Medium density on 17th – certainly some can be moved to the west side of 81st near to the proposed school site B. 2)
Increase Medium Density Residential along 17th ave SW down to ~26th Street to have more people in LRT Catchment Area.
I'm concerned that our roads will not support the increased population given that 85th is already not meeting our needs. I would also like to see an underpass that allows Montreux access to the pathways on the other side of 85th. In the original planning montreux area and the neighbouring green land was not included. I have a serious concern if that space is being considered for anything other than what it is.
I'd like to see some "entry level" houses that have a yard and aren't condos or estate homes. It seems we currently have lots of estate homes and condos but not as much in between.
I thought the land use concept board was very misleading and disappointing. Using the same tones of yellow, one cannot really understand what is going on. Also there were no examples of what the density actual means. If the City wants higher density it should be brave enough to just come out and say it and explain why. Don't try to sneak this in through the back door. The City should be better than sneaky.

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I propose a green area, playground or community centre or a public library. This area of Springbank hill and Montreux is already high density residential. I hate to see cutting out the trees and grow more houses instead! I'm strongly against building low and medium density residential in 85 st. I live up the hill in St. Moritz Terr SW. Not only i like to see rows of townhouses in front my house, but i don't want to see the trees disappear.
I like the idea of additional high schools & elementary schools in the Montreux area specifically and the extension of the LRT line
I am concerned that densities in the new draft ASP appear to be triple the densities from the previous draft ASP from 2013. I understand that 17th Avenue is a c-train corridor that requires higher densities, but I believe the proposed densities are higher than any other suburban area in Calgary. With the deep ravines in the area and the limited ability to create new east-west traffic corridors I don't think that a satisfactory traffic solution is possible with these densities.
Either revert to the former "Standard Density Urban" classification, or reduce the new "Low Density Urban" from 8-15 units per hectare to 3-7. Do NOT direct the ASP to achieve the upper limit of the density range. Continue to use the prior negotiated 3-7 as the total average density for development planning.
Do not want any more high density builds
Density too high. 10 story at 17th too high. True low density from 2013 open house plans now all gone. New "Low Density Residential" is very misleading. Plan recommends going to highest density where possible – with that – there appears to be no more single family proposed in the entire 189 acres left to be developed. There is little to no transition left. Go back to plans you showed us in 2013.
Density and height of structures up to ten storeys in this ASP are much greater than previous plan, though ASP fails to clearly explain those density ranges. Rezoning of currently area is cause for serious concern in respect to commercial, residential and residual flow-through traffic by non-residents of immediate area. City representatives at open houses were either unaware of or unable to explain if any Traffic Impact Assessments have been completed.
Densities have increased significantly from the previous draft ASP. Please consider adding a buffer/transition zone i.e. a park between the current low density area and the medium density area. Further, there are lots of mature trees & evergreens in the farm land along 85th, please please do whatever you can to keep them. We love our quite and beautiful spring willow neighbourhood but we also support the city's development initiatives. Pls save the trees and use them to create buffer zones.
Definition of Low Density appears to be incorrect when compared with Standard Density as Low Density is higher. The density of the area that includes . (*personal info removed) is too high. That area, consistent with existing current development should be maintained at Standard S-1.
Bike lanes appear to be routed for leisure riding. With the area being within reasonable commuting distance of DT/Beltline, could a dedicated arterial bike path on/near 17 Ave heading to DT be installed? Will mixed-use area be pedestrian-friendly enough (access to LRT, Safeway and shopping centre) that target residents of the mixed-use/high-density area could plausibly live car-free? Plans for bike-share and/or Car-to-Go depot along with plan to get vehicles into traffic safely?
As a resident of Spring Willow, who will be DIRECTLY impacted, I do not support the draft ASP. The City has not demonstrated that the road sytem can handle this level Density efficiently and safely. The density is simply too high. I ABSOLUTELY do not support 10 sotey building near my house. The plan needs to consider the contextual sensitivity of the area. The plan needs to have a much better transition from the estate homes to higher mixed use.

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Agree with higher density along 17th with transition to existing residential. The density however is too high with insufficient transition. Entire middle section now potentially all row housing to 6 storey condo – too much. The concept plans provide by city in 2013, developed under the same MDP, provided more appropriate density and better transition. Despite the stating the contrary, the city proposes to changes the density of existing neighborhood south of Study Area – not acceptable.
Current roads and over utilized with the population. Planning for new high density developments without giving any consideration to traffic is frankly pathetic. This area is over populated as is and you are infringing on an area that is highly populated with wildlife. There's zero consideration to how that will be managed. You need to have someone with some level of competence prepare this cities plans.
Minimize parking. Consider topography
Ambiguous
Way too HIGH density. Density for the sake of density rather than demand, fit with existing neighborhoods or need. Not enough green space
leave all areas as low density to eliminate further traffic congestion
I have conren over residential building being greater that 3 or 4 stories, which is the tallest in this particular area, which has very expensive homes. Low density will be subsidized by mixed and medium density! Surrounding medium density will subsidize low density infrastructure. <u>*No Direct Control!</u>
support the land use concepts and density
Proposed densities are not in harmony with existing neighborhood, transition of south 17th Ave is not gradual enough.
I do not support the proposed land use on 77st where the transition goes from low density to high density, need a more gradual approach
The mixed use area is a concern. Existing roads are already very busy with traffic to Aspen Landing and residential areas. This will cause the issue to worsen. A higher density development also does not match the existing neighbourhoods.
Makes sense
No
I like that comercial is kept along 17th. I would prefer that parking in the commercial is as close to 17th as possible with perhaps a green spave & pathway separating it from the residential area. Also, it would be good if the commercial area kept in "flow" with the design / trails of aspen landing
No
Given the city's emphasis on higher density, how does the city justify the huge area of low-density residential provided in this plan? This area needs to be shrunk considerably +/- increase the density to standard density at least
generally speaking the proposal thus far sounds decent with certain areas being a bit vague. Concerns such as traffic & access exist as always
YES! We are upset to see the area along 34 ave sw still designated Country Residential. We have bee told by previous planners the area would be Low Density Residential and would prefer Standard Urban Development in keeping with the area to the North of us.
Concern that combining urban + standard densities results in a density of the highest amount.
Good to see increased density along 17th. Happy with the transition from north to south (re density). Heard 10-story limit -maybe a little high

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I prefer the existing light/medium/low modle > 2 story condos unnecessary this far out west. It would be better suited closer/along existing LRT hubs into downtown. Would like character of Springbank/Aspen to stay same/similar to now. I believe this ASP, envision is very narrow minded. Why not develop new node where west LRT and Stoney Trail meet (Circle Rd)
neighbourhood would be better suited to standard/Urban development as it has in many areas now
Not a fan of high density area propsoed on south side of 17th ave
Extra density + new k-9 school = increased traffic with not enough ways in/out 77 st + 26 ave. Drop offs ... going to need extra lights + crosswalks
Yes, after carefully reviewing the materials provided and the Area Structure Plan completed in 2013, it is apparent that the latest materials were hastily assembled and poorly represent to Stakeholders what is now being proposed for this area. The density maps on Page 12 identify new densities that are substantially different than what are currently applicable to the area today. There is no communication anywhere in the document that indicates that the densities are being increased substantially over what is currently in place. Since there is no confirmation of the current densities, the information is blatantly misleading and misrepresents the current densities for this area. What is represented as "low density" is in fact between two and four times the current density in the already settled (75% complete) portion of Springbank Hill. This means the represented "gradual" transition between Low Density and Medium Density isn't gradual at all. The 2013 ASP properly reflected a gradual transition between the existing density and should be retained. No explanation is given in any of the materials as to why the 2013 ASP has been dropped and ignored. Asking Stakeholders to participate in the 2013 consultation and then abandoning all of the carefully considered effort and input is a serious blow to the credibility of your consultation efforts. I asked several times during the session what the area to the north of 17th avenue represented in terms of density and was ignored.
Question 2: Do you have any comments regarding the proposed mixed-use (i.e. commercial and residential) areas as presented in the Plan Area?
The types of acceptable developments need to be defined in the mixed use area as large scale retail and 10 story developments would not be reasonable in the context of the Aspen area.
none
Why do we need mixed usage land in this area? This is a complete departure from the vision of the approved ASP
I am very disappointed that the area adjacent to 17th Ave. will be used for retail and higher density housing. There is already a plethora of retail in the area and this will only be an eyesore in a very beautiful part of the city. It will also significantly increase traffic making it difficult to gain access and leave our area. Please don't change the plan.
Absolute garbage. Scrap this idea. Are you seriously kidding? We have some of the best views in that area, and you want to use it for commercial use?
Building should not be any higher than 2 stories and stores should be small and boutique-like, similar to Aspen Glen Landing, not any large box stores, no gas stations as they are already close by in Aspen Glen Landing. There should not be any large parking complexes.

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if you look at the developer's proposal on there website - it is not mixed-use they are proposing a shopping mall ... this is presented in the pictures as a picturesque garrison woods "high street" type of development But in the wording - single use, auto-centric, 10 storey towers....does not seem to fit. A true mixed-use commerical / residential would be an asset to the community - what is being proposed is only that in vague words
There are no larger grocery stores in this area (17th Ave??) except to drive over to Signal Hill/West Hills. That's unfortunate.
Limits need to be set on the type of developments for the mixed use to EXCLUDE large scale retail, auto-centric uses and 10 storey towers.
Proliferation of commercial businesses is not welcome. Studies have shown the benefits (social and well being) of green spaces - Aspen Landing provides sufficient commercial opportunities....OR how about a bike path to Westhills and don't add more businesses?
There should be careful thought to how this suits the character of the present area. How lighting and parking lots would affect neighboring communities appeal. This is presently a high real estate value area.
To keep with the area, buildings should not exceed 4-5 stories in height.
Mixed use is fine. But reports of 10 story towers to line of the pockets of Truman are bizarre and not matched by existing neighborhood dynamics. This will fundamentally change the area into an dense urban site. 4-5 stories (as a majority of Westside condos etc are) would be OK - but 10 stories is way too high.
I don't want to see big box commercial
I am concerned about the mention of towers up to 10 storeys being included in the development. This type of structure isn't typical in suburban Calgary would not fit into the community as currently constructed. Some of the high density buildings pictured in the materials would be welcome, but they are 3-5 storeys not 10.
Only residential. Too much commercial already in the area
ASP has allocated Mixed Use designations for properties along the 17th Ave corridor, which we support. The designation of Mixed Use as outlined in the draft ASP is desirable for our own purposes, as well as being compatible with the adjacent lands and proposed uses. More comments directly in letter sent to (*personal info removed)
Springbank hill is one of the most expansive neighborhoods in Calgary. If the developer is asking for the re-structure or funded any part of project, the houses they build future will be more and more expansive. There are already many vacant commercial / residential spaces, not many people can afford the rent! Why do we need more development! This area has already had convenient shopping center (eg, aspen landing), No need for further commercial development.
The retail has been expanded along the entire 17th Ave corridor but oct importantly, introduced much further south into the area previously designated as residential. WE DEMAND FROM THE CITY a return to the original depicted mixed use residential, retail along 17th Ave and specifically exclude large scale retail and auto centric uses. The Low Density Residential zoning currently defined as 8-15 units per acre is at least double and up to 4 times the density of the Spring Willow Community - NO!

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This area doesn't need another gas bar - Safeway and Coop on 85th are sufficient, and there are more near Signal Hill. The City needs to clarify exactly what is planned in areas. Example M2 can be a variety of options, when developers submit a plan they need to pick the option and that must be tagged to the application. Not good enough that they submit an "easy" option, and then "able to change their mind."
Perhaps 10 stories is a little much but along the 17th Ave corridor the more mixed use areas the better.
Yes, it's not a great fit any the city does not listen, they just want to jam their vision down current landowners throats.
OK
I am very concerned about the mixed-use area. There is currently low density housing directly across 17th Ave from this area. There doesn't appear to be another area within the whole plan with this much contrast in housing density, i.e. in every other area low density is next to medium density etc. Further, having buildings of up to 10 stories in this location will mean people in those buildings will be able to see into the backyards along 17th Ave, impacting privacy in those yards.
Yes, disagree. Keep existing.
Seems appropriate. Office and commercial along 17th ave is a good idea. Retail under residential won't work in the area due to grades and slope in the area. West side of Calgary needs more retail.
I support mixed residential development, including a so called High street, as long as it does not include buildings above 4 stories. This would fit with the rest of our community and provide for a young, vibrant area.
There should be more locations throughout the plan to promote walking in the community for lifestyle
Ensure that this area is built for people. Let us walk. Do not make us drive. Aspen Landing is almost walkable, but still it was built with the car in mind. Get rid of the parking lots. If the city is having a hard time understanding this, then please go to Europe and see what they have been capable of doing for hundreds of years. We have enough car-centric shopping areas (ie. West Hills and Signal Hill) in this city.
I look forward to having more services and retail available in the area and not having to drive to Westhills
Commercial not residential properties should not be opened on this land for the reasons listed above.
Terrible. This isn't the beltline. This is the new form of sprawl, cheap high density housing at the edges of the city. Is poor for community feel given these are mostly likely renters and not families.
Mixed use commercial and residential should have a maximum height of 4 stories (10 is excessive for the area).
The plan is confused, and too broadly written. Mixed use is already being interpreted by Ronmor Developments as "large scale retail/grocery/commercial" as evidenced by the plan on their website. This is not what the community was looking for through this process. Specific references about gas stations, and other similar remarks in the ARP only confirm the direct impact that the development community has had on this draft. It's like they literally wrote it themselves.
We don't want to have big box stores or gas stations along the corridor as this may lead to additional pollution of the small creek and natural areas down the valley.
I understand you would want or need a small amount of commercial in the area but it should not be convenience stores as it should be more professional type business. Again the traffic is going to be an issue.

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more residential than commercial, please
I would prefer not to see a mixed use area built along 17th Ave between 85th St. and 77th St. I don't think it is necessary. There are already lots of amenities in the area. Instead, I suggest designating this area as a park/natural area.
While the principal is a good one, there should be overall height limits along with minimum infrastructure (roads, transit, pathways) before development is approved.
As long as it not comparable to Aspen commercial development but more like Discovery Ridge mixed-use. I think there's enough commercial offers (Aspen, Westhill) in the area.
In the open house I was told that total population of the area in the new ASP is ~10,000 and with this development targeting 17000. Residential space / # of units is not realistic considering majority of the area in the new ASP has been already constructed based on the previous concept (as an example width of roads/houses next to existing roads along 77 St & 26 Ave, underground drainage system is already very poor in central area). Feel this proposal ignoring all facts including hilly terrain
I don't think we need more commercial area as there are currently 3 strip malls in the area.
The commercial should avoid large box stores (i.e. Walmart). Need to preserve the higher-end quality of the shops like in Aspen Landing.
Too many houses, not enough preservation of green space.
The mixed use area on the plan does not indicate what density is proposed for this mixed area. Concerns with respect to what the heights of the buildings will be. In past open houses, it was proposed that 4 storey buildings be utilized. I am still in agreement with that however, I am opposed to the new proposal of buildings being as high as 10 storeys.
N/A
The local community was upset with "auto focus" on 17th ave. Name another road where it should be? I have to drive 11 minutes to get to ONE car wash, 12 minutes to another. Or gas is 3 minutes away, in one location, and many more minutes at 2 - 3 other ones. Where else should it go BUT 17th ave? We won't be able to access one from the ring road, right? So maybe on 69th, but its built out. Please ignore the community association and their NIMBYist attitude. I told them flat out they're wrong.
Extend the LRT to get more foot traffic and less cars
The area should remain as what it is. There's not much green space already
Its nice in springbank with little commercial make the crime and garbage less. No fast food establishments makes the air better
I do not want to see any big box stores. We would like to see retail spaces similar to Aspen landing but fear big box stores would ruin the present feel and environment of Springbank hill.
Information that was provided was not complete. What will go in this area is not clear to me. How tall will the buildings be?
No additional mixed use in the area. Please cancel the project
Keep it residential No drive thru No gas station

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Springbank Hill and Aspen Woods are somewhat "fringe neighbourhoods" as we lack many of the amenities found in neighbourhoods closer to downtown. I endorse any plan that reduces my dependency on my vehicles and increases my "walk-score".
Be sure you have plenty of parking space for the commercial area. Parking space on the commercial area of St Moritz Dr and Val Gardena Blvd is inadequate causing people parking cars in front of houses nearby.
Hopefully some thought will go into this by the developers and we get some really cool shops and services to the area. As long as it isn't cookie cutter box stores.
Please don't turn this into another West 85 St. What other commercial business do we need? 7 more banks? Another grocery store in close proximity? Boutiques that no one shops at? No. Leave it be.
I agree with commercial in a different place but not the existing green area which is the only place left for wildlife and trees in this area. Please DO NOT KILL TREES, WILDLIFE and green environment. what we need for this area is the ponds to help with poor drainage system in this area. I am not sure if planners hired for this project think about future of the area considering worse traffic and flooding.
Building heights up to 10 stories does not conform to encourage ground oriented housing, low scale apartments and mixed use retail buildings within the Neighbourhood Corridor. This is completely against the character and feel of this suburban part of the city and more for inner city re-styling
I support any measure that reduces my dependence on my vehicle and increases my "walk-score". Walking neighbourhoods are healthy neighbourhoods.
There is rumor of big box commercial development in the area that the existing residents are strongly opposed to.
I don't think there is any appetite for big box stores. That is not Community. Think of community as locally owned shops and restaurants that are unique and interesting. If someone wants Walmart they will go to Westbrook via car or train.
The green spaces and pathways are terrible in this area and will only get worse with the proposed development
we really need more restaurants and healthy fast food options in the area
Would like to see some higher density development and some more affordable options to purchase. For example, some lower priced single family and town home options, preferably within walking distance of the proposed new lrt station.
Upper limits for height and density are far too high and minimum density encourages developers to push the limits for their own interests
Under NO circumstances should any building exceed 4 stories. Do not build the proposed Neighbourhood Activity Center. It is absurd to have something like this on 17th Ave. All developments, and especially transportation, must take into account the impact of the Ring Road (assuming the West portion is ever built) on traffic.
To ensure that key intersections, such as the one on 17th ave and Cortina have adequate lights for pedestrians to cross the street especially with the development of the LRT line
This land should be retained for residential homes only not for commercial use.

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There is no need for any additional retail space along 17th Avenue between 69th and 85th Streets due to the close proximity of Aspen Landing. Higher density residential use is reasonable.
The property directly adjacent to Aspen Landing would be preferred for commercial/multi-family development with major consideration given to present green space for wild life currently housed in the area.
The mixed-use area seems to allow for big box stores and 10-storey buildings. Neither of these is appropriate for the area south of 17th Ave, given the proximity of Aspen Landing. An area similar to the Garrison Woods development (excluding the Safeway in Garrison), with smaller stores and 4 storey buildings would be more appropriate.
The mixed use area is now too large. 4-6 story on 17th is acceptable and provides fairly high density. 10 story is too much and is not in sync with the character of the area. Extending the mixed use to 85th and to 77th compound traffic issues. The area does not suffer from lack of commercial/retail - there is no need to change the entire 40 acres to mixed use. The mixed use concepts explained to us in 2013 made sense and provided good transition along 17th and back into the neighborhood.
The low density mixed use was fine. No need for large big box or national food chains. Coffee shop or dry cleaner or small restaurant yes. No large grocery or other large stores. Not needed and completely out of character.
The location of the collector from 77th this location could be moved to the north to better align with a potential entry point from 81st, allowing for an area of low density to separate the proposed Medium density from the current Standard Urban area. The use of Medium Density directly abutting Standard Urban is contrary to the sight line – product stratification intent - described on page 19 of the Draft
The City and CA reached a consensus that max 6 stories made sense at 17th Ave and in a narrower band. The ASP disregards multiple years of discussions. LRT plans fail to recognize that the 85th St station isn't on the 30 year plan. If it is ever built, it would be multiple years after the community is developed. The traffic lights required to access the area result in many lights closely clustered together on a major road. The ASP does not address "cutting through" developed neighbourhoods.
Reasonable commercial development combined with multi-family residential along and adjacent to 17th Ave. would be fine. However the nature of proposed commercial development is unacceptable (buildings up to 10 stories, large scale retail, auto-centric uses). Should be consistent with Aspen Landing - no more than 4 storeys. And multi family development should be restricted to 17th and close to 17th, on 85th and 77th. Also, make sure traffic impacts studied and made public before ASP finalized.
Please no large scale retail i.e. walmart, winners, auto-centric uses
Please keep traffic and access from the residential area as it creates distress
Please consider surround until commercial zoning. This area already has a lot of commercial zones
No more commercial please. We have enough with Aspen Landing and Westsprings.
No building should be over 4 stories. No retail space in this area is over 4 stories currently.

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More commercial property in this area is unnecessary with existing Aspen Landing and the many amenities already provided on the 85th Street corridor north of Bow Trail. The area designated for mixed use in the ASP is excessive, creating a great fear of large box stores being considered in the plan, destroying the current atmosphere, creating traffic chaos for which accurate impact assessments have not been presented, and decrease property value for owners who desire the area's character.
Mixed use is fine, if it is properly done. 10 storey building cannot be allowed. A high street is a good idea. I like the concept of favouring pedestrian traffic over vehicles. I absolutely will not support any plan that allows for box stores - that simply does not make sense and is not consistent with the area. The City cannot write an ASP that will in anyway allow for box stores in this neighbourhood. It cannot happen.
Minimization of exterior parking space / asphalt. It absorbs heat and prevents absorption of water.
I would like it to be only commercial
I think this land offers an amazing opportunity to create a proper park in this part of the city. I would love to see something similar to confederation park. If residential is necessary, I would prefer low density residential that allows us to keep our amazing green acreages and view. If commercial is necessary it would be great to set comparable standards to aspen landing. I would hate to see a cheap looking area like the recent area developed on 85th and old Banff coach road.
I support higher density on 17th and mixed use concept – but this goes way beyond what was outlined in 2013. Area now too big, too high and too dense.
I strongly disagree with this plan. As I mentioned before, our community needs more Green Area. All we are seeing is tearing down trees and building houses and condos. Springbank hill doesn't have a community center or a library (we are using Strathcona community Centre and Signal Hill library)
I like the concept of a walkable, pedestrian friendly mixed use zone. If you can create a zone with appealing features such as Aspen Landing that would be good. I am concerned that the plan in fact does allow single use and that there is nothing stopping developers from building large big box stores. This would be a mistake in my opinion. Also, due to severe grade changes it appears there cannot be any direct access from 17th Avenue so the traffic plan is crucial to the success of this ASP.
High density on 17th appropriate – but this is over the top. 2013 high density plan was reasonable – this is not. 4-6 story is the maximum height that should be allowed.
Great to see mixed use along 17th with easy access to LRT.
Fully support commercial use as long as no big box stores like a Costco or Ikea. Residential I also support, however only low density.
Far too much residential and the current commercial is enough as is.
densities have to be carefully looked at in regards to volumes of vehicles and ensuring the streets do not become shortcuts or drag racing venues,
Concerns around traffic which will be increased with commercial during evening and weekends. Adding to this high density residential will result in significant additional load without a plan that has been shared.

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Concern with proposed 6-10 storey buildings and no quick-hop mode of transportation- will this area as planned truly allow someone to live car-free? Concern with having traffic bottleneck on/near 77 St due to all these new residents moving in and discovering they really do need a car this far from DT. Has bike-share and/or Car-to-Go depot been considered for this area? Also, higher (>4) storey buildings in the valley will not fit with the natural terrain and will block the south/mountain view.
Aspen Landing is really close plus West Hills/Signal Hill has lots of options and isn't far. I do not think adding medium sized commercial areas or larger are value added to the neighborhood. There already are issues with traffic and disappearing green space which are a priority for many already living here. There also is a lot of wildlife in the area to consider including deer and coyote.
Aspen Landing is a fantastic service hub and adding more "nodes" seems like overkill.
40 Acre mixed use too large. The extended design of the mixed-use area along 17th st produces a small Neighborhood Corridor, without adhering to the land use policies of a Neighborhood Corridor under the MDP. Transition not sufficient, density too high. 6 story should be max. The high-density plan from 2013 is more appropriate and could be evolved with a NAC, property transition, and be more in line with MDP.
- Entry/egress for high-population (6-10 storey buildings proposed) area, with no close access to LRT station (shown to the NW of 85 St) or express bus to 69 St station would cause more residents to choose to purchase vehicles, the latter case for convenience/transfer time. - Any >4-storey building would look out of place in that valley and cut off sight lines to the south. - 6-10 storey bldgs may fit with the landscape better close to DT. - Connection to DT via arterial bike lane missing?
Minimize parking to encourage active modes of transportation
Fine along 17th but MAX 4 stories please. Keep towers downtown
no more commercial use of the land. Low density residential only
There is no mention of <u>density</u> in mixed use. Will mixed use contain high-density, such as apartments or condos? I have great concern that streets will become parking spaces for condos. What portion of mixed use will be commercial ve residential? Will there be a continus green corridor from 17th Ave Southward thru the mixed density?
Like the idea of mixed use. Appealing
Traffic that would be created by big box and traffic - centric businesses is not sustainable for the area and road
I do not want to see big box stores or 10 storey buildings, maximum height should be 5 storeys to fit with surroundings
See answer to #1. Additionally, for existing property owners it is unfair to add a land use that is such a contrat to what is on the other side of 17th Ave. This will hurt property values for existing owners.
Should be closer to 17th - makes sense
No
no
The proposed 10 story limit is too high. It will turn 17th ave into a tunnel, and block the view of the mountains the currently exists in this area. 4-5 stories would be much more appropriate.

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Aspen works well + is an attractive place to walk around. Please avoid drive-through amenities + provide more pedestrian friendly zones
<u>very pleased</u> to see "small store" retail plan. Don't want to see box stores. Im a fan for the "community stores" model that was being discussed
Currently, this community is well served by West Hills Aspen Landing, thus more commercial property and higher residential density unnecessary. If any commercial, Aspen Landing 'LITE' Version or similar to Discovery node and/or commercial on Springbank Blvd & 69 Street
Traffic in Aspen Landing is already difficult. Is another retail area necessary? My opinion is no.
No
No mixed use please. Keep them separate. The area is not that densified
Yes, as discussed at the Open House, there is no need at all for additional commercial space along the 17 th avenue corridor. There is already an abundance of such space available within walking distance, and a very short drive to every shopping convenience imaginable. I am really concerned that the mixed use area as presented is poorly designed and will have a substantial impact on traffic and existing amenities along the already busy 17th avenue corridor. The ASP goes even further than developing commercial space to include higher density residential over top of commercial development. This development doesn't fit with the surrounding land use or the topology of the land in question. It is obvious to anyone who has traveled up or down 81st street faces severe grades which are unique to this portion of the City. Further, I am not aware of any other part of Calgary where this kind of development has been done. I don't mean that it hasn't been done successfully, I mean it hasn't been done at all. Why in the world would you take these unnecessary steps for this area now? The 2013 ASP was much clearer about what was proposed and identified for the area, but appears to have fallen through the cracks.
Question 3: Do you have any comments regarding the proposed "High Street" as presented in the Plan Area?
The concept seems reasonable as long as it fits with a density approach that avoids high rise developments.
none
Again, this is a complete departure from the plan that is currently approved. Not sure why we need the area, especially in an area that currently has 2-3 million dollar homes a few blocks away. This will completely change the entire area for miles around. Very unsure why the city feels this is necessary
I can just repeat that there is already more than enough retail in the area. We certainly don't need or want more. Stick with the low density residential plan.
No. Absolutely NO! Out of the question. Can you not see what this area is all about? The houses are nestled within the landscape, almost unseen, and now you want to put TALL buildings in that interrupt the flow of what we have already been achieved? Give your head a shake!
Buildings should not be more than 1 or 2 stories and the area should not extend further than 1 block south. Maximum green space and attractive locations.
While the concept as mentioned above would be an asset to the community - based on the densities proposed, and the wording auto-centric, single use retail, 10 store towers, 6 storey medium density

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apartment blocks, live in place hospitals, does not seem to capture the essence of what is described above...
I like this concept as it allows for an entertainment area without having to go downtown or some of the trendy areas for younger people.
It is -25C tonight and has been close to that most of the week - while plans like High Street work well in environments which are warmer - I don't think our climate is conducive to plans like this. NO more retail, please.
I like the "idea" but I'd like to see more details.
It closes to C-train, agreed with this plan.
I have serious concern with the location of this development placing it between 77th and 81st Streets and resulting in the removal of green space, natural wildlife migration through the valley in this exact area and the resultant much higher traffic flow and associated noise. Rather than medium density development between 77th and 81st Streets, it would be wiser to spread this focused development along 17th Ave maintaining the old low density standard in which this area has been already developed.
If the High Street is to mirror the shopping area at the corner of 17th and 85th, it could work. 17th Ave has minimal street facing businesses - and this needs to remain if the LRT is to be extended on this road (or will it be underground). 17th Ave is a major road into the city, and will be a major road out to the ring road. Less lights to ensure traffic flow. It is already crazy at the lights at Rundle College. Why no access to the junior school? Just mad with ALL cars at the lights.
I love it but need to ensure proper vehicle, parking and traffic control.
Yes, it's not a great fit any the city does not listen, they just want to jam their vision down current landowners throats. Another example of the city just doing what they want. The whole process is flawed as the city holds these open house to pretends to listen, but then just does whatever they want despite what the community wants
Will there be parking? There isn't enough at Aspen Landing. Stop planning for California (walking, biking) and start planning for Calgary (average 24/7/52 temperature of 2 C).
Even though this area appears to be designed with pedestrian activity in mind within the area, I am concerned about the increased traffic caused by people getting to the area itself. The streets in this area are already very busy and the increased traffic from consumers visiting the businesses will put a further strain on the infrastructure in the area.
No
We need more retail on the west side. The area will be a challenge due to the steep grades in the area. Steep roads and making parking terraced for retail uses will be a design challenge. Retail under residential isn't necessary and difficult to do on such a steep site. The west side needs more mid sized stores so we don't have to travel to Westbrook or Signal Hill shopping centre all the time.
Yes, I support this as I mentioned above, just not the use of buildings higher than 4 stories, or the addition of big box stores. Small to medium stores with mixed residential and pedestrian traffic sounds lovely.
It sounds good but should include micro blue pubs. And other items to prompt local spending.
Sounds very Marda Loop like. I like it!
No

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Doubt it will work. Look at Aspen Hills shopping centre. Parking nightmare.
Ensure that proper egress/access is available for all modes (ped, auto, cyclists). Designs such as aspen landing are aesthetically pleasing, but don't function well. If it is truly mixed use, adequate parking must be provided for residents and offices, otherwise they will consume valuable consumer parking. Again, 4 story maximum would be acceptable.
Why is the future LRT station not incorporated into the design of High Street? Would it not make more sense to put the LRT in a place that is convenient to what will be the central hub of the community? There are already 5 major grocery stores within a 5 minute drive of the ARP site, and 8 grocery stores within a 7 minute drive. There is no need to incorporate that service into the High Street plan or the ARP in general.
High street style is great, however ensure that appropriate amounts of parking are provided. Referring to the existing Aspen Landing across 17 Ave, the parking is limited at best during all peak times.
I think we have a nice system in Aspen which is already congested traffic and I would see it only get worse with a more density "High street" design. Not in favor.
Pedestrian crossing or traffic lights required to cross 17th Avenue at 77th Street SW to connect regional pathway.
While I appreciate the desire for a small town feel, please stop sacrificing street width, by doing so you endanger pedestrians and cyclists. Examples include fourth street SW/Beltline, Marda Loop around the Safeway (24th street), and Kensington. Wider sidewalks and bike lanes should be planned with or before the cars traffic.
Parking must be accommodated without infringing on the surrounding community.
I don't think this is necessary. We already have this at Aspen landing.
This is completely redundant given the development of the large commercial and residential along 17 Ave. It should be one or the other but not both.
If it could have a distinctive design (European) it will be great.
I do not agree with maximum 10 floor buildings in the area, it is unrealistic concept. I can only support up to 4 floor buildings in this area as what potentially can be developed with all proposed road expansions. There is not only significantly more commercial development in this plan but it has been introduced to a much larger footprint without any apparent consideration to traffic and other infrastructure issues – specifically big box stores and large retailers, have not been ruled out.
Again concerns about the increased traffic this will bring to the neighborhood.
I don't want Spring Willow Drive to be connected through to 77th street. When I purchased my home I was told by my real estate agent that they were going to open up 77th but they were going to close Spring Willow Drive off from 81st. I don't understand why you need to connect them to create higher traffic in my residential neighborhood where children are playing!! Right now all traffic coming down 81st into Spring Willow Way feeds into a dead end. Request barricade separating.
Low density housing, similar to the other areas already here please.
It is a good idea

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The High Street Concept could fit in with this area if the storey's are kept to a minimum (4 storey's) as similar in the picture shown on the draft ASP. If the architecture is consistent with Aspen Landing/Garrison Woods then it would look aesthetically pleasing and have some curb appeal. Lots of fast food options, but could use another restaurant in the area.
High street with low density NOT high density.
Fix infrastructure first
It will need to be near density. Not sure if you can have it anywhere except near the transit stop. But there is a ton of retail near there, and it won't be economic (too much retail in an area).
Live patios and such but allow for them to take in the views.
There's enough shopping mall around this area
High streets are failures. Check mckenzie its horrible to use and wastes land space.
Great idea. Expands on adorn landing and increases pedestrian friendly space in the city
I am in favour of this traditional Main Street development as long as it does not bring in big box stores with large parking lots and concrete areas.
No
Some conveniences for local residents are nice, but I question the need to build a "town centre" that includes retail/office buildings of 4 stories or more (based on the picture on page 21). It's massive overkill. Scale it back - way back!
No high street. Please cancel the project
Keep it low concentration
I love this idea. Please don't let the "loud-few" prevent the balance of us from enjoying such a lovely attraction.
No bikes and no parking allowed on pedestrian areas.
Is there a Chinook country map to portray your ideas vs. a London one with the old red-box phone booth? What will it really look like?
This sounds like a great way to add some character and uniqueness to the area. I like this idea! Hope it's pedestrian friendly.
Please ensure that a sidewalk will extend from the Anapiti/Slopes entrance along the South side of 17th Ave SW and tie in to the existing sidewalk so that there is one continuous sidewalk down to 85th St. SW. Currently there are 2 gaps in this stretch that inhibits pedestrian flow.
Not necessary. Save the dollars for someplace better. People moved out here to get away from "high street" models.
I agree the area needs better pedestrian paths but not to destroy the existing convenience and environment. I do not agree with maximum 10 floor buildings in the area, it is unrealistic concept. I can only support up to 4 floor buildings in this area.
This is not staying within the current vibe of the community and is more suited to dense populations in the inner city. We live in suburbia to stay away from this type of development.
I am excited to have this near my home!
see above

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This all sounds great until you get to high density. Sounds like that means buildings get higher. No thanks.
I like the idea of having more access to retail business but not at the cost of a proper pathway system
great idea
We like this plan as long as no buildings are over 4 stories.
This needs more explanation.
This isn't a small town. This is Calgary where everyone drives regardless of access to transit because transit is far from reliable. Pedestrian movements can not go hand in hand with traffic. You should look at unconventional means of pedestrian traffic. Look at Las Vegas where walkways often travel around or above streets. Look at westhills for the a real picture of what over population does to a commercial area. Try driving in westhills on the weekend. Pathetic city planners
This draws the development south rather than gearing it towards 17th. this concept should replace the large towers proposed.
The pedestrian access and transit access to Aspen Landing is minimal; it is virtually entirely vehicular traffic. The High Street plan is assuming that pedestrian and transit access will magically work with this new High Street; this assumption is ridiculous and naive. Answers at the open house to transportation increases with the Ring Road were limited and consideration of the issue seemed not to be considered in the ASP.
The High Street concept is good as long as there are no big box stores or buildings (residential or commercial) larger than 4 stories.
The high density should be no more than s three story. Not 5/10 stories.
The future high street is not logical choice for this area. Keeping the development for residential homes would keep the traffic less congested.
Strongly Support this.
Some of the high street developments in the city could have down with larger walkways and streets. More like Steven ave with the street being closed to vehicles and less like aspen landing.
See comments above. Traffic is a major concern, as is parking. I'd also like to see green spaces incorporated into this design. I find this is missing on the main streets around places like Kensington and East Village. Downtown does have several nice green spaces mixed in with commercial/urban areas. Integration is key.
See above
Redundant given the fantastic amenities at Aspen Landing and the commercial hub further north of Bow Trail.
Provide adequate walking paths and pedestrian friendly areas within High Street.
Please no large scale retail i.e. walmart, winners, auto-centric uses
Not sure there are enough people within walk/bike distance to support the concept. I suggest a car-free wider square area, sort of like the piazzas in Italian cities/ elsewhere in Europe. Ensure bike lanes provide access from nearby areas so residents will see getting there as easy and convenient. Will need lots of safe, secure bike parking! Possibly a bus station with express service to 69 St, or if the 85 St LRT station can be moved to near the SE corner of 17Ave/85St, a well-lit walkway?

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Not sure the area has the population density (or within bicycle range) to support the concept.... I suggest a vehicle-free area with wide squares/walkways bike- and pedestrian-only, layouts sort of like the piazzas they have in Italy and elsewhere in Europe. "Distant" residents (Montreux, Aspen Landing) will need bike paths to access and park in the area safely, conveniently and quickly. Has it been determined how the target number of pedestrians/cyclists will access from nearby neighbourhoods?
Love this Idea.
Limited, very rushed and poor consultation with neighbourhoods. Feels like the "fix is in" and the City has already decided in absence of public consultation and accomodation.
Leave the area as it is. Why does every single community need to be polluted with retail space. Leave some green space for heaven's sake
it appears that the large Developers have stated in the past that they want to be "great copopate neighbors" but it looks like all they are conserved with is pushing the asp through for their fiscal gain.What are they doing to ensure our storm water concerns are being addressed when all they talk about is retaining on their own property.
Illustrating pictures look fine. Make sure the word and zoning are consistent with those pictures. (See comments above)
I would like to see a clear standard set to ensure we do not have Big box and chain stores. One of the best parts of our special suburb is that we have a focus on higher end restaurants and stores.
I would like to find out more about the High Street Concept and how a traditional main street concept will work with the elevation challenges in the area.
I would like that north of that High Street is only commercial
I support it. We should absolutely limit vehicles as much as possible, The street and devlopoment must consider the contextual sensitivitiy of the area. The development needs to be up scale. The City has an obligation to protect the "feel" of the existing estates homes and Aspen in general. A "well executued" high street will do this, but the City must be very explicit in their ASP or the developers will "cheap out". Get it right, please.
I don't mind a small plaza, but not a high concentration of retails, which adds to traffic of the already busy area.
I do not support high density housing in this area, however if mixed with the proper stores I could be persuaded.
High Street concept is interesting – providing strong connection between mixed use area and residential neighborhood. Hopefully a downscaled version could be applied to a smaller mixed use area with a NAC. The ravine area likely provided challenge for an extended High Street in any event.
Great concept, however this concept plans for higher pedestrian traffic and therefore lower vehicle traffic. Should this not be the result, any traffic plans would underestimate the vehicle load and lead to more issues.
Don't understand exactly what this is and was not able to attend latest open house
Doesn't fit with rest of Springbank Hill and, therefore, is inappropriate.

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Artist renderings always present an attractive concept, but end results are almost always distinctly and disappointingly different. City reps at the open houses mentioned that High Street would be similar in concept to the 85th street complex adjacent No Frills (with the coffee house, pizza restaurant, nail studio, etc). This is extremely unattractive and is cause for great concern for existing and future property values and is completely unnecessary with the proximity of Aspen Landing.
Again, this sounds great in theory. I don't support the development of big box stores in this area. I don't see anything that will prevent this. I would like to see a higher concentration of smaller boutique type stores, restaurants and bars. I am concerned that the ASP appears to allow buildings as high as 10 storeys along 17th Avenue. That would be too high in my opinion.
Again, "high street " type of activity should keep to 17 ave and 85 street area and away from 81 street
A "High Street" is ridiculous in this area. It is already too late to have a High Street that has any of the qualities noted with the amount of development that has already taken place and that is planned in this proposal. Must also insure that any new developments do not result in the mess that is now Sierra Morena Blvd.
Information Presented is vague. Minimize parking, specify active frontages
High street looks very nice -very "Marda Loop". I like that High Street is close to the schools - good potential youth employment
Dumb. Not needed. Trying to turn our neighbourhood into the NE for ideological purposes not need
no high street. ASPEN LANDING is suffice for commercial space
I saw one fo these concepts adjacent to Vancouver airport 2 weeks ago, it was a ghost town, not sure why? Idea sounds great, but needs <u>seating</u> and public areas within to keep people there.
Forward thinking. Makes good sense to make more efficient use of land.
good if done in character with the existing neighborhood
this could be nice if it is pedestrian friendly similar to Garrison Gate neighbourhood
None
Very little information - Board #4 not clear re: location or concept -when asked it could be like "McKenzie Town" -needed to be better presented
No
Please ensure a connection with 85th and 77th other than 17th
yes. High street will not work - it should be a collector as stated on p. 44
the High Street idea is good, but the city will need to ensure that commercial development (i.e. stores) reflect the area's needs + the needs of the people. We do not need more dance studios, yoga, nail spas etc. If this the case, it will be empty. Some park area community space + seating would also help
I think this concept is excellent although further detail is required. I feel springbank hill lacks this currently & having lived in the community since 2003 I would like to see a "focal point." If such a focal point were to be filled with nation shain franchises & become a traffic disaster it would be a missed opportunity.
sounds good in concept
See 1 +2. Not necessary fro Springbank Hill. Well Served by surrounding areas

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"High Street" not appropriate for this location. 10 Story is too high -will block views + openness of land that is now available
Community Amenities
Question 4: Do you have any comments regarding the proposed Environmental Open Space and Environmental Open Space Study Area as presented in the Plan Area?
Yes, it's not a great fit any the city does not listen, they just want to jam their vision down current landowners throats. Another example of the city just doing what they want. The whole process is flawed as the city holds these open house to pretends to listen, but then just does whatever they want despite what the community wants
Would love to see more open space left in the new developing areas, not just little snippets of grass. Multi use parks (tennis courts that can be ice rinks in the winter, for example) would be an amazing addition as well
Would love to see bigger parcels of land left as open space, not just little snippets here and there. Multi use activity space (tennis courts that can be ice rinks in the winter) would be amazing as well
When the results of the BIA are available, Ambrose University looks forward to reviewing those results with the City and, in light of those results and the approved uses currently in place, having a more comprehensive discussion with the City regarding its campus development plans, both short-term and long-term."
What does environmental open space study area mean? How can I comment on something that is still under study? When will the study be complete? What is the Policy Review Area?
We would like to see more open space. Especially a buffer or green zone between the high density developments on 17th avenue and areas to the south west and east of it.
We need to keep more open space in this area. We are not inner city - we live here as we love the open space and that is what we were expect, and worked hard to negotiate. This city is getting greedy, trying to squish people in to the few remaining open areas, at the expense of existing residents.
We need more green spaces and program spaces than the plan currently allocates. Community rinks and sports fields are critical in the area.
We must preserve the ER space in the area. It is a unique feature of the study area, and should be available for enjoyment of all the residents in the Plan Area. Must ensure, retaining walls, and other obstacles must not be allowed to block off the ER space.
Want more open space
Walking paths and connectivity should be created with new open spaces. Current paths in the area have very poor connectivity and are short pieces with no connections. Much open space is shown in the study area, but it seems like that should be the minimum provided. If possible, look for more opportunities to create valuable open spaces.

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This question is impossible to answer given that there is no identified Environmental Reserve space in the draft ARP. The ravines are protected throughout our community, however this plan has at least 5 roads crossing over or through the environmentally considered areas. There is no usable park space identified within the plan. This is unacceptable given the level of intensification proposed.
This is presently a wildlife corridor and has a environmentally sensitive ravine flowing through this present area. How will this be protected?
This is one of my primary concerns having lived in the area for the last 10 years from first development and witnessing first hand the wildlife of the area! There is clearly not enough open space being planned. Based upon the size of the development being proposed, a minimum of 18.9 acres should be set aside rather than the 4 acres currently proposed by the city. WE DEMAND FROM THE CITY that a minimum of 18.9 acres be allocated to 2-3 areas of programmable, usable minimum slope green space.
This is a very desirable feature and counters the suburban sprawl. It adds to a sense of community without adding traffic concerns like commercial development does.
They should not be next to high traffic roads.
They should be larger. There are animals living in these areas
These need to be protected at all costs. Roads and crossings should not be permitted over the ravines and there should be minimum setbacks from for construction without the use of artificial retaining walls. Aspen Forests should be retained where possible but none of this should be treated as community space.
There is only 2% of green space where there should be at minimum 10% according to research done on city planning. The area is home to a variety of wildlife and this development plan is robbing them of their habitat
There is not enough green spaces defined for a developable area of this size. The city is only recommending 4 acres of usable green space - this is unacceptable. We would expect between 10 and 18 acres of green space in this size development.
There is a severe lack of green space for the proposed development area at 4 acres. There should be a minimum of 10 acres allocated in 2 to 3 areas for programmable, usable green space.
The Study areas should remain Environmental open space. I am concerned about development in the areas.
The Open Space Study Area east of 77th street was originally slated as an Open Space and number of years ago and somewhere along the way was changed to its current RR1 development status. This study space should remain as an Environmental Open Space as it has much natural wildlife that will be stripped away in place of cars and buildings. There are many Deer, Coyotes, Wolves, Moose, Owl etc. that occupy the space and/or travel within various green spaces in the ASP area. (continued in #5)
The open space area(s) look a little minimal. I would like to see a greater percentage of the ASP area set aside for open space.
The more environmental open space the better! I would like to see all of the "environmental open space study areas" be made into protected/environmental reserves.
That was a VERY tiny amount of environmental open space. People have moved out here because there was so much green space (and natural, not man made strips of grass that we call "green space"). This is just a terrible idea.

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Springbank is named for the springs so do not encroach on the environmental areas, do not have them under further study. They are there and will likely become more active as more of the ground is hard-surfaced.
See above
Proposed project will ruin environmentally sensitive area. Please stop the project
Please keep the Environmental Open Space/Study Area as large as possible. It is important to preserve these pristine natural areas so that the local ecosystem remains as close to balanced as possible. These areas also provide excellent walking paths, etc.
Perhaps a little more space for sports facilities and recreation fields.
OK
Not enough
none
No
No
Need more of it! The municipal reserve should be 10% or 19 acres. You are destroying the quality of our living by squeezing more high-density homes into what is now a quiet low-density area and not leaving enough room for playgrounds and open space. Please widen the area along the ravines to create a buffer zone along the regional pathways.
NEED MORE OF IT!
More parks!!!! Open space, preserve the trees and rivers!!!
More open space areas would be preferred, rather than more residential/commercial.
More is better than less. With wide sidewalks & paths for both pedestrians & cyclists. Park benches, work out spaces like what use to be in Glenmore Park or the Duck Pond at the University Research Park NW. Multiple garbage/recycling bins. Trees & shrubs that are indigenous to the area. Could there also be an off leash park added to this part of town please (Yes I use Edworthy, but I hate driving up and down the hill. Every. Single. Day. I have gotten board & do not love the access to Edworthy)
Looks like a good corridor. It would be nice if some mountain views were maintained
Keep more green space
Is there risk of the study area not being open space in the future? Would like clarity.
I welcome this idea. Please proceed. Don't let the "loud-few" prevent the balance of us from enjoying this open space.
I think this is good as we need more environmental spaces with recreational aspects.
I think there needs to be more park space. If not then the current ones get overused and are no longer natural.
I like the open space study and believe many of us that moved out here for the style of living and open spaces such as the bike paths and larger green spaces and since the new Griffith School going in there is more space being used up. Would like the see the East side tree line along 77 ST SW stay the way it is. More Tree the better and there is a lot of Wildlife that roams in there which is special.

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I hope that our open spaces will remain and stay in their "natural state" as much as possible. That said, I do enjoy walking in these areas so it would be important to give access on pathways to these areas. Continue to have park and playground areas...
I hope that more of the Environmental Open Space Study Areas remain as Environmental Open Space and are not developed. Natural habits and green space is vital to a community. I understand that this decreases population density, though population density can be increased in areas closer to the core to generally comply with the city's goal of reducing sprawl and increasing density throughout the city.
I don't want to see the green space reduced as the new ASP indicates.
I am disappointed by the lack of green space allocated. The previous community ASP had 18 acres set aside. The new ASP provides for ~4 acres. I strongly support the use of buffering green spaces between commercial/residential, and the addition of usable green spaces should be incorporated into any new development. One other concern I have is the lack of off leash areas in the west. The closest one is Edworthy Park, which is a 15 min drive. Please consider allocating some land for off leash.
Good - need more open spaces in this ASP though. Insufficient parks and wooded areas left undeveloped.
Generally more green and less retail / high density housing is good. More green space and No Retail is better.
Exhaust the environmental open areas please
Environmental Open Space Studies shows all already existing green areas that is best to be either protected or become part of green area for community and existing wildlife. Currently there is a poor drainage system increase the risk of flood with heavy rain. Our houses get flooded in Spring Valley Way few times a year and City is too slow to react on it (too many phone calls and no further reaction from city). Need larger pond > 2 acre and better design for the environment and not residential!!
Environmental Open Space Studies are all existing green areas that is best to be either protected or become part of green area for community and existing wild life. Currently there is a poor drainage system and covering virgin soil with concrete increase the risk of flood at the time of sudden rain between May to August. My houses already get flooded in Spring Valley Way few times a year and City is too slow to react on it and still have not heard any real solution. Need larger pond > 2 acre
Don't cut down all the trees
Does not appear to be enough space with the amount of wildlife present in the existing area. The area should be the full 10% MR required under the land use bylaw.
An urban park area would be nice rather than an unkempt natural area.
Against. Should not use nature space for development.
Against to any changes to current green space changes
Absolutely. I believe that working with existing drainage and creating connecting paths is paramount to smart, walkable neighbourhoods.
A centralized green space would be nice to have. But I like how this space keeps the naturalized areas.
A bit too much green space where you could make housing (along 85th street). Why have that? People barely use parks, we need housing and taxpayers.

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You must deliver at least 10-19 acres Green Space. Currently your plan is entirely deficient. It is absolutely unacceptable as proposed. Put in more (10-20 acres) and use it to buffer/transition the high density areas to the low density areas.
While the pathway system seems to be continued, the quantity of green space and park space seems to be significantly lower than in the communities today.
What green space. There is none. Should be 18-20 acres of real usable green space. Not the 2 proposed. Ridiculous.
We need to maximize and protect our open space area. All areas shaded should be protected to allow for wildlife movement.
We need more green space for the wildlife i.e. deer etc. A minimum of 10 acres be allocated in 2 – 3 areas. These areas must be programmable, useable green space with minimum of slope.
We definitely love to see an environmental open space, parks and playgrounds.
Very little detail. Need some park space in Study Area. I live south of Study area and we only have one tiny park
Unfortunately not a lot of information seems available on park areas at this time.
These so-called "open spaces" are going to be completely overwhelmed by character-less development that will crowd them out and render them basically useless block-long parks. This area right now provides, relative to other areas of the city, a unique natural setting in the city that will be effectively destroyed with this plan.
These need to be preserved and protected but should not be counted as community green space.
There is no plan for accessible green space. While understanding that multiple ownership of land in the area presents planning challenges, the answer is not to develop without accessible green space. Delay development until developers can collaborate on a plan that provides accessible green space
There does not appear to be enough green space set aside for the community. The natural beauty of the rolling hills should be preserved green space on both sides of the pathways. Additionally, there should be more parks set aside for the community.
The reserve accessed off of 26th Avenue west of Elveden Drive has been designated as a park, not a community centre or school (confirmed by City park rep at open house). That park should be named after the McKinnon family because the family had the foresight to consolidate reserve requirements into one infinitely more useful large area. So-called "environmental areas" seem to be limited to areas that can't be used for residential purposes. We need more and more useful green space!
The issue of defining the ER(s) – location and need, the ASP refers to Environmental studies to include wildlife, fauna etc., a Bio Physical study should be completed prior to defining potential developable / undevelopable areas, as well as environmental concerns around the Ravine fill prior to defining the roadways. The area is currently home to a healthy population of deer, coyotes, fox etc. needs to be defined before any design of roadways & servicing or ultimately density can be considered.
The green space in our part of Calgary is lacking compared to other parts of the city. Glenmore park, confederation, nose hill, fish creek are the type of thing we need and should be aspiring to achieve

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The board was also misleading. Lots of the 'Environmental Open Space' shown is no longer the case. For example where EM and the new Discovery School are are not really EOS anymore. The developers should be forced by the City to put aside the 10% as one contiguous block so it can be actually used and useful to the community. The community does not need anymore tot lot or little spaces of land here and there. the community should be allowed to be involved in selecting this one useful area.
See above
Preserve as much of the native Aspen forest as possible.
Please keep as much open space available as can be. Stop cutting down our trees.
no
no
Nice to see the ravines will be kept natural, perhaps with paths. But it appears to me that you are doing this primarily to address water drainage and storage requirements. I don't support counting the environmental open space as a contribution towards the 10% MR. We need a larger, flat area to be developed into a park with soccer fields. This is lacking in the community currently.
It would be nice to see more green space play area.
it is unfair to existing land owners who want clarity on what they can do with their single 5 acre parcels... this process has been going on for years and because the major developers have no consideration for single parcel land owners.
It is insufficient, given the densities that are contemplated. Consistent with prior agreements with the City, the amounts set aside need to be increased if this proposal is to proceed.
Insufficient detail to comment. Appreciate that MR space difficult to plan with so many land owners.
For a province that's going more "green" focused with nonsense like carbon tax - taking away from this cities natural landscape and replacing it with developments seems counter productive . Frankly you need to (*offensive language removed*) and start fixing problems that already exist with the garbage your planners have made in the past. Once you fix those then maybe you can start looking at new plans.
Exceptionally limited green spaces that can be used. Green spaces on plan neglect the fact that there is a large high school/LRT parking/LRT station on one site, thus overstating green space and a new K-9 school on another space that reduces green space by 33%. Plan only requires 10% of new development to be green space; fragmentation means that space will be tiny parkettes and not useful space within the community, thus encouraging more driving to get to the few green spaces. Need to raise plan
ASP causes concern for environmental (drainage) and wildlife co-existence. Such increased density, sound and light pollution and traffic creates survival risk for current healthy population of deer, coyotes, fox and other species, and a greater risk of those species being forced out of the area.
As long as the space is usable for intended environmental feature land, and not just to make a quota, it seems reasonable.
Area needs some park space
Appears reasonable, provided the space can be used efficiently and is not just an allocation/quota to meet a by-law or recommended green-space figure.
Not enough green space is assigned, this is not in harmony with the existing neighborhoods

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Need to see more environmental open space
none
Great to see green space for wildlife and use by people in the area
No
please ensure a park (FLAT) area is left. Very little parkspace in SBH area that is suitable for sports of other activity.
I question the city's level of commitment to maintaining green space. I have seen where green space suddenly disappears in my neighbourhood. Also, the city needs to have the bylaws + tools to enforce environmental + green space provisions. We are far behind + need to improve environmental + green space regulations.
Unclear policy and standard applied on the EOS area. No clue on EOS area from historical data and documents. East ravine belt area need stay for the community.
Great opportunity for walking + bike paths. Hopefully can have a treed valley
I think there is some fancy word changes here. Want to keep seeing at least 10-25% of area as green space... ie parks/trails etc Similar to lower Springbank Hill Area
More natural open space is preferred
I would like to see the large majority of the study space remain as green space. Currently in Montreux we enjoy a lot of Wildlife that passes through the neighborhood
Walking/Bike path sidewalk to go through 26th -> 17ave ie somewhere near 77st. People walk/bike on narrow road = DANGEROUS for them + traffic
Question 5: Do you have any comments regarding the proposed regional pathway presented within the Plan Area?
Will there be pathways through the community? From top of the hill (slopes) to new school?
Well constructed and connected pathways are crucial to the community
Ugh.
This is a very desirable feature and counters the suburban sprawl. It adds to a sense of community without adding traffic concerns like commercial development does.
These proposed walking paths are mainly in the drainage area. There are two significant ridges in this area, and a lot of these paths appear in that area.
There's a section on a pathway that will cross Glenmore Trail SW. Are you planning an underpass or an overpass over the future Ring Road?
the sooner the better, we have too many pathways that go nowhere in the neighbourhood. Really like the fact there is another access across Hi-way 8 other than at 69th.
The regional pathway from 17th Ave. should connect into the mixed use area and not into the ravine by 71st Ave which is very steep and across future LRT tracks. This will provide a nice destination point along the regional path and a natural draw for people to use the pathway system. Dropping the regional pathway from 17th Ave into the steep ravine by 71st Ave seems redundant if it doesn't connect to the centre of the commercial area.

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The proposed regional pathway connects to the existing pathway system.
The pathways should not include using roads like they did in aspenhire. They should also link to transit and parks.
The pathways provide a great level of connectivity in the study area, and in the plan area. Must ensure that the pathways do not remove the need for useable programmable municipal reserve space in the study area. The study area requires useable programmable municipal reserve in addition to pathways. Given the large footprint schools being built on the JUS, the community is losing dramatic amounts of programmable space. The study area must take this into account.
The current pathways in this neighborhood are enough, no need to change.
See above. It does not stay within the currently pathways in the area.
see above
Regional pathway that terminates at the south end of the Slopes should be looped back to 85st.
Regional pathway is fine but need walkway now on the south side of 17th ave all the way up to the C-Train. It is unsafe for walking and in the winter even getting to the bus stop is unsafe.
Regional path ways plans look great. Adding another pathway which connects 26th Ave SW with Spring Valley Way SW and the north end of Springbank Dr. would be good so kids in Spring Valley and Mystic Ridge could walk to the school on 26th Ave.
question 4 continued The area residents understand the richness of this environmental area that cannot be appreciated nor observed within a 2 or 3 day walk through assessment. The existing trees also help buffer all of the noise and pollution that is growing off 77th street and will increase even further under the ASP. Leaving this area as an Open Space will help counterbalance all of the negative impacts of the remaining ASP changes.
Presented information in your open house did not have enough information to allow me to comment however right now and during winter season with all slopes, pathways filled with ice on low spots and make it NO safe for kids and older population and even rest of us. Just check out pathway north of # 15 - Spring Valley Way as an example during winter. Also after city plow snow on 77th street, when bus stop along the street, it stop the whole traffic.
Presented information did not have enough information to allow me to comment. During winter season with all slopes pathways filled with ice on low spots and make it un-safe for kids and older population. Just check out pathway north of # 15 - Spring Valley Way as an example during winter. Also after city plow snow on 77th street, when bus stop along the street, it stop the whole traffic.
Please ensure that a sidewalk will extend from the Anatapi/Slopes entrance along the South side of 17th Ave SW and tie in to the existing sidewalk so that there is one continuous sidewalk down to 85th St. SW. Currently there are 2 gaps in this stretch that inhibits pedestrian flow.
Pathways are needed. Currently, there is no safe way to bike from 85th to 69th / LRT / Bike Network.
Paths should also be considered along 77 Street and 85 Street
OK
Noise attenuation needs to be considered in this development by providing BOTH regional pathways and useful and appropriated dedicated amounts of green space. The green space accompaniment does not match the regional pathway system proposed as per point #4 above.

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no.
No issues
No comments
No comment
No additional pathways. Please cancel the project
No
No
No
More open space and parks
More open natural spaces
Make the paths with a larger width. And no bikes allowed in the pedestrian areas.
Love the regional pathways. We are anxiously awaiting for paths to connect us from Timberline Estates to 17th Avenue.
Love the ideas. This is fine.
Looks like a nice network once built out.
Looks good.
Look forward to being able to walk through the community!
Live pathways if they get cleared year round
Keep it away from roadways.
Just hope they are maintained in the winter. It's pretty steep!
It is a good start, but I would like to see more of them.
I LOVE the pathway idea (which I'm assuming are pathways for short/long distances between and within districts). Walking/ biking are such important exercises to stay healthy and for folks who don't want to pay fees for a gym or recreational facility, getting out to walk/cycle is an excellent form of exercise. It would be important to have some "destination" points along the way for rest and refreshments too.
I like them - though I'm weary of how they cross the artery streets and major roadways. As a cyclist and runner, having to stop and wait for lights is very annoying, and extended lengths of pathway without lights is a dream come true! From the map, it is unclear as to how the pathways would cross 17th Ave, 77th and 85th St, & Glenmore. I'm certain the the path along 69th street would still be obstructed by the lights on 69th street, but hopefully the newer developments aren't hindered by lights.
I like regional pathways that also protect trees and have lots of green space around them.
I intend to enjoy these paths with bike rides and dog-walking.
I intend on enjoying it for family bike rides and dog-walking.
Greatly needed
Current pathways are sufficient
Connectivity and access to existing pathways both north-south and east-west should be encouraged.
As long as it can handle the volume. There is a ridiculous numbers of walkers, joggers and cyclists in the area, please. And has appropriate refuse receptacles.

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Approve
Again appreciate the bike path and pathway system as a whole. Good even be more.
A completed pathway system and increased walk ability in the area should continue to be a priority and is definitely welcomed.
We don't want this area to be turned into town houses and houses and pathways,...
These are fine. One of the boards show a potential road crossing of the western drainage channel. No road should cross this western channel. It is too steep to cross and will just cause issues in the winter. Also the impact to have a vehicle crossing here is too large. Also, there is no real reason to have vehicle crossing here. Vehicle flow should be maintained north-south to the main artery on 17. A pedestrian crossing is fine. A vehicle crossing will interrupt the purpose of the pathway.
These are critical to the local residents. The look reasonable in the plan
There needs to be a connection to the 69th Street LRT along 17th Ave as there is no pathway identified along 17th ave even though you want to put in a high density development there. It's an auto-centric development when you don't provide adequate pathways. Many people in Montreaux (west of 85 st) have limited path options to the high density area and to the LRT. Given topography, not clear how pathway network between 77 and 85 st will be accessible/useable. Not clear how works with Ring Road?
The regional pathway system would be great. They should all be paved, to enable wheelchair and other access
The Regional path system is very good.
The proposed east-west pathway behind proposed commercial development fails to provide a safe or attractive route.
The pathway concept is excellent, as long as there is more green space surrounding them. This should include keeping trees along the pathway to block out the surrounding development and give privacy to the residents along the pathway. The pathways should be treated as an oasis away from the city, where possible.
Seems relatively well-suited to leisure riding. Please see comment above concerning collection and pass-through of cyclist commuter traffic to DT and Beltline areas. Has a plan been discussed with adjacent neighbourhoods? Right now I don't dare cycle on 17 Ave for fear of getting clipped by somebody's car mirror, and the grass/snow at the south curb of the road is not safe/suitable most of the year.
Pathways look fine.
Pathway system looks good – but hopefully some park space can be provided with them.
parks should be able to give clarity to the are over the inert fill area. it is extremely unjust after all these years a decision wont be presented in a acceptable way.
Ok
None
No.
no
NA
More pathways would be a great addition.

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It needs to be more clearly mark, and quickly clean
It looks to be designed for leisure use only. Has any consideration been given to an arterial bike path connecting us with DT/Beltline? I feel safe biking around the neighbourhoods, but there are no ways to get out of the neighbourhood on 17 Ave without going right on the road- and I don't feel safe doing that. The grass curb on the south side of 17 Ave is not safe either, and it's snowy and/or muddy 6-8 months of the year- an impediment to bicycle commuting considering how close we are to DT.
I want to see and underpass under 85th linking Montreux to the pathway. I would also like to see the pathway extend all the way up 85th to 17th. It is very difficult to access the pathway that connects us to aspen from lower Montreux. The current sidewalk along 85th is completely useless and unkept for the majority of the year.
I think my tone is clear regarding this plan overall.
I support the development of regional pathways.
Good to see that the regional pathway system has not radically changed since 2013
good
Connectivity and maintenance of these should be required by setting up Owner's Associations through the developers including the multifamily and commercial builders.
Area is very actively used and should be maintained at all costs.
Again, add pathways in level areas.
Yes, it's not a great fit any the city does not listen, they just want to jam their vision down current landowners throats. Another example of the city just doing what they want. The whole process is flawed as the city holds these open house to pretends to listen, but then just does whatever they want despite what the community wants
We don't have many pedestrians so why would this be needed! Cyclists have been smart using paths and biking safely on the road. If anything, we need to look more at buses, especially during rush hour, to 69 st station.
Underpass with lights are best as overpasses turn into an eye sore and they don't protect pedestrians from the elements in the winter. Plus kids drop things off overpasses.
Two are probably fine, as proposed. But none would be needed if the High Street area is not built.
Try to have as few of them as possible. They are expensive. Only 1 person I know rides their bike year round. Out of 1000's of people.
This was very difficult to decipher. Assuming there would be an underpass/overpass at 77 st and 17 ave
This is a very desirable feature and counters the suburban sprawl. It adds to a sense of community without adding traffic concerns like commercial development does.
They were not well laid out in the plan. Major roads like Stoney trail should have bridges linking pathways to other communities without having to bike many kilometres out and back.
They are needed
There are currently a lot of cyclists that either commute to downtown, or use lower springbank rd to head west. This plan does not seem to account for the long haul riders, only short family oriented trips and pathways.

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The plan was fairly short on details regarding the specifics of how these would be accomplished. I know some of these pathways are already built, though I'm hoping that future upgrades are not off the table. In general, I like the use of "grade separated crossings" for pedestrians and bikes, though the plan noted movement of "wildlife, pedestrian and cyclist". Wildlife movement is important and likely accomplished via an underpass - not an overpass. Either way, more grade separated crossings!
The nature of our hillside community dictates for planning for changes in grade in not only lots but roads and pathways that is both stable and does not overuse large, unsightly retaining walls. Short cutting and increased traffic speeds in the Plan Area will become a real safety concern for residents. A Bio Physical study needs to be prior to defining potential developable areas as well as environmental concerns around ravine fill prior to defining roadways.
The more connected the community is the better!
The first premise of the overpass/underpass, is that there are roads planned directly through what should be protected environmental reserve areas. I am generally in favour of this concept, where the topography allows, however there is a 30(?) ft grade difference between the north west corner of the ARP site, and 17 Ave SW, so pedestrian traffic will be limited to anyone other than those living in the ARP site.
The bike and pedestrian paths should be unobstructed for safety reason for all parties that will use it from Mom's with baby carriages or young children learning to ride bikes, to the elderly taking nice walks.
<u>Topography</u> steep grades on pathways make then unusable for sizable chunk of the year
continue to connect the regional pathways -some of them feel very choppy & disconnected from each other & the rest of the community at the moment
The pathway should consider mixed use, pedestrian + bicycle. Would like to see path from Montreux subdivision continue eastward to the vicinity where the 2 N/S pathways meet @26 Ave
see above
no
no
None
Good - continuous looping walkways would be a good idea and should be encouraged
No
I like the pathway plan. Please ensure connection to montreux and can a crossing be out to connect with the aspen landing path around the lake
Please make sure pathways are continuous, rather than disjointed. Also consider the patterns that people follow eg walk to Aspen Landing. They should be able to access these areas in an efficient manner - provide options to more quickly access these areas.
Only comment at this would be to express the real need for more sidewalks & bike paths so the area becomes less car dependant. The changing elevations are a factor for many & make cars an attractive option so keeping that in mind would be critical.
Superb topography being well utilized. It appears to capture the potential of the outdoor feeling

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I live in lower Springbank Hill off Springbank Blvd. Completely opposed that future transit bus route would take us to 85th Street Station. That's a tremendous detour. I'm not in favour of planned routes between 77th Street + 85th Street either.
Pathways are desirable
good use of green space. Make sure that pathways can accommodate cyclists + pedestrians. There are many cyclists in the area
Question 6: Do you have any comments regarding the proposed active modes (i.e. pedestrian/bike underpass/overpass) presented within the Plan Area?
Support more active modes, pedestrian/bike underpass/overpass areas as long as that does not impact green area.
Sounds nice.
Seem reasonable
see above
Regardless of the season, the wind chill can make the overpasses unappealing. Wider is better than narrower. As a criminologist I do not support underpasses, they allow for the funneling of citizens into an area that is not visible to others & is a choke point for muggings & sexual assaults (in addition to defecating/vomiting). I would also prefer an underground extension for the LRT. I wish that the Bow Trail 26th street intersection had had the LRT underground & an interrupted intersection
Please ensure that a sidewalk will extend from the Anatapi/Slopes entrance along the South side of 17th Ave SW and tie in to the existing sidewalk so that there is one continuous sidewalk down to 85th St. SW. Currently there are 2 gaps in this stretch that inhibits pedestrian flow.
Not in love with having an pedestrian overpass as it obstructs the view to the west.
none
No, these are fine.
No need
No comments
No comment
No additional passes required. Please cancel the project
No
NO
No
No
No
Needs to be in ADDITION to smooth vehicle traffic, not instead of it.
Low density, keep traffic down so no need for this!!!
Looks good
Keep any bike paths away from the main roads and pedestrian areas. Bikers are unconsidered and dangerous.

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In the study area, care must be given to preserve the ER. Pedestrian / Bike pathways across seem reasonable, but roadways can impact this fragile eco system.
If there is no firmed plan to extend the west LRT to 85 street, why do you have under/overpass along 17 ave. City of Calgary needs to implement active modes in existing high density area. Don't understand why spend money to study for this neighborhood. The City should not implement what developer's driving for, needs to look for if it is necessary.
If a pedestrian overpass is placed over 17th Ave in the location shown, I feel it will hurt the aesthetics of the area. An underpass would be a nice compromise in my opinion.
I would like to see tennis courts in the plan. There is a lack of public facilities in Springbankhill. Tennis courts would be nice.
I support plans that reduce pedestrian/bike versus vehicle interactions. People drive too fast in this neighbourhood. Furthermore, I would like to see the speed limit on residential roads in Springbank Hill and Aspen Woods reduced to 40 (or even 30!), and to have speed limits enforced.
I support more active modes, pedestrian/bike underpass/overpass areas as long as that does not impact green area.
I support any plan that reduces pedestrian/bike versus vehicle interactions. That said, I would also endorse a movement that reduces the speed limit on residential roads down to 40 (or 30!). People drive way too fast in Springbank Hill and Aspen Woods.
I am not clear on this idea, how it will function or look. More information would be appreciated.
Go for combined pathways, and please, no bike lines. What a joke
Be sure they are safe! Ensure bikes and pedestrians don't collide and that they are well lit and have clearly visible sight paths. Gradual inclines are preferable to lots of stairs for folks with mobility issues and strollers/young kids.
Approve
Anything that keeps pedestrians and cyclists away from roads is better.
An underpass is a good idea that makes it much easier and safer for crossing 17 Ave.
An over/under pass on 17th Ave will be great - as this road will become very congested. And where is the parking going for the 85th street station?
While I understand the City's motivation to encourage people to not use cars, this unquestioned position that doesn't recognize how people actually transport themselves and are likely to for the foreseeable future, only results in slower traffic and therefore more pollution. If there is going to be continued emphasis on "everything but cars", then at least design it so that different forms of transport don't meet. This is where accidents happen.
Where are your studies showing who will use them? What's the intent for these? Just cause you build something doesn't mean it will serve its intended purpose.
Whatever can be done to make the development more pedestrian and bike friendly, the better.
They should be centered around programmable green space that is accessible
The intersection of 17 Ave, Cortina Drive and 93 St SW, needs to be connected and with a proper pedestrian sign and crossing.
Sounds good

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See above- may need another underpass crossing 17 Ave at 85 Street from SE to NW to access LRT, or can LRT be moved to SE corner of this intersection to allow the mixed-use area easier access (along with access to Aspen Landing shopping centre).
See above
Ok
None
No vehicle crossing of the west drainage please. No real purpose, will cost too much, not add any value. A pedestrian crossing will meet the goals of the ASP. If you review the vision of the ASP none of the vision proposes more vehicle routes. But rather 'natural landscape', protection of ravines, harmony with natural settings.
no
No
NA
More detailed information and explanation of these active modes is required to provide valuable feedback. Currently, I have great concern with plan to cross 17th Avenue.
looks good
Look fine.
It seems reasonable.
Important part of overall plan and appear to be adequately addressed.
If the intent is to have the high-density residents between 77 and 85 Street south of 17 Ave access the future 85 St LRT, they're going to have a bit of a climb up the hill, plus a time-consuming two-crossing navigation at 17Ave/85St. Is it feasible to put an underpass at this intersection and move the proposed LRT station to the SE corner of 17Ave/85 St? Buses already collect residents NW of this intersection for the LRT at 69 St.
I would like to see an underpass under 85th to connect Montreux to the pathway on the other side of 85th.
I also support this concept.
Hopefully underpasses are cleaner and feel more safe than many of the ones downtown.
Crossing with 17 ave is good. Not sure about other one without walking property. Unclear how access within rest of ASP works as depends on traffic light options within community. Current crosswalks are limited and inadequate. Better information required to properly assess this. ASP seems to be too theoretical in this respect. More concrete information required.
as long as the ravines are preserved
Overpass - preferred. Underpass - less desirable
I don't think the overpass will be worth the taxpayer cost with the current population base (or anticipated population growth). At-grade crossings would be more practical - align with current light crossing. Improved sidewalks & pathways to existing crossing would be more cost effective.
would like to see an overpass / underpass @ 17th Ave to connect pathways without crossing 17th Ave or 85th St. When this new development is complete, there will be significantly more traffic on these roads. Consideration should be given for a pedestrian overpass from Aspen Landing to the proposed mixed site.

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Support the bridge over 17th Ave - I will want to be able to walk to Aspen Landing Mall
no
no
My preference would be to not have the overpass over 17th Ave as these hurt the aesthetics of the neighbourhood
More pedestrian / bike pathways would be beneficial
Ok
No
Why is there a pedestrian overpass? Who pays for it should be stated in the ASP. It should be paid through levies. Cost will be high for the overpass because it has to go over the LRT.
The pedestrian underpass / overpass at 17th Ave is a good idea to provide safe access between Aspen Landing + the mixed use zone. Please consider assing more of these to improve pedestrian access. For instance, another one at 69th Ave and 17th St, and 85 Ave and 17th St
The more pedestrian & bike access the better Springbank Hill is well off the pace in this regard
Want to see pedestrian overpass to Aspen Landing
No specific comments
Underpass/overpass preferable to crossing major roads at intersections
<u>Definate</u> need for ped/bike <u>uverpass</u> at 77st + 17th ave
overpass preferred. Underpasses are dark + dangerous
Mobility
Question 7: Do you have any comments regarding the street network presented within the Plan Area?
Yes, it's not a great fit any the city does not listen, they just want to jam their vision down current landowners throats. Another example of the city just doing what they want. The whole process is flawed as the city holds these open house to pretends to listen, but then just does whatever they want despite what the community wants
Why remove the 85th to Lower Spring bank road connection? Do not force traffic through existing residential areas. Straighten 85th between 17th Ave SW and Lower Springbank rd.
why have so little on the 160ac hill? There are so few 160 parcels left in calgary, let alone a few minutes from a future train stop, why not pack em in there?
There should be an alternate connection between 85th street and 77th and 69th streets. Why not have a connection with 26th ave? Having just 17th ave concentrates a lot of traffic there. In the event of an accident then the other way is to take stoney or bow trail (too far!!). Provide one more east-west connector.
The two arteries that run n/s will be a bigger challenge than Bow Trail is now as it heads down (east) to Sarcee Trail. Steep, straight, and south facing? Who thought of that?

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The street network clearly will not meet the needs of the densities of the proposed ASP south of 17th ave and west of 77st. The traffic will be a nightmare in and out of the community. The densities need to be reduced to better fit the proposed traffic network onto 17th and 77th.
The road network does not respect the environmental sensitivity of the area. Overall, the road network reflects that the use of the site will be as a regional hub of retail, as opposed to a community-featured neighbourhood.
The number of crossings of 17th ave should be limited and wherever possible should line up with the north side access to aid the flow of traffic. Feeder and collector roads should not encourage shortcutting through the neighborhoods by commuters travelling south on 85 on their way to the SW ring road.
The maximum density (100 units per acre and up to 10 stories high) is 3 times the previous proposal and would be a drastic change to the architecture and character of the community. This makes existing roads unsafe and not functional in the area. On the poster presented by City in the open house, the existing 77 St road shown as Arterial Street (4 lanes road), ignoring the fact that houses are all built on 77st south of 26 Ave and it is only 2 lane. Need more space for comments.
The closure of 85th St access to Lower Springbank road will increase in a very significant way the traffic on Springbank Blvd SW which will have a double impact on the residents of that street due to the Ring Road. Which measures will be taken to reduce the impact on the residents?
Streets coming off of 77th are going to cause extra traffic along 77th which is at times already a congested single lane street. Would like to know the plan to accommodate that extra traffic and the extra traffic around the area in general and in particular on 17th Ave. Adding lights along 17th is going to slow down traffic and back it up. The proposed c-train will not be built anytime soon (if at all) so that is not a solution to alleviate congestion and current west c-train is underutilized.
Proposed arterial roads are not suitable for communities. Don't want high speed road going through communities.
Problem with 85 St and 77 St. According to City's complete street guide, existing volume and number of lanes do not meet arterial standards. There is enough space along 85 st to extend to arterial standards. There are not that many traffic, why change to arterial?
Poorly planned. Please cancel the project
Please do not construct the SW extension to St. Moritz Drive, SW as drawn. This will make St. Moritz Drive (the street on which we live) even more of an unsafe "speedway" than it already is. Perhaps it could be rerouted such that the new road does not connect with St. Moritz Drive, SW.
OK
None
no comments. Looks fine to me
No Comments
No
More detail is required for an understanding of the densities as it relates to the existing developments and the existing topography. Previous drafts showed a proposed street layout.
More care should be taken to ensure that "short cut" routes do not develop in residential spaces. Look to Sierra Morena Blvd for a complete failure in taking this into account.
Make streets wider.

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Lower density housing please, less traffic and noise pollution
Looks fine
Like the grid network.
Keep bike paths away from arterial streets. Be sure you have adequate park & ride space on the new LRT station. Parking space on 69st LRT is not sufficient.
Just don't.
Just concerns to the decrease in flow of traffic due to more controlled intersections
It seems odd that there wouldn't be both North and South access to the new Ring Road at both the new 17th Ave SW and Bow Trail SW points of intersection.
If the LRT is under ground/below grade. Please stop running LRT through intersections at ground level. I am surprised that more people are not killed. Please be aware that hundreds of people commute in from Brag creek and Cochrane to use the West LRT. Serious Parking is required. Please do not place parking on the opposite side of 17th avenue it creates daily terrifying jaywalking incidences (they always dressed completely black clothing). The 17th avenue east west pathway is great for cyclists
I would prefer to see the small connector road from Glenmore to 85th remain in place. This would limit traffic through the neighbourhoods.
I will like more information on the "future connection" designated by the red arrows between 77th and 85th street.
I think the future connect between 85th St. and 77th St might be a challenge. I can see it getting a lot of traffic as people living along 85th St will use it, and 26th Ave, more to avoid using 17th Ave. As well, I will definitely miss the connection from south 85th St to Lower Spring Bank Rd - it looks like that access to Lower Spring Bank Rd and HWY 8 (future SW ring road) will be closed off. People living in Fortress will feel really cut off.
I have no concerns at the moment.
I do have a serious concern with the amount of traffic which already travels on Fortress Drive, and according to the area plan, this will only increase. Many of the cars traveling on Fortress Drive go double the speed limit. The stop sign at Fortress and 85th Street may as well not exist. Nobody bothers to stop, and, I have had some close calls with some of these drivers. Is there a way for the City to install traffic calming speed bumps (pillows) or some other method?
I disagree that adding to vehicular mobility is a desired feature for the neighbourhood. We need less traffic not more going through our neighbourhoods.
I am concerned with the volume of traffic along 85th street and Springbank Boulevard and fortress drive. I think north south alternative roads like the 24th street road will be crucial for movement and traffic control in the area.
I am concerned regarding how (what I presume to be) 81st street would cross the so called "High Street" just south of 17th Ave. What is the appetite for having 85th street connect to Glenmore to reduce traffic loads off of 69th Street?
How will 17th and 69th street handle all of this traffic? My concern is that 77th which is a narrow road will become a major artery through the neighbourhoods. Also, what about 85th? That needs to be widened and connected to the ring road?

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For the most part it looks pretty good but not sure how you could improve the cutting down 77 st to 26st where the new school is going up. with the elevation and such as that road is I worry about the amount of traffic in front of that school and the shear safety of that road in general. But the main part being developed west of 77 ST looks ok.
Ensure there are clearly marked crosswalks which have lights if required.
Don't connect 81st via Spring Willow Drive to 77th. This will create through traffic in a neighborhood where children play! Place barricade at east end of current Spring Willow Drive.
Do not extend Irt
Collector south of Cortina Drive and St Moritz Drive will force a lot of traffic through the existing Montreaux area as well as onto 85 st and Fortress/Springbank Blvd. This seems to be ill suited without a connection to Glenmore Trail off of the south end of 85 Street. Should be studied to identify the existing amount of traffic driving off of 85 Street to lower Springbank with a possible future connection there. Traffic calming on Cortina, St Mortiz, Fortress should be included.
Biggest disappointment is still no firm plans to widen and fix 85th St south of 17th avenue. This is a dangerous road with heavy traffic volumes. Also we are anxiously awaiting a connector road between 85th St and 77th St to allow easy access to the new public school, Griffith Woods.
Better access roads to Glenmore to cut the traffic up 17th ave
An additional Arterial intersection @ 77 street and 17th Ave is going to be a nightmare.
Again, WHAT are you thinking in terms of turning 77th into a "arterial lane"?! This is a quiet community, and to go ahead and put in 4 lanes through a high-end community such as this one is ludicrous. Absolute garbage. Nope, I'd rather have a road block between 77th street and 26th ave then what you are proposing. What a waste of our money!
Again as referenced - in 2013 / 2014 city of calgary traffic department recommended that the densities at that time could not be supported by the road network - the proposed densities have dramatically increased ... how does traffic suggest that the road network can support this.
Absolutely! In addition to the points made in section #6 above, I have great concern of the likelihood of Spring Willow Drive becoming a busy thoroughfare servicing the medium density housing area AND EFFECTIVELY CREATING A "RING ROAD" DESIGN THROUGH OUR COMMUNITY. There is no evidence of any traffic study done in conjunction with the proposed plan. DO NOT CREATE SHORTCUTS THROUGH OUR NEIGHBOURHOOD AND DESIGN TRAFFIC CALMING MEASURES.
85th street needs to be fixed. Pathways along 17th needed for pedestrians and bikes.
77th Street is currently marked as an arterial street, defined as 4-6 lanes of high volume traffic. This does not fit with the area, existing development south of 26th Avenue physically prohibits such roadways. Over the years there has already been a significant increase in traffic on 77th Street. As this street is in the valley the noise and pollution generated travels straight up and significantly impact the existing residents along the east ridge on 77th Street. continued in #8
26th and 77th already a disaster from a safety and speed perspective. It does not appear traffic patterns have been properly thought out and the Springborough is acting as a "cut through" even with today's traffic levels. Cut through should be totally discouraged with traffic diversion to stay on 17th if possible. Maybe limit right turns out of the proposed area onto 77th? Speed bumps in school zone on 26th?

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26 Ave should have gone through to 85 st as a cross feeder and 85 street is a danger with the mess of curves at the south end and needs to be fixed sooner then the asp. Also with the closing of lower Springbank road the other road to the north needs to be upgraded to the full capacity and not have traffic calming put in to a rout that was always to be a main road.
The location of the collector from 77th this location could be moved to the north to better align with a potential entry point from 81st , allowing for an area of low density to separate the proposed Medium density from the current Standard Urban area
Without seeing a traffic study in detail it is difficult to comment specifically. However, 77th Street and 81st Street are two roads that don't seem well planned and could become significant through roads.
We were concerned about traffic with the 2013 plans - the traffic is going to be too much with this kind of density. Very limited roads in and out new residential area – and now all medium density. If “Future connection” not built– even less access.
We really believe that short cuts through our neighbourhood will take away from the beauty of this area and not help with traffic flow. We disagree with connecting 77 st to 81 street. We disagree with any potential connection between 77 st and 85 st.
Very concerned with plan to extend Spring Willow Drive east to connect 77th and 85th Streets (unreasonable traffic flow and subsequent noise, danger and security issues). 81 street is not capable of handling increased traffic load. Property values greatly diminish with increased traffic, and that is very unfair to us property owners who purchased for the quiet lifestyle this specific area of the city provides.
unacceptable. 81st had part of the street sold to Spring Willow Mews and now it is shown as a collector... who is responsible for this. 81st at that time should have been made into the collector after the thousands of dollars of infrastructure was installed in it. Why is there a arrow on the map across from Spring Willow Drive with no exit from that property. unfair to that land owner. Shortcuts and race speedways are being created with what is being shown.
To create this, it cuts down our trees and removes our natural landscape. Please stop!
The road capacity is a major concern. It is highly unlikely that 17th ave will support the density being proposed, particularly in conjunction with the Stoney Trail extension. The internal road network is very limited, with minimal access. It is uncertain if the one connecting road can even be built. The city should be required to demonstrate to the community that the road infrastructure is adequate for what ever plan they approve. This needs to be done at an ASP level.
The draft (thank goodness) ASP has not sufficiently considered or prepared for street parking in the area comprising Ambrose College, the new Griffith Woods school and the park across 26th avenue from the school. Residential parking tags, one-side street parking or other solutions need to be implemented.
Shiertcutting by motor vehicles should discouraged and directed to 17. All crossings should be lined up with the north side.
Seems fine if upgrade or widen some of the roads around 85th
See prior comments. Ring Road impacts needs to be taken into account. Do not develop a road structure that is likely to create the same issue that now exists with Sierra Morena Blvd - it is the perfect example of wishful thinking by planners that doesn't take into account how people will actually get from A to B.
See above
Please see my comments in 5&6

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With regards to bike use on streets such as 77th, will there be bike path or some type of sanctioned lane for bikes. Many of us would use the sidewalk but that is still illegal which leaves many users on the road & feeling unsafe or reticent to take a non car option.
85th & 77th need to be enlarged to accommodate increased traffic. Internal roads/network seems reasonable
Once ring road in place, do utmost best to feed into 17th Ave, 69th Street, Glenmore and Ring Road. You're creating too much of a network through the entire community. Definitely another Sierra Morena Blvd in making. Springbank Blvd already almost there.
Keep the ravine between 85st + 77st without traffic/roadways crossing it
Many areas of concern: new school at 26th ave / springbank blvd = will be unlikely to be able to get out of my neighborhood during school hours with buses + parents dropping off. *No crosswalks anywhere there. Will need a controlled intersection lights, 4 way stop or round about to get traffic flowing + keep kids safe.
Question 8: Do you have any comments regarding the transit network presented within the Plan Area?
Yes, it's not a great fit any the city does not listen, they just want to jam their vision down current landowners throats. Another example of the city just doing what they want. The whole process is flawed as the city holds these open house to pretends to listen, but then just does whatever they want despite what the community wants
When bus stop along 77 street, it stops the whole traffic. In this area 17 Ave is already not functional for most part of the day, therefore their choice of access (for new residence) to main shopping area (West Hill) would be through 77st south - Springbluff Blvd to avoid 4 to 5 less signal lights with only 2 lane street with significant stop and make a mess in the existing area. with new school on 26 Ave opening Sept 2017 this scenario gets even worse.
Transit has clearly been an after-thought through this plan, where the greatest intensification of the community will take place in the exact middle between the existing 69 St. LRT station, and the future Aspen station. The plan should be revisited to include an LRT station within the ARP boundaries. Pedestrian access to the future LRT station in Aspen is limited because of the topography leading up to it. This is not nearly sufficient to support the proposed density increase
There should not be a bus transit down 81st to 77th. There are children playing in this area and it is too residential to be a transit way. It is only a 5 minute walk to 17th or 77th to get to a bus stop on these streets.
There should just be two loops - one to the existing 69 st station, then one to the 85th Station. there is no need for overlap.
There is already 456 running on the proposed transit line.
The transit network seems to work, but depends heavily on where the Aspen LRT station is located. Would that be a collector for buses, or would the 69th Street station remain as the main bus hub?
The land reserved for the future LRT station is too small. The current design will not relieve the current pressure on the 69 ST Station (lack of parking). Also, as per the transportation City representative at the Feb 7th consultation, the 439 route will be modified and this will increase the transit time to reach an LRT station from Springbank Blvd.
Seems ok.
Seems ok.

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Please cancel the project
OK
none
No, not an issue.
No comments
No comments
No comment. Not a transit user at this time.
No comment
No Comment
No
Much the same as above ... Children's safety along 26 ST (Griffith School) to 77 ST is my main concern.
Much needed extension. But what are the parking plans?
LRT would work well.
LRT station sooner!
Looks good. Although for the life of me I don't understand why the aspen woods train station is located in a residential area rather than at the end of the retail area on 17th ave. I'd say the city did a good job with lion's park station and banff trail locations. This aspen woods one is odd. Think of the pedestrian and bus conjection this will cause in a residential area.
Looks good.
Looks good to me. Get the new LRT stop faster!
Less transit. Keep the ctrain at 69th i dont want the homeless comi g any closer to aspen.
Is there any specific information (size, location) with the future c-train route in Aspen? This location seems somewhat close to the new elementary school being built.
In general the LRT needs to come sooner to promote use through longer habit forming abilities. Also feeders need to be better then once every 30 minutes
If the LRT is under ground/below grade and does not screw up the intersections. Motorist can't seem to monitor traffic, pedestrians, cyclists and LRT trains at the same time. The Bow Trail & 26th street, 46th street road crossing, Sirocco Drive and the Simco Drive should have all been below grade/underground. Please do not make this mistake again, I am willing to pay higher property taxes to have safer transit systems and fewer LRT stations where pedestrians have to cross the tracks/ Safety 1st
I would like to see the LRT in this area be designed so that it runs below grade. Again, this is for the aesthetics of the neighborhood.
I was surprised to see a plan for an Aspen Woods LRT station in my backyard. Have you ever considered the fact that a K-6 school is just being built nearby and the significant traffic impacts this has already caused with construction?
I support the new LRT station
I like the new C-Train station placement and believe density should rise around the tracks.
I desperately do not want to see the LRT extended further west from 69th St. Instead, I recommend that the City makes great pathways for people to walk or bike to the 69th St. LRT station from the western communities and have secure bike lock-up areas at the LRT station.
I am not currently a transit user so can't say much about this. I do like the proposal that they are at all of the community nobs so this would help access to these centres.

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I am looking forward to the eventual grand opening of the 85 Street LRT Station.
I am concerned with the vicinity of the proposed train station west of 85th street as it is very close to the elementary school being built in the area. My children are going to attend this new school and the idea of the last stop on the C-Train line being just around the corner from this school is bothers me. Also, why build this segment of the c-train line at all? All that is needed is more parking at the 69th street station to accommodate the residents in our area. I am against this line.
Goof to see another LRT station planned for west of 85th St.
Fine with plans for new station west of 85th street but need to make sure 17th avenue can handle the increased traffic as well as the increase traffic associated with the ring road. The congestion that this additional growth will create will negatively impact traffic.
Extend the LRT
Don't extend lrt
as per the city transit department there is concern that without guarantees of improved roads, that an adequate level of service would not be able to be met in the study area.... There are already huge traffic concerns on 17th ave, 26th ave, 77th st, 85st and no funds to improve...
AS PER POINTS #6 AND #7 ABOVE.
As above (in #7), the increase in traffic (including public transit/buses) associated with the construction of the new SW road connecting on to St. Moritz Drive, SW will greatly decrease both our "quiet enjoyment" and the property value of our home. Please also reroute transit so that St. Moritz Drive SW is no longer on the bus/transit route.
above, if the hill is not developable, no one will build that road. Give them a reason to build/develop it.
With the understanding that the placement of the 85 Street station was done in part not to be too close to 69 Street, I believe if the area south of 17 Ave bounded by 77/85 St is going to be higher-density, that LRT station needs to be in that area.
What size of bus would be operating on 81st? Given the very high densities proposed, would it be a full sized City bus? I would not support Full Size buses operating in our residential neighbourhood. That would be unacceptable.
Welcome transit
We prefer that no connection between 77 st and 81 street exist and therefore no transit route in this area.
We have no problem with the transit network.
Transit should be oriented towards getting people to the 69th Street c-train station. Let's make sure the frequency of buses is appropriate.
transit cannot have its cake and eat it too. they state 400m distances between bus stops but allow larger distances when it serves their needs. short cuts and raceways will be created within their rediculus plans.
The west LRT line is underserved as it is, and extending the LRT to 85 Street is a total waste of taxpayer dollars.
Please build the extension to the LRT Line! It will be a significant boost for the neighborhood along with the development of the High Street
Ok
None
No room for it.
no
No

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No
Network is fine if the buses run at reasonable times and frequencies. Was told if more people use the bus in the neighbourhood the frequency will increase. But the frequency is crap right now so nobody uses it. Supply will create its own demand in this case. So, if run frequently, network is fine. If run at current frequencies, then it won't work.
More busse directed to the train stations are needed if density is increased
It is good to see the extension of the LRT - but from what I understand it is likely that the extension will not come until long after the area has been developed out. As stated above, although I don't support the density being proposed - I do support the type of density proposed in 2013. Even with that density, the city will need to develop a strong interim transit plan as density increases prior to the LRT being extended.
If possible, avoid steeper hills in transit layout to avoid problems during snowfall.
I think having the C-train in this area will help with congestion on our busy roads.
I do not support the ctrain extending this far. It requires taking too much of our green space that makes our area special. I am also not interested in the disturbance of tracks to the street and paths as well as the noise. I am not clear on how it will impact the 17th ave 85th intersection. I'm concerned that Montreux will be trapped, with spring bank road closing and the ctrain along 17th.
Good to see LRT will be extended – to far for a lot of neighborhood to reach and no busing in our area.
Good to see extension of LRT
City transportation staff indicate that extension of LRT not likely to happen for 35 years. Density proposed appears to be based on full transit in place. Concerned that the density could be built out long before full supporting transit in place.
Cannot see how cost to extend West LRT could be justified for a very long time, but makes sense to provide for that future possibility.
ASP appears to show future LRT development ending in land unsuitable for such development in a financially responsible manner. What studies and accurate information exist showing that transit development along existing 81 Street and then east to 77th along Spring Willow Drive will be of general benefit to residents?
An extension of the train line with mass parking and shuttle buses is a good plan. Large parking lot is important.
An extension in the future should be entertained.
Add another C-train station at the cross-section for 81st/ 17th Ave to serve the shopping/community area
preliminary bus routes are good
See it 8 below
my concern is if additional parking spaces are planned for the 69 st LRT station, which presently is already quite congested, then the problem will worsen as more residents move into the area.
Not sure that the C-train leg to 85th st is necessary
Huge need for crosswalk at Springborough Green -won't be able to get outh of Springborough Green with traffic flow from Griffith Wood School at one end + EMHS + Ambrose at other end. Need to address some of these before Sep 17. 77 st too narrow even for 2 cars. Need lights at 77th + 17 ave will be worse in Sept

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General
Question 9: Do you have any other ideas or concerns regarding the draft ASP that you would like to share with The City?
Yes, it's not a great fit any the city does not listen, they just want to jam their vision down current landowners throats. Another example of the city just doing what they want. The whole process is flawed as the city holds these open house to pretends to listen, but then just does whatever they want despite what the community wants
Yes, houses next to the ring road should be allowed / forced to have as much density as possible. The community have way too many opinions about these, they don't pay my taxes. Those ring road houses will be impossible to sell at normal prices. Why not put more people in per area so that my taxes won't go up (more people will be living in those "not as desirable areas")? Why can nimby people make me pay more tax? Why is that 160 acre parcel not getting much, if any development? Why waste it?
Would rather see items of recreation such as parks and path ways and community service access points
Will 85th Street be upgraded anytime soon? It is narrow, crooked, and unlit at night. This makes for a dangerous roadway. We are taxed heavily and would like to see some improvements in our area.
We have been actively involved in the feedback sessions for the previous drafts several years ago. Why now has the draft changed so dramatically and why did it take so long to get to this stage? It seems as though the previous discussion have been ignored and now the city is taking a completely different approach to the Springbank Hill development.
Too much density. People do not want cheap condos this far out, and those who do are in it just for quick cheap housing. Detrimental to community feel.
This plan looks like it was designed by a committee of special interest groups. Who is your target audience? Is it affordable housing? (High Density, Medium Density) Is it Business? (High St) Is it lower middle class or upper middle class? Focus or it will become a failure!
This plan is an affront to the community engagement that was purported to have been its foundation of development. The plans presented in 2013 contained none of the densification or intensification as is now written into the draft. (I attended all of them, and the landowner meetings). All of the 2013 plans fell within City planning targets. It is clear that the City and development industry now view this site as a regional shopping space, as opposed to anything representing the community needs
This neighborhood needs public K9 schools, public recreation center, not commercial / residential development. If the project is driving by developers not the City, then the City should to review the NEEDS of this development. Is there any problem need to resolve in this development? If there is no problem or complaint with current structure, there is no need for any development. Otherwise, it wastes of tax payer's money.
This needs some very careful consultation with existing residents. This has not ben done to my knowledge. None of my neighbours are aware of this drastic change to the existing ASP. There is a 2 million dollar house built only last year a block away from your proposed area of up to 6 story commercial and residential.
This is not a good idea to develop more for this area
This is a wholly inadequate proposal departure from that negotiated over the last 8 years with the City, I am curious why this updated plan has even been put forward. I would've expected the City to have conducted itself in better faith, and further expect that there will be a return to the essence of the agreed

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up plan previously negotiated. The strong opinions you will undoubtedly hear from the local community will be a loud support of the concerns presented in this feedback.
There should definitely be restrictions on the number of stories above grade and parking for multi-family and commercial buildings should be limited to encourage local pedestrian or bicycle traffic instead and reduce the light and other pollution.
There are likely some good bits of data from when this was in RVC.
The total average UPA and total units in the development area needs to be reduced in the area south of 17th Ave to the existing developments. It has over doubled from the original plan in 2013 without any consideration for the relative densities to existing homes and the congestion it will cause to the traffic systems. This type of congestion will be a safety issue as it relates to emergency vehicles getting in and out of the community.
The open house logistic was a failure, only 10's people attended from 10,000 population due to selecting days in very cold time of the year (it was - 20 to - 24 deg C absolute) and was too difficult for many. This was ran like a tool to check a box, nothing more. Many City people could not answer even basic questions. You are not listening then you are failing. Please work with Springbank Hill area association. Please value residence feedback. FEEDBACK IS A FREE GIFT for you, the City, all.
The Community seems to be pretty outraged by this plan. But I want you to know they don't speak for the whole community. I know many people who like this and are excited for it to bring more young families and build a stronger community! We aren't just a bunch of old rich elitists up here. Those people are just worried about having to share the road with cars that aren't Mercedes Benzes! Bring on the people and the diversity - it's 2017 people and the City is changing/ growing. This is awesome
The city needs to drop the height of building out here - we are a family community, who enjoy our existing life and are still struggling with the traffic as R1 buildings are being completed in the area. The City's own design is the higher density is nearer LRT stations. This is not how it is out here (though the 85th station will be surrounded by medium density). Dont add higher density where it will just add more traffic.
The 85 Street Station would greatly increase my walk-score. I look forward to the day when I can walk to the LRT.
The 1960's former landfill N of Mystic Ridge Gate SW was a shock to see. Definitely the City should not develop residences in this area. Instead, remediate and restore the area (sample/test fill material brought in), and designate it as a park, or SML. Overall, less development, more green space - that is why I moved west. I like the quiet, peaceful, connect-with-nature atmosphere of Springbank Hill and would be sad to see that go away. If it does, then I expect my taxes to drop significantly.
Save the money needed to extend the C-Train line from 69th street to past 85th street and put it towards a c-train line to the airport. Why Calgary does not have a train to the airport if beyond me. A C-train to the airport would be very beneficial to this city.
Please update the table of schools (1.7) to reflect what they are or will be. For example, why would "B" be a separate elementary school since there will be a catholic elementary school in aspen woods area just north of 17th ave (in construction). Maybe B should be a separate junior high? High school? "A" is already a public high school (so why list "separate" there).
Please do not allow the construction of a building (even a 1 or 2-story elementary school) on the existing soccer fields (School Site A). A building would completely block our view of the mountains and would dramatically decrease our property value. These soccer fields are currently a community gathering area and would be a great loss to our neighborhood. At the very least, please construct the school on the North soccer field (leaving the South soccer field open) so that our view is not lost.
Please cancel the project

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Open house logistic was a failure. only few people attended from 10,000 population due to selecting days and no proper advertisement. This was ran like a tool to check a box, nothing more. Many City people could not answer even basic questions! You are not listening then you are failing. Please work with Springbank Hill area association. Please value residence feedback. we spent time to attend and fill the survey to voice out our concern. Please stop this plan and save the environment and wildlife.
On page 45, in the Interchanges section, item a, I support the engagement of the city to provide noise attenuation along the new Ring Road infrastructure. I would like to know where it will be built since Lower Springbank Road SW will be removed and required for the Ring Road right of way and if specified in your plan that noise attenuation will occur outside the TUC right of way.
Not at this time.
none
no.
No
Main concerns are having an area that is too built up & the increased traffic flow on roads that can not sustain them. Support development that makes sense but not when it pushes everything to the maximum densities allowed. Developing ASP before concentrating on roads/traffic is concerning. With Aspen Landing across the road & Westhills 5 mins away, don't see the need of an Activity Centre and would like more info on what services/stores will be allowed. Not in favor of big and or box stores.
Lower density, preserve green space/trees/river. Don't turn this desired area into a commercial/busy condensed area!!!
Less density No tall buildings
Keep it Low density, also I know it is not 100% on the radar as of now, But KEEP the trees along the East of 77 ST SW. No need to try to build on that side, as will help keep the area quaint or somewhat still attractive, since you are going to develop that lower section. Much like the treed area in Discovery or Garrison woods. These are High valued homes and as such it should be treated as a high valued area.
Keep density to previously agreed upon levels. We knew development was going to happen, just not on the scale/density proposed. This is an ideological attempt by existing Mayor/Council to impose un-needed and unwanted density on a suburban area.
Its unfortunate that nothing was mentioned specifically in the survey about municipal reserve. This is critical to the plan area, and given the unique land in the study area without proper motivation from the city the mr will be nothing but small unprogrammable space...
It appears to me that the city is withholding information to help residents make an informed decision. I think the city needs to have another open house session and provide more information.
Inclusion of our lands as Mixed Use designation. Additionally, we also support efforts by Ambrose and subsequently by the City to include access to Ambrose from 77th Street near our lands and to see these adjacent lands utilized for development purposes as well in creating their development visions for a high quality integrated campus environment and experience, as noted in the draft ASP. Strongly feel the draft ASP should reflect the Mixed Use designation for our lands
In general, I would like to see preservation of natural areas / green spaces; numerous pathways which cross the major roads using grade separated crossings; robust and thoughtful transit planning, including easy access for people to get to the LRT stations; sufficient parking at the LRT stations to encourage ridership, because some people will not ride a bus to the train but they will ride the train if they can drive there; the use of traffic circles; and interchanges at major intersections.
In all honesty, I feel completely ignored as a citizen of this city. We built our forever home in this community because of its quiet feel. All the feedback we gave regarding surrounding development has

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been disregarded. With everything going on in our province and country right now this is a blatant slap in the face. I'm a born and raised Calgarian and this is the first time I've ever felt like this city doesn't care an ounce and that some city planner is going for more tax \$. Disgusted
I'm new to Calgary and the Springbank neighbourhood but do appreciate the opportunity for input. I looked for a property that would allow me to walk and this one appears to have these opportunities. . I worry a bit about all the construction that will occur along Hwy 8 as I currently walk south to Griffith Woods and hope that access will continue during construction. Good luck with the planning. Keeping Calgary beautiful is so important.
If you want meaningful responses and input its a bit ridiculous to limit each question to 500 characters. We along with other existing residents are very dishearted by the proposed ASP. It appears that the developers are trying to increase the density as much as possible for obvious returns. The people that are impacted the most will be the existing residents. We are hopeful that our feedback will be taken seriously and isn't just some checklist formality for the process.
If anything in the asp can not be bone safely then the city should limit delay or not allow development.
I had the chance to attend the event at Westside Church and appreciated the opportunity to have my questions answered by staff. What I didn't appreciate though was certain Community Association members trying to shove their opinions down my throat! One man was interrupting my conversations and I found it very uncomfortable to be able to express my support for areas of the plan without being told that was wrong.
I do. Just stop. No one asked for this. Many residents don't want this. Just leave this on the shelf to collect dust. A plan like this would make me and many others leave this area. Don't ruin it.
I am disappointed that previous work by the Community has been disregarded and the present plans are vastly different than what was discussed previously. There just don't seem to be any controls on development and the impact it has on the present environment and neighbourhood residents. It seems very business/money driven and not thoughtful of many other factors.
I am concerned about the proposed future connection at the end of 81st and Spring Willow Dr. Is that going to be a pathway? A road?
High-density should be concentrated very close to the commercial and retail space along 17th avenue and not be allowed (light and noise pollution) to impact the already existing single family low density housing. The density has been increased 3 fold versus the last proposal and don't understand the ground for revising the plan and discarding public consultation that occurred previously.
DO NOT APPROVE until you deal with upgrading Bow Trail & Sarcee intersection and fix the traffic light timing on 17th that you've butchered with the LRT.
Disappointed in the lack of cooperation with the Springbank Hill Community association and the disregard for the previous ASP developed over 8 years with many committees and organizations involved.
Cycling connections west of 85 Street, along 17 Ave should be considered to tie into proposed Stoney Trail. Many cyclists ride from Springbank Hill towards Springbank municipality.
Better traffic light planning on 17th Av. Lights are not synchronized and traffic flow is disrupted. Getting out from the area on Bow Trail, 69 St and 17th Ave is at the limit. Additional population will cause heavy traffic problems during rush hours.
An off leash park is needed in the area. There is no current off leash area close by and an off leash area would help reduce poop left on pathways and green spaces by creating a place for dogs and dog owners to come together.
Against asp plan, no further development is needed. Save green spaces, not for houses or commercial space!

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Absolute garbage. It certainly seems like there's this this lack of consideration for the people who spent above and beyond to own the property that they currently have. No consideration whatsoever. I'll be there tonight, you can count on that.
A plan that does not cripple the area without warning. ie the 3 weekend in a row, east-west traffic was stopped, without notice, on Bow Trail, 17th ave and signal hill shopping area. The only way off the hill was 69th street at Glenmore. None of the road closures gave directions or referenced the other closures. Be considerate please.
2 Schools in addition to Griffith Wood School buried deep into the residential area with only 2 points of access seems to be excessive. Alternative community entry and exit from the school sites to major arteries should be included, 85 to Glenmore or connection from future St Moritz Extension between the Anatapi Slopes area to Glenmore. Useable space for soccer/baseball functions is limited and needs to be considered in the open space plan.
• Upon review of the "Draft" Springbank Hill Area Structure Plan and related "Policies" noted for Ambrose University, (Page 34/35) we consider them to be fair, so far as they go, and in alignment with our Campus Master Plan. (*personal info removed), Ambrose University
Yeah - your current city planners should be fired.
While a higher average density is good, this plan is too high. Also, the development of big-box stores and buildings higher than 4 stories should not be allowed. There's not enough green space set aside in the design. As well, an increase in size of 17th Ave should be considered to reduce the amount of traffic through the neighbourhoods.
We need to make an effort to preserve more natural space in this area. There was no mention of overflow ponds? Where will they be? There is a lot of water in the ground in this area and if you start building everywhere you will quickly run into problems.
We have only been residents for 3 months and hope we have future opportunities for input.
We could use more bike paths
We are very concerned about the densities proposed in the draft ASP. We love our quiet spring willow neighbourhood and suggest the city consider the residents who have invested in their properties for this beautiful and quiet neighbourhood. We feel strongly that a large park would be an idea to create a buffer/transition zone from medium to the existing low density area. Thank you for your consideration.
This is completely different from the previous plan and unacceptable in terms of density. The topography is also severe which will not support this plan. Cannot turn this block into a downtown like place.
The report is too long to read and contains a lot of planning jargon. Why isn't there an Executive Summary or equivalent?
The new draft ASP has been radically changed from the concepts that the city presented in 2013 – with density appears to have doubling or tripling. Very little time provided for proper feedback. The plan crams unreasonable densities into the remaining undeveloped 189 acres of a 1369-acre plan – claiming to do so to support the densities targeted in the MDP. The new plan does not align with intent of the MDP. Density/form/transition not in alignment with NAC or Neighborhood Corridor in MDP.
The city needs to manage pedestrian access to the train station better than at 17th and Sirocco. The timing of the lights at that intersection prevents timely access and crossing. It is not efficient and someone is going to be hurt.
Please slow down and properly engage the community via its associations and neighbours in proper consultation and discussion about the potential for the region. It very much appears that the "fix is in" and the City and developers have pre-ordained an outcome.

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Please make transit easy, There are TOO MANY schools in the area and traffic is not really looked after, sometimes at night or on weekends the lights at Rundel School are working like at 8:15 in the mornings. Again the Pedestrian crossing at 17 AVE SW and 93 St SW
Plan goes too far – seem to ignore the feedback given by community in 2013.
Not at this time. I truly hope the City actually follows the input it has been provided by the Springbankhill Community Association and the Spring Willow Community Association.
no, thanks; already mentioned my comments and concerns in Q 1 and 2.
It would be a real shame to further develop what is such a beautiful and unique part of the city. "Mixed-use" low- and high-density development has become just as characterless and is not about character but about developer profit. The "preservation" of the so-called environmental spaces is a joke. Other pockets of the city are under extensive development, such as the university lands in NW Calgary, and there is only so much growth that makes sense.
It is a great idea as we really need to have LRT station close by 85 st as population has grown up and bus can not meet the high demand. Much appreciated for this project
input from the actual residents not just owner developers who stand to profit should be heeded
I was concerned that the city appears to be misleading people by using the new 'Low Density Residential' term which is in fact denotes significantly higher densities than the previously used 'Standard Density Urban'. I think this is an attempt to hide the fact that densities for this proposed ASP are much higher than the previous ASP.
I understand the need to increase density along the LRT – but this goes too far. My main concern is that you are trying to cram too much into one small area which is going to be a big negative for the entire area.
I think this is an opportunity to create something great. We have plenty of retail that seem to be suffering at the moment. We have a current population that our roadways have not caught up to, let's not add to it and ruin this special area. Let's start looking at a proper park space like confederation or glenmore or a par 3. Let's make this a stand out community. Let's do something different. I understand this is very optimistic and difficult to achieve but it's worth considering.
I live in (*personal info removed). Your website states the "process is unlikely to affect properties in existing neighbourhoods. I was shocked when a neighbor pointed out this was not true - and that the city propose to change our density. The proposed change will have a direct impact on my property value today - I would not buy in a neighborhood that allows 15upa next to 4 upa. These density are not compatible and the change has the potential to cause huge problems for our neighborhood.
I do not think this draft of the ASP complies with the 2009 Calgary Municipal Plan passed by Council. Further, I am unaware of any other area around Aspen with this high of density and it does not respect the contextual sensitivity of the area. I respectfully submit that the ASP must be reworked with input from the existing residents in area. If approved, this plan will reduce my property value and directly impact my right to quiet enjoyment of my property.
i can not support a asp with this many mistakes. it looks like it is being ramrodded thru. the fill area non operating landfill is false. it is construction rubble with no hydrocarbons or hazerdous material. sandy loam with concrete.i expept another open house with proper representation to understand what is actually being presented as the only option our alderman and city council can properly assess. roads and transit have scewed up all the way because they have had years to properly asses
Having the train station at 85 st is a great idea as the population has grown is still growing. There is a high demand and bus network can't meet the demand anymore.
Force the developers to do the right thing!

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Before final decisions are made with respect to neighbourhood densities, I believe more thought should be given to the feasibility of residents in the high-density areas to live vehicle-free (bike, walk, LRT and/or Car-to-Go). Springbank Hill is a suburban neighbourhood, and it may not appeal to people to be living so far from downtown without a car. Population density targets aside, the effects of additional residents (likely compelled to owning a car) on traffic needs to be carefully studied.
ASP process was mishandled by the City. The SBHCA pushed for the ASP and worked with the City on the plan. City put forth plan with no correlation to those discussions. City blindsided SBHCA with this ASP; public forum notice was minimal; comment period minimal. This is reprehensible; leads to the conclusion that City had a plan they wanted and feedback isn't wanted. Just ask why a developer bought land for senior's homes that wasn't consistent with ASP, but now is! Seriously! Fix This!
ASP and City Rep information provided at open houses is too vague to accept and fails to provide any confidence in the impact of such development on all levels. This ASP has veered greatly from the original negotiated plan (density, environmental, and traffic issues). The developer-funded re-initiation of this study raises concerns that have not been answered in this document nor by city staff. The timelines surrounding this version appear to reflect a plan unconcerned with existing residents.
1. Plan density sensitive to current development. Retain character of existing development by zoning for similar density adjacent, transitioning to increased density along and near 17th 2. Limit commercial to 17th. 4 storeys max. 3. Study traffic impacts before finalizing plan. In no case connect 77th to Spring Willow Dr. 4. Plan accessible green space 5. Do not rush plan! (One week for comments unacceptable!) Allow time to engage the community and develop solution that works for all
more advanced notice would have been appreciated
major concerns with proposed density. We always knew development was coming but under certain criteria that had resident input. This is another attempt by City/Mayor to introduce density where not wanted or needed with no regard for existing residents. Keep tall buildings out of our neighbourhood
Why it the area to the South of the mixed use and medium density Low density? Councillor Pootmans told me here that the City emphasis is on high density. So is the mixed + medium density going to subsidize the proposed Low density?
The is a superior ASP proposal. I heard a number of concerns / nay sayers but I feel they are generally narrow minded and self-serving and not looking down the road for the greater good of the SBH development
plan was modified substantially from the previous version and information presented is misleading on proposed and existing densities. Comments from SHCA community association need to be taken into account
Very concerned about the high density area will not be done properly to watch quiet neighbourhood, will cause property devaluation for current home owners
More detail within the ASP would be nice to see. For example small to medium format retail is open to interpretation
More detail regarding "high street"
The area to the west of 85 street and 34 ave is country residential. The landowners (majority) support higher density (standard urban or low density residential). I am one of them
Flat parkspace!
Language in ASP regarding mixed use uses should be more flexible, allowing 2nd storey retail.
For Qu #6: There is no arterial road between 77th and 85th. For example, continue 26th Ave between 77th + 85th. This will provide better access between communities. General : The city needs "tougher environmental protection rules to bring it up to the level in other jurisdictions". The city need the

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enforcement tools required to ensure that developers comply with the requirements of their development plans, particularly w/ respect to trees + green spaces. Either the are missing or need to be better enforced, or improved upon.
Increased light pollution. Sufficient parking @ c-train station (69th has been a huge success i.e. no parking during rush hour!)
Thanks for opportunity to hear/share. Appreciate the time line laid out. Good forward thinking re developing a "community" concept
This is a very peicemeal approach. Springbank now area West of 85th or Ring Road in 10/20 years time. Why not take a larger study at when 17th Ave + Ring Road intersect and create plan for future. Keep high density (>2 story condos) closer to downtown.
The community thrives on green space and no traffic. The new Griffith Woods School will already increase traffic in 1 part of the neighbourhood not desirable to make other areas suffer as well
keep the trees and the green spaces
am really disappointed with the effort put into this ASP. Between the misrepresentation of material facts and the glaring errors in the materials provided, I don't feel that the ridiculously rushed consultation with Stakeholders has done anything other than to confuse and irritate us. There was considerable effort undertaken for the 2013 study and then nothing was communicated until the notice on January 31st, less than 2 weeks ago. It appears that the City is trying to rush the consultation process along with the planning effort. I can understand that the developers who have speculated on the land purchases are eager to move onto flipping their investments, but I am not sympathetic to their desires since they have minimal connections to this community. Honestly, the City has to do a much better job of communicating and working with impacted communities. As a taxpayer, I am disappointed and really upset that this is the kind of effort I get from my City. I have had a number of discussions with Stakeholders who are located roughly the same distance as I am from the development area who are completely unaware of the proposed plans. It appears that solicitation of input has been incomplete.

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Appendix A: Email submissions

[REDACTED]

From: [REDACTED]
Sent: Monday, February 06, 2017 9:21 AM
To: [REDACTED]
Subject: 81 St Transit Route
Attachments: Letter to [REDACTED].pdf

[REDACTED]

FYI, here is a copy of a letter sent to [REDACTED] regarding our discussion at the January 31st meeting about 81st ST and the proposed transit route. I have several concerns about section 3.7 of the draft ASP, and the process in general, which I will address later.

Regards,

[REDACTED]

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Appendix A: Email submissions

[REDACTED]
From: [REDACTED]
Sent: Monday, February 06, 2017 3:21 PM
To: [REDACTED]
Subject: Springbank Hill ASP

[REDACTED]
I have some questions regarding the Springbank Hill ASP and what it actually means.

1. There is an "Mixed Use" area along 17th AVE between 77th and 85th ST. Who has the final decision on what business or dwellings are constructed in this area? Are there any details on the style of building that would be put in there, i.e. would they be similar in style to Aspen Landing.
2. The map shows the LRT line following 17th AVE to 85th ST. Does the plan contain any details on the LRT line itself? Will it be above or below grade and when would that decision be made? Is there any time frame for when that would be completed?

Thanks
[REDACTED]

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Appendix A: Email submissions

[REDACTED]

From: [REDACTED]
Sent: Monday, February 06, 2017 7:26 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Springbank Hill Area Structure Plan

[REDACTED]

I attended the Open House this evening and introduced myself to you and [REDACTED]. As I mentioned, I was quite surprised to learn that the acreages west of 85 Street SW along 34 Avenue and south to the TUC have been Designated Country Residential. I don't think this is consistent with the wishes of the landowners and I believe your landowner feedback is dated.

This evening, I have canvassed our neighbours and found there is majority support for higher density designation. Consequently, I will be coordinating the submission of letters of support for higher densities.

Sincerely,

[REDACTED]

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Appendix A: Email submissions

[REDACTED]
[REDACTED]
From: [REDACTED]
Sent: Monday, February 06, 2017 8:32 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: [REDACTED] Plan

Hi [REDACTED], thanks for meeting me [REDACTED] and my wife [REDACTED] tonight. We really appreciate the time you have spent with us at the open house for East Springbank area plan.

I am sharing the same concerns as [REDACTED] I am the owner of [REDACTED]. I believed this area should be zoned as low density to match up with the rest of area zoning.

I am looking forward to signing the partition along with [REDACTED] and the rest of the neighbours.

Thank you.
[REDACTED]

On Monday, 6 February 2017, [REDACTED] wrote:
[REDACTED]

I attended the Open House this evening and introduced myself to you and [REDACTED]. As I mentioned, I was quite surprised to learn that the acreages west of 85 Street SW along 34 Avenue and south to the TUC have been Designated Country Residential. I don't think this is consistent with the wishes of the landowners and I believe your landowner feedback is dated.

This evening, I have canvassed our neighbours and found there is majority support for higher density designation. Consequently, I will be coordinating the submission of letters of support for higher densities.

Sincerely,
[REDACTED]

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Appendix A: Email submissions

From: [REDACTED]
Sent: Tuesday, February 07, 2017 2:31 PM
To: [REDACTED]
Subject: Springbank ASP

I attended the open house last night. We along with other existing residents are very dishearted by the proposed ASP. It appears that the developers are trying to increase the density as much as possible for obvious returns. The people that are impacted the most will be the existing residents. We are hopeful that our feedback will be taken seriously and isn't just some checklist formality for the process. We tried to complete the survey online today but I was unable to submit my answers upon complete of the survey. Also the online survey only includes as small sample of the hardcopy comment form distributed at the open house. I am emailing you the following comments for consideration.

Land Use Areas

The area has many existing residents that are strongly opposed to any high density development. It would be more palatable if all medium density areas should be shifted to low density and high density areas should be shifted to medium density in the ASP. High density is not wanted in this area. We realize the developers can make more money but only at the cost of the existing residents which is unacceptable. The proposed plan brings far too many people and traffic to the area and takes away the appeal, views, and the general peaceful feel of the valley that existing residents settled here for.

Environmental Open Space

The Open Space Study Area east of 77th street was originally slated as an Open Space and number of years ago and somewhere along the way was changed to its current RR1 development status. This study space should remain as an Environmental Open Space as it has much natural wildlife that will be stripped away in place of cars and buildings. There are many Deer, Coyotes, Wolves, Moose, Owl etc. that occupy the space and/or travel within various green spaces in the ASP area. The area residents understand the richness of this environmental area that cannot be appreciated nor observed within a 2 or 3 day walk through assessment. The existing trees also help buffer all of the noise and pollution that is growing off 77th street and will increase even further under the ASP. Leaving this area as an Open Space will help counterbalance all of the negative impacts of the remaining ASP changes.

Mobility

77th Street is currently marked as an arterial street, defined as 4-6 lanes of high volume traffic. This does not fit with the area, existing development south of 26th Avenue physically prohibits such roadways. Over the years there has already been a significant increase in traffic on 77th Street. As this street is in the valley the noise and pollution generated travels straight up and significantly impact the existing residents along the east ridge on 77th Street. We can constantly smell the lead and vehicle pollution. The new proposed roadway is very concerning as the volume of noise and pollution will only escalate. What measures will be put in place to protect the existing residents from this impact? How are such environments impacts being addressed?

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Appendix A: Email submissions

[REDACTED]
[REDACTED]
From: [REDACTED]
Sent: Friday, February 10, 2017 10:27 AM
To: [REDACTED]
Subject: Springbank Hill ASP

[REDACTED]
Thank you for taking some time to discuss the ASP with me at the open house. I am working on my response and was hoping you could help me with a couple more questions.

1. I am trying to understand the density impact of the proposed ASP. With the 2013 concept drawing, the city provided us with projected unit for the "Springbank Hill Study Area", (which is the area highlighted in yellow on your website calgary.ca/springbankhill). Can you provide me with the projected units for the Study Area under the new proposed plan.
2. You indicated that no TIA has been done to date for the proposed plan, but that the city has done a "high level traffic assessment" that indicates that the transportation infrastructure can support the density being proposed. This is critical. Can you provide me with a copy of the assessment.
3. Can you refer me to an area in the city that has similar form/density to what is being proposed – visiting it would be helpful to get a better idea of what is being proposed.
4. Is there any other area in the city that where the municipality has rezoned from Standard Density Infill 3-5 up to the new Low Density 8-15 up? If so, can you provide me with some examples where the city has rezone an upper scale Standard Density Infill area, similar to our existing neighborhood, to Low Density.

Thank you
[REDACTED]

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Appendix A: Email submissions

February 10, 2017

Community Planning
Planning & Development
PO Box 2100, Station M, #8075
Calgary, Alberta
T2P 2M5

Sent via Email:

Dear

RE: Springbank Hill Area Structure Plan ("ASP")

Thank you for your time to meet with me and my wife briefly on Monday Feb 6, 2017 at the open house along with our neighbour, .

As per our brief discussion that night, we are intended to request for the city to reconsider the current zoning (Country Residential Development). has shared with us his letter that he is going to submit to you this week and I have attached a copy for your reference. Please be advised that my wife and I shared 100% of the same concerns and comments that has outlined in his attached letter. Please accept my letter as a confirmation that I am supporting to have this 23.63 acres of land to be re-zone to Low Density Residential or Standard Urban.

Thank you for your time and assistance to reconsider our comments and concerns. I am looking forward to seeing the next revision of ASP map and hopefully we will be seeing Low Density Residential or Standard Urban zoning.

Should you need more information, please don't hesitate to contact myself. Thank you.

Sincerely yours,

CC:

Attachment

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Appendix A: Email submissions

Elahi, Fazeel

From: [REDACTED]
Sent: Friday, February 10, 2017 12:47 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: SBH ASP: [REDACTED] Feedback [REDACTED]
Attachments: SBH_ASP_feedback_10feb2017.pdf

Hello [REDACTED]

Please find attached [REDACTED] feedback for the Springbank Hill Area Structure Plan.

Thank you for all your work on this project. Your efforts have been very much appreciated.

We look forward to seeing you on Monday.

Regards,

[REDACTED]

[REDACTED]

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Appendix A: Email submissions

[REDACTED]

From: [REDACTED]
Sent: Friday, February 10, 2017 9:54 PM
To: [REDACTED]
Subject: Impact

Hello my house is on [REDACTED] I would like to receive a detailed plot plan (layout of the mall and residential buildings)for the area. I'm very concerned.

Thank you!

[REDACTED]

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Appendix A: Email submissions

[REDACTED]

From: [REDACTED]
Sent: Saturday, February 11, 2017 1:04 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Springbank Hill ASP Letter [REDACTED]
Attachments: Springbank Hill ASP [REDACTED]

Dear [REDACTED]

My name [REDACTED] and I am a resident of Springbank Hill community. I am sending you a letter in regards to the current ASP proposed for the Springbank Hill community. Please read the attached file, and get back to me at your convenience. Please feel free to contact me at the following two numbers:

[REDACTED]

Thank you very much for your time and consideration.

Sincerely,

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Appendix A: Email submissions



February 10, 2017

[REDACTED]
[REDACTED]
Senior Planner, Centre West
Community Planning
Planning & Development
PO Box 2100, Station M, #8075
Calgary, Alberta
T2P 2M5

By Email: [REDACTED]

Dear [REDACTED]

RE: Springbank Hill Area Structure Plan ("ASP")

I am writing to you in regards to the current proposed version of the Springbank Hill ASP. Since long ago, the residents of Springbank Hill have understood that the City of Calgary has been looking to increase development areas, and move away from Country Residential Development.

The recent approval to rezone the property at [REDACTED] Bylaw #84D2016, LOC 2014-0024 and Bylaw #17P2016 to accommodate development densities of 3.7 units per acre ("UPA"), consistent with Standard Urban Development land use, is the evidence of the City of Calgary's intentions of increasing development densities.

A transit route has been planned along 85 Street SW and Fortress Drive SW, Water and Sanitary servicing infrastructure are available from existing mains located at 85 Street SW and Storm sewer mains are available to service future increased densities. In addition, a school and joint use site are planned for the area immediately north of the of the properties on the north side of 34 Avenue SW. These facts make it clear to me that the transportation network and utilities and servicing along 85 Street SW has anticipated increased densities in the area.

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However, despite the recent developments in the area, the City of Calgary is now proposing to reserve the 23.63 acres, west of 85 Street SW along 34 Avenue SW, under a Country Residential Development designation.

I am the landowner of the property at [REDACTED], and I have been the resident here for the past 12 years. Throughout the past 12 years I have lived here, the developments in the area have all been under the Standard Urban Development land use, and the future developments in the area are also aiming towards a high density Standard Urban Development. Strictly speaking, I cannot see how our community members can live under Country Residential as a low-density zone, while all the properties surrounding the 23.63 acres will be high density zones. I believe that it is in the community's best interest to merge with the surrounding developments, and transition into Standard Urban Development zone.

In my recent discussion with my neighbors, most landlords have confirmed their support for higher density development. I anticipate that you will be receiving letters of concern regarding the ASP with the indications of support for the area west of 85 Street SW along 34 Avenue SW to be reclassified as Standard Urban Development. Looking back at the City of Calgary's vision of turning Country Residential areas into Standard Urban areas, and the current developments happening in the area, I believe that the current ASP is not in the best interest of the landowners and the community.

Thank you very much for your consideration. Please contact me to discuss the matter further.

Sincerely,

[REDACTED]

CC: [REDACTED]

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Appendix A: Email submissions

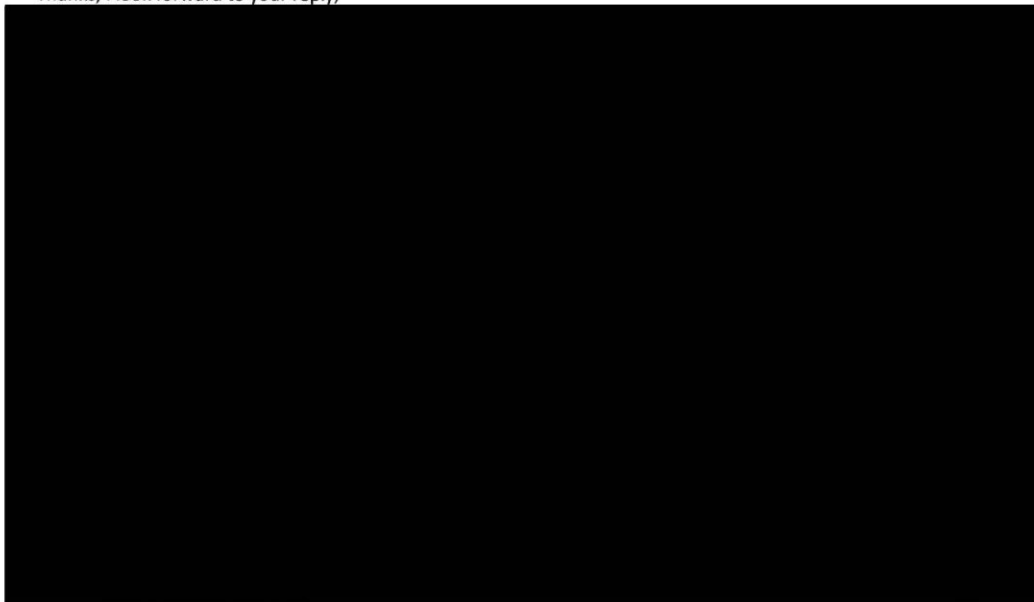
[REDACTED]
[REDACTED]
From: [REDACTED]
Sent: Saturday, February 11, 2017 4:41 PM
To: [REDACTED]
Subject: Springbank Hill Area Structure Plan

Hello City of Calgary,

I am a resident at [REDACTED] in the Summit of Montreux. After reviewing the latest draft of the Springbank Hill Area Structure Plan, there are a number of items which concern me.

- For the trail connecting Montreux to the new development area across 85th Street an underpass is needed. The existing grade of the land would easily allow for an underpass and would make us feel more connected to the new neighborhood and it's parks
- A trail along 85th street to 17th ave to connect the trail system to 17th ave is missing
- The intersection at 17th Ave and 85th street traveling North on 85th street to 17th ave is busy now. A turning lane is needed to enter 17th ave from North on 85th street
- The LRT crossing of 17th Ave will "trap" the people who use 85 street north. Is this line going underground?
- There is no connection to Glenmore from south on 85th Street? For future ring road plans can a vehicle traveling west on 17th avenue go south on the proposed stoney trail SW
- Is it true building up to 10 stories are permitted in the plan?
- Could commercial buildings/area along 17th avenue be bookended to the east and west with lower profile buildings? Aesthetics and field of vision won't be good if there are tall buildings at the east side of 85th street
- Is there anything in the plans that ensure the commercial buildings are designed and finished in a style that is more like aspen or curry barracks and not like the commercial buildings newly built at 85th street and old Banff coach road (those are terrible)

Thanks, I look forward to your reply,



calgary.ca/springbankhill

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Appendix A: Email submissions

February 3, 2017

On behalf of [REDACTED] land owner of the subject parcel located in the southeast corner of [REDACTED] we wish to extend our appreciation for the considerations and inclusion of our lands in the current draft of the Springbank Hill Area Structure Plan. Our interests in developing these lands in the future are important to our long term vision and interests in previously acquiring and maintaining our ownership of these lands.

With respect to the current draft ASP, we respectfully request that our lands be identified as *Mixed Use* purpose within the ASP mapping and text references, as opposed to the current interpreted designation as *Low Density Development*

We note that the new ASP has allocated Mixed Use designations for properties along the 17th Ave corridor, which we support. Our lands should be compatible with that philosophy and those stated objectives as well. Our lands are well suited for such purposes and are fundamentally supported by the critical components of transit proximity and strong transportation accesses from 17th Ave and 77th Street. The designation of Mixed Use as outlined in the draft ASP is desirable for our own purposes, as well as being compatible with the adjacent lands and proposed uses.

We have significant alignment with [REDACTED] and have their full support for the inclusion of our lands as Mixed Use designation. Additionally, we also support efforts by [REDACTED] and subsequently by the City to include access to [REDACTED] Street near our lands and to see these adjacent lands utilized for development purposes as well in creating their development visions for a high quality integrated [REDACTED] environment and experience, as noted in the draft ASP "[REDACTED] will accommodate [REDACTED]"

[REDACTED] To these goals and objectives we are aligned, and strongly feel the draft ASP should reflect the Mixed Use designation for our lands

We look forward to your acknowledgement of the receipt of this request. Please feel free to contact me to discuss and thank you in advance for your considerations and support of this request.

Warm regards,

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APPENDIX V

SPRINGBANK HILL COMMUNITY ASSOCIATION (SBHCA) COMMENTS

**Springbank Hill
Community Association**

7541- 26 Ave SW
Calgary, AB, T3H 3X2

Phone: (403) 519-0746
Email: info@springbankhill.org



April 10, 2017

Community Planning, Planning & Development
The City of Calgary | Mail Code: #8075
Floor 5, The Municipal Building, 800 Macleod Tr. S.E.
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5

ATTN: Fazeel Elahi, M.A., MCIP, RPP
Senior Planner, Centre West Team

Re: Springbank Hill ASP

Mr. Elahi,

The Planning and Traffic Committees of the Springbank Hill Community Association (SBHCA) has been working diligently to review the City of Calgary's ASP for our Community, while representing the wishes and concerns of our residents.

Based on the latest draft of the Springbank Hill ASP, the four concerns the SBHCA wishes to be considered are:

- 1: MR - Specifically the 189 acres of land south of 17th avenue between 85th and 77th street.
 - Given that the 189 acres of land is the last large parcel of developable land, and given that many of the other MR areas noted in the ASP have already been used for schools or housing development, there is a concern the ASP does not clearly note requirement of programmable MR space.
 - The SBHCA relies on revenues from soccer programs to fund the annual budget and the Community has been losing these soccer fields. As JUS noted in the ASP, large footprint schools have been developed (eg. Discovery Ridge School on 26th Ave) and there is a strong need for replacement soccer fields in our Community. Failure to receive programmable MR will put the primary revenue source for the SBHCA at risk.

The SBHCA requests a minimum 4 acres be set aside as programmable space, out of the required 18.9 acres MR. The land will be owned and managed by the City of Calgary. The land is to be a contiguous square or rectangular parcel (maximum width to depth ratio of 1:1.5). Site grading should be less than 2.0 per cent.

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- 2: Traffic – Specifically the 189 acre of land south of 17th avenue between 85th and 77th street.
- Given the increase in density, the unique grades and ER, the SBHCA is very concerned that the City's goal to provide an area that will be well connected is not achievable. Through convergence of streets, topography, traffic plans and land development requirements, short, direct and convenient access for pedestrians, cyclists, transit-users and automobiles is not attainable.
 - The CA had requested from the city, what the target density for doors are in the 189 acre parcel and to understand if this goal is supportable by the planned traffic infrastructure.

The city geo-demographic information has been posted to the FAQ section of the webpage: www.calgary.ca/springbankhill

As part of the development of the proposed Springbank Hill ASP, The City has reviewed the forecasted dwelling units anticipated for the Study Area that contains the most opportunity for future growth. It is anticipated that future development within the Study Area will accommodate approximately 1,600 new (single and multi-residential) dwelling units. This estimate is based on potential development scenarios, which are subject to change. Please see Attachment 1.

The SBHCA requests this geo-demographic information is inserted in the ASP in section 3.6. This insertion will ensure at the outline, plan and development proposal stage, this valuable information would be readily available to developers, file managers and City Council.

3: Contextual Sensitivity

- The SBHCA is fully supportive of the language used in the ASP.

Contextual sensitivity should be achieved through careful site layout, orientation, building design and architecture to ensure seamless integration of new developments within existing areas already developed to suburban densities.

However, through many other statements in the ASP, the above ambition is not fostered.

- Retaining walls and drainage
 - The SBHCA is concerned that within the 189 acre area retaining walls will need to be utilized. Large retaining walls are both not desirable in the community by restricting a connected multimodal community and causing concerns with appropriate drainage.
 - In the remaining ASP area, retaining walls and drainage are causing numerous flooding issues to existing homeowners.
- Building Heights
 - The Community does not have any 10 storey mixed use retail, 6 storey apartment blocks.
 - There is a serious concern that given the significant grades, shadowing from such large buildings could be substantial. The SBHCA has not been provided any information on how very high developments would seamlessly integrate with existing areas.
- Buffering for existing developments in the community
 - Removal of previous low density classifications in the south end of the 189 acre study area development
 - Approval of individual DPs in the ASP, higher than planning department plans for the Springbank Hill ASP

Visit our website at www.springbankhill.org

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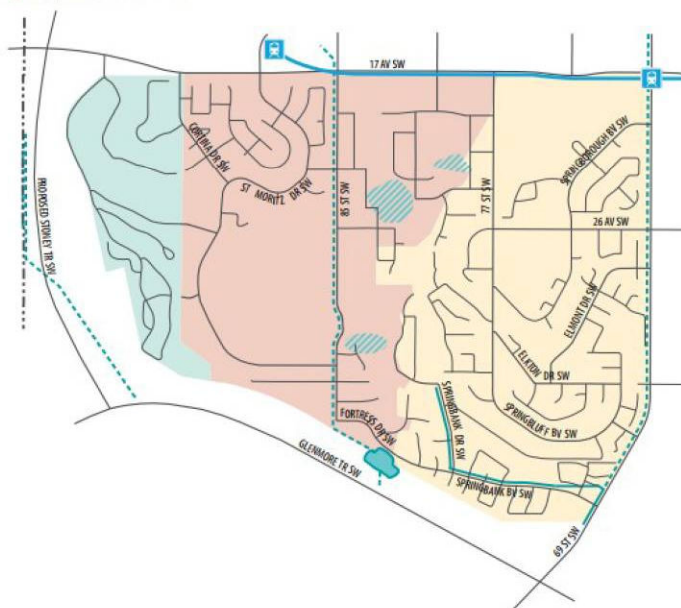
Several aspects of contextual sensitivity have been taken into account in the revised ASP:

- Lowering mixed-retail building height from 10 storeys to 6 storeys;
- Lowering medium density building height from 6 storeys to 4 storeys; and
- Re-Introduction of a transition area

The SBHCA requests:

1. Proper planning must be developed and engineered design must be enforced to minimize large retaining walls. Retaining walls are not contextual sensitive and have caused numerous issues in Springbank Hill with drainage. The SBHCA requests the ASP acknowledges this plan to minimize retaining wall and to state it definitively as a goal in the ASP.
2. The stormwater management plan has changed from the Jan 2017 draft

Map 8: Storm Services



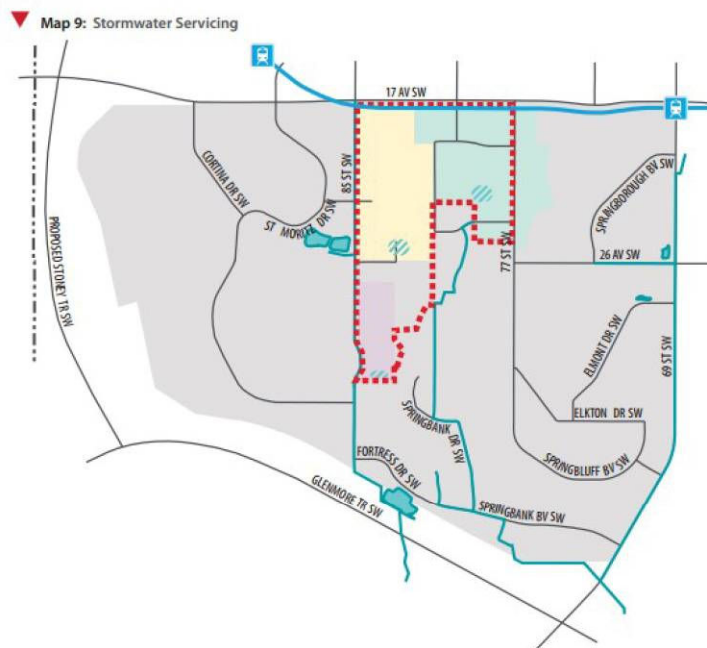
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To the latest draft :



No supporting documentation was provided. The SBHCA requests this information be shared with all concerned parties.

3. A proper transition is required with appropriate width of transitioning density, moving from Standard Urban (3-7upa) adjacent to existing neighborhoods in the south, to Low Density (8-15 upa), to Medium Density (15-60 upa).
4. The CA requests that within the preamble of the ASP, the planning department acknowledges the time and effort of all parties to create this document, and respectfully request that at further stages of the development lifecycle, CPC, or council does not override the criteria set forth in this document and allow for additional densification within any area of the ASP.

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- 4: Retail – Specifically the 189 acre of land south of 17th avenue between 85th and 77th street:
- In reviewing the ASP, conflicting information about the retail is presented. In certain places it discusses a “Mixed use residential / retail” in other sections it refers to single-use buildings, large scale retail, and auto-centric uses such as gas bar and drive through business. In addition, the maximum height of a mixed-use building shall not exceed 10 storeys.

The CA notes in the revised ASP the building’s maximum height has been lowered from 10 to 6 storeys, and references to auto-centric, drive through have been removed. Though the SBHCA believes, from a contextual sensitivity, 4 storeys would be more appropriate.

The SBHCA thanks you for your consideration.

Sincerely,

Marshall Naruzny
Planning Committee
SBHCA

Elio Cozzi
Traffic Committee
SBHCA

Cc: Richard Pootmans, City Councillor

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Springbank Hill ASP Study Area - Potential Development Scenario

Information is for discussion purposes only, and will not form part of the ASP. Actual development scenarios may vary depending on submission, review and approval of future applications.

Springbank Hill and Study Area - Summary Demographic Statistics

Study Area	GDA (Ha, est)	Pop 2014	Pop Projected	Pop Max	Jobs 2014	Jobs Projected	Jobs Max	Units 2014	Units Projected	Units Max	Density 2014 (uph)	Density Projected (uph)	Density Max (uph)	MDP New comm. Min density
Springbank Hill Total	536	9640	16037	18476	1009	1773	1959	3180	5895	7032	0.9	11.0	13	20

Study Area Statistics

Land Use Concept	Density - Low (uph)	Density - High (uph)	Density - Projected (uph)	Gross Area (ha)	Developable Area (ha, est)	Units - Min	Units - Max	Units - Projected
Standard Urban	7	17	13	13.5	10	70	170	130
Low Density Contextual	12	20	20	2.5	2	24	40	40
Low Density	20	37	20	16.5	12.5	250	463	250
Medium Density	38	148	75	13.5	10	380	1480	750
Mixed Use				16	10	284	472	477
Total				62	44.5	1008	2630	1647

Mixed Use Study Area

	Gross Area (Ha)	Developable Area (Ha, est)	Pop %	Jobs %	Total P+	Total Pop	Total Job	Total Units
Mixed Use - Low	16	10	125	50%	1250	625	625	284
Mixed Use - High (projected)	16	10	130	70%	30%	1500	1050	477

West Sector Multi-Family Market - Multi Family Absorption Rates

	Units	Forecast Absorption Rates (units/year)	Historical Absorption Rates (units/year)	Years based on forecast	Years based on historical
Multi-Family Low	664	56	100	12	7
Multi-Family Projected	1227	56	100	22	12
Multi-Family High	1957	56	100	35	20

*Absorption rates are hypothetical and based off of historical and forecasted rates for entire West Sector

To achieve the estimated years of build-out, all multi-family development in the West Sector would have to occur on this site

Source: Draft Suburban Residential Growth, 2017 - 2021

Assumptions

- Single Family Occupancy Rate 3.3
- Multi Family Occupancy Rate 2.2
- Gross to Net Developable Area 76% (based on adjacent development)
- Work at home 3.8%
- Mixed Use Gross Area includes transit setback right-of-way, which is not included in developable area
- Non-developable EOS/ER land estimated and are subject to change

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APPENDIX VI

PROPOSED AMENDMENTS TO EAST SPRINGBANK ASP

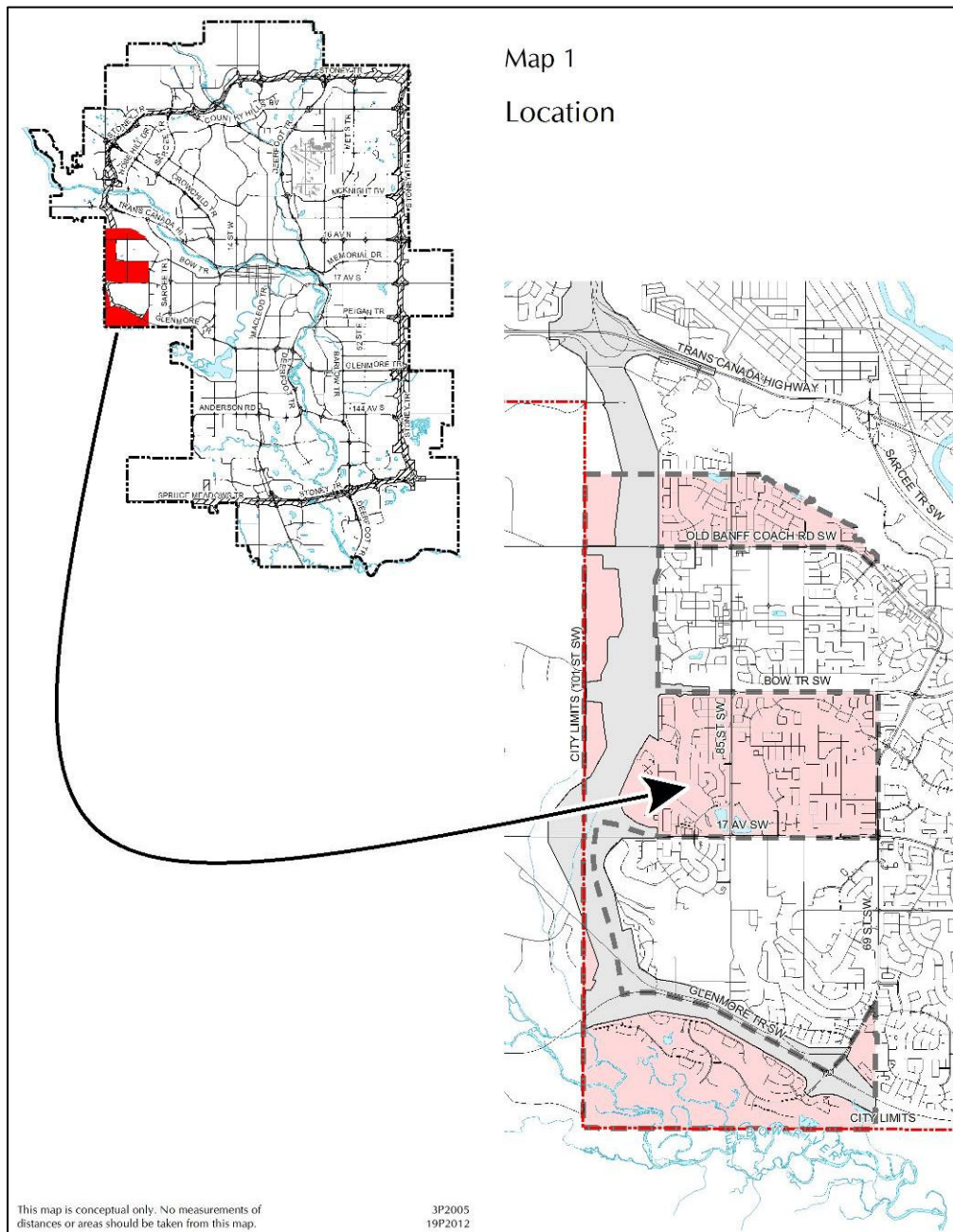
- (a) In the Table of Contents under the heading “Appendices”, delete “East Springbank Area Structure Plan Appendix 1: Revised East Springbank I Community Plan (separate document) Bylaw 24P2001”.
- (b) In Section 1.2 *The Plan Area*, in the second paragraph delete the text “Sections 3, 4, 9, 10, 15, 16 and” and insert “4,” before “27”.
- (c) Delete Map 1 entitled “Location” and replace with revised Map 1 entitled “Location” (APPENDIX VII).
- (d) Delete Map 2 entitled “Land Use” and replace with revised Map 2 entitled “Land Use”; and (APPENDIX VIII).
- (e) Delete “East Springbank Area Structure Plan Appendix 1: Revised East Springbank I Community Plan”, Bylaw 24P2001, in its entirety.

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APPENDIX VII

Revised Map 1 titled “Location” for East Springbank Ares Structure Plan

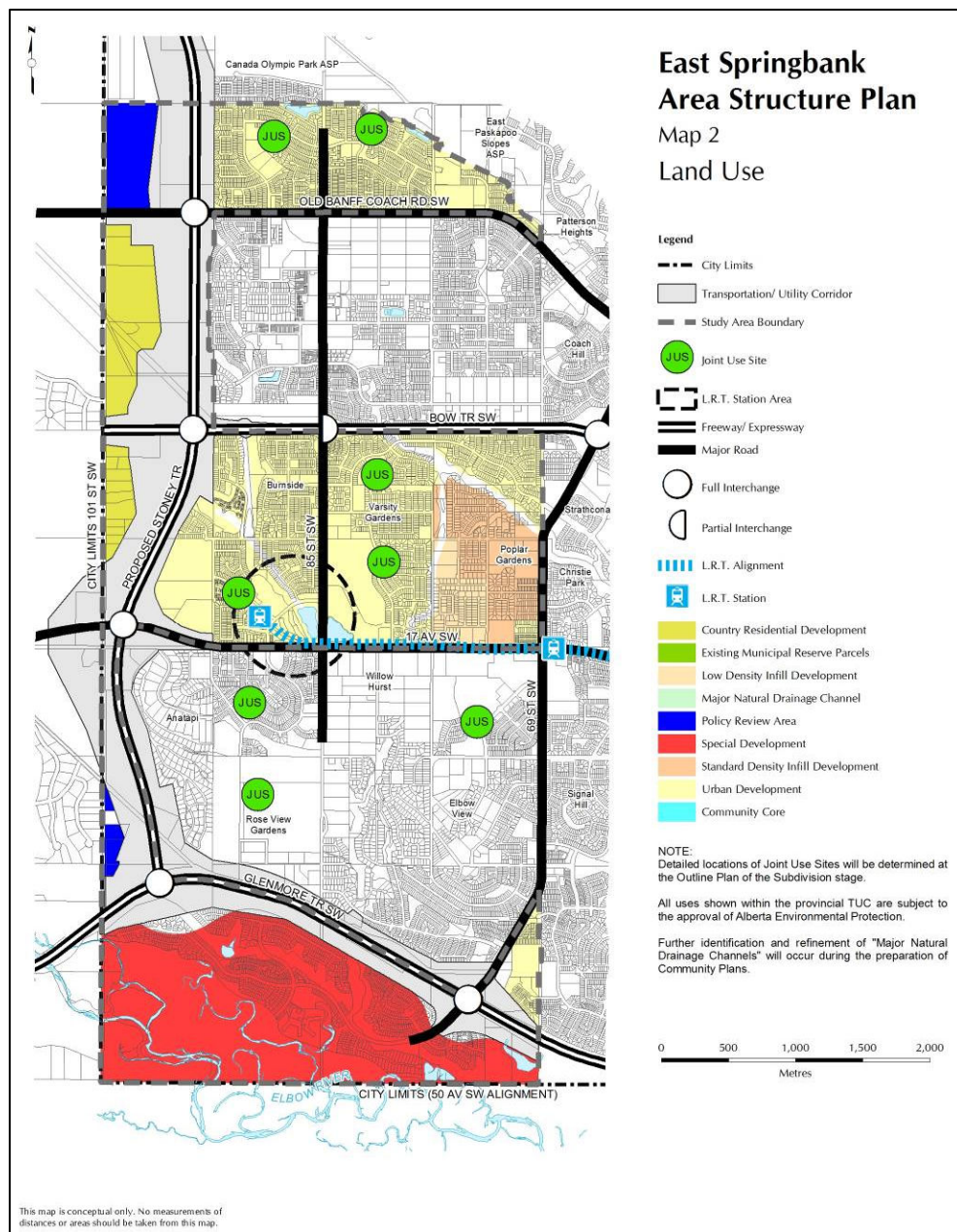


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APPENDIX VIII

Revised Map 2 titled “Land Use” for East Springbank Area Structure Plan



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APPENDIX IX

From: [Grant Leslie](#)
To: [CPC](#)
Subject: FW: Feedback regarding Density Transitions in Springbank Hill ASP
Date: April 12, 2017 1:17:36 PM
Attachments: [Springbank ASP Transition Density Mar 21, 2017.pdf](#)

Attention: Mr. Ian Cope,

Mr Cope,

Please find below my previous correspondence with Mr. Fazeel and city planning group regarding the proposed Springbank Hill ASP. Despite our efforts to provide feedback during both open houses and through email correspondence, our concerns with respect to the DENSITY TRANSITIONS around the existing developments have gone unresolved. We are in strong disagreement with the current plan which does not allow for a proper transition from the current 4 UPA to the proposed 60 UPA. It is an unreasonable plan for the Springbank Hill area in consideration of the development to date (and even considering the previous ASP from 2013).

I ask you to seriously consider our concerns at your review in the Calgary Planning Commission of the proposed Springbank Hill ASP.

Respectfully,
Melissa and Grant Leslie
[REDACTED]

From: Elahi, Fazeel [mailto:Fazeel.Elahi@calgary.ca]
Sent: April-11-17 2:41 PM
To: 'Grant Leslie' [REDACTED]
Cc: Hall, John W. <John.Hall2@calgary.ca>; Dsouza, Rayner S. <Rayner.Dsouza@calgary.ca>
Subject: RE: Feedback regarding Density Transitions in Springbank Hill ASP

Good afternoon Grant,

The project team has the great challenge of balancing many expectations, and working towards making the community of Springbank Hill a desirable place to live. Your comments and feedback have been taken into consideration. At this time the project team cannot support any changes to the transition area, as shown on the attached Land Use Concept Map you provided.

Should you wish, you can submit your comments to members of the Calgary Planning Commission (CPC) who will be reviewing the proposed Springbank Hill ASP on Thursday, April 20. Your comments can be submitted via email at CPC@calgary.ca and addressed to Mr. Ian Cope, CPC Secretary. Ensure that your comments are provided before Monday, April 17.

Regards,
Fazeel

F. Elahi

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Fazeel Elahi, M.A., MCIP, RPP

Senior Planner, Centre West Team
Community Planning, Planning & Development
The City of Calgary | Mail Code: #8075
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Floor 5, The Municipal Building, 800 Macleod Tr. S.E.
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5



From: Grant Leslie [REDACTED]
Sent: Monday, April 10, 2017 12:00 PM
To: Elahi, Fazeel; Springbank Hill ASP
Cc: Dsouza, Rayner S.; Hall, John W.
Subject: RE: Feedback regarding Density Transitions in Springbank Hill ASP

Fazeel et al;

I have reviewed the April 7, 2017 updated Springbank Hill ASP to find that the concerns of the existing residence as voiced to the planning department have not been considered with respect to the density transitions in the ASP.

I am forwarding the previous correspondence to re-iterate my objection to the DENSITY TRANSITION as it is outlined in map 2 of the ASP and specifically to the proposed densities between 81st street and 77th street. This area has an UNACCEPTABLY SMALL area of transition for both Low Density Contextual and Low Density in relation to the existing developments. It is unacceptable to have proposed 60 UPA density only a short distance from 4 UPA densities. The transitions on the west side of the ASP at least allow for a significant amount of "Low Density" before increasing dramatically to "Medium Density". This is not the case on the east side between 81st street and 77th street which is highly inconsistent and inconsiderate to the existing residents on this side of the proposed ASP.

I am resending these concerns to ensure they are recognized in the next phase of your review with Calgary Planning Commission and in accordance with your April 17th deadline for feedback.

Grant Leslie
[REDACTED]

From: Grant Leslie [REDACTED]
Sent: March-22-17 4:07 PM

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To: 'Elahi, Fazeel' <Fazeel.Elahi@calgary.ca>
Cc: 'Dsouza, Rayner S.' <Rayner.Dsouza@calgary.ca>; 'Hall, John W.' <John.Hall2@calgary.ca>
Subject: RE: Feedback regarding Density Transitions in Springbank Hill ASP

Fazeel,

Thanks for the quick response.

Although I can appreciate the city's stance regarding this ASP (and specifically the Land Use Concept map) being "conceptual only", it will ultimately be the basis for which land use applications are made. Therefore, developers will look to the density ranges defined (and specifically the minimums), to make application which could see a UPA of 60 approx. 100 to 150 from my house. Again, this is not a reasonable transition from the current development of 4 UPA.

Similarly, although the document does state in 7.1 about the review of "suitability and particular purpose", it would be hard to argue densities when the ASP has already been approved with unreasonably high densities in close proximity to existing structures, even if I am afforded the opportunity to review the development as an offset landowner.

Finally, the argument being made here with respect to the plan only being conceptual and therefore "no areas or distances should be assumed" could also be used to increase these "conceptual" areas on the map for Low Density and Low Density Contextual. If it is only a planning tool, then double the areas for these two densities as is only conceptual and we'll deal with it, as you say, when the land use applications are made in the future. This would certainly help to alleviate the concerns of major stakeholders i.e. the existing residents.

I would be happy to discuss further with you on Monday, March 27th at 1:30pm. I can be reached on cell at [REDACTED].

Regards,
Grant Leslie

From: Elahi, Fazeel [<mailto:Fazeel.Elahi@calgary.ca>]
Sent: March-22-17 10:44 AM
To: 'Grant Leslie' [REDACTED]
Cc: Dsouza, Rayner S. <Rayner.Dsouza@calgary.ca>; Hall, John W. <John.Hall2@calgary.ca>
Subject: RE: Feedback regarding Density Transitions in Springbank Hill ASP

Good morning Grant,

I appreciate your email and the specific concerns you have outlined regarding the transition in the density. As you may know, the purpose of an ASP is to implement The City's broad planning objectives and policies of the Municipal Development Plan, Calgary Transportation Plan and other policies by promoting logical, compatible and sustainable community development. The Land Use

F. Elahi

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Concept map specifically states that “no areas or distances should be measured or assumed,” and that the “map is conceptual only.”

Section 7.1 of the ASP also provides text on how the plan should be interpreted and its limitations. The specific text states “No representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental constraints must be assessed on a case by case basis as part of an application for Land Use, Subdivision or Development Permit.”

The project team appreciates your efforts in wanting to get certainty on specific details pertaining to your property. However, the level of detail that you’re inferring and seeking clarity on will not be available until future proposals in the form of Outline Plan/Land Use applications are submitted. Those submissions will trigger notification to adjacent landowners and you will have an opportunity to provide comments at that time.

I am available to give you a call later next week. If you’d like we can set up a time to discuss this email in more detail. Will you be available at 1:30 pm on Monday, March 27? If so, please let me know what will be the best number to reach you at.

Regards,
Fazeel

Fazeel Elahi, M.A., MCIP, RPP

Senior Planner, Centre West Team
Community Planning, Planning & Development
The City of Calgary | Mail Code: #8075
T 403.268.1331 | F 403.268.2941 | www.calgary.ca
Floor 5, The Municipal Building, 800 Macleod Tr. S.E.
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5



From: Grant Leslie [REDACTED]
Sent: Tuesday, March 21, 2017 11:03 AM
To: Elahi, Fazeel; Springbank Hill ASP
Subject: Feedback regarding Density Transitions in Springbank Hill ASP

Fazeel,

Thanks for your time at the open house last night; it was a real help to get some clarity and be able

F. Elahi

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to provide some feedback to you and your team.

Further to our discussions, I am attaching a mark-up of the concerns I expressed regarding the transition areas around the existing developments.

The plan as proposed now incorporates very small transition zones such that the areas defined between 81st ST and 77th st as Low Density and Low Density Contextual are only wide enough for one side of a street or cul de sac. This does not seem reasonable in the spirit of the ASP to have densities increasing from the **current 4 UPA to potentially 60 UPA** (Medium Density) in the distance of one street. We are requesting the Low Density Contextual areas be increased to allow for a full street or cul de sac, and then allowing for a similar buffer of Low Density before reaching Medium Density.

We believe the attached sketch provides a reasonable transition from the current densities to the proposed Medium Density. We also believe increasing these transition areas fits better within the topography of the area considering the Environmental Open Spaces which include environmentally significant areas and regional path ways.

We are available to discuss further should you wish at cell number [REDACTED]

Thank you in advance for taking our concerns in consideration for the next draft ASP.

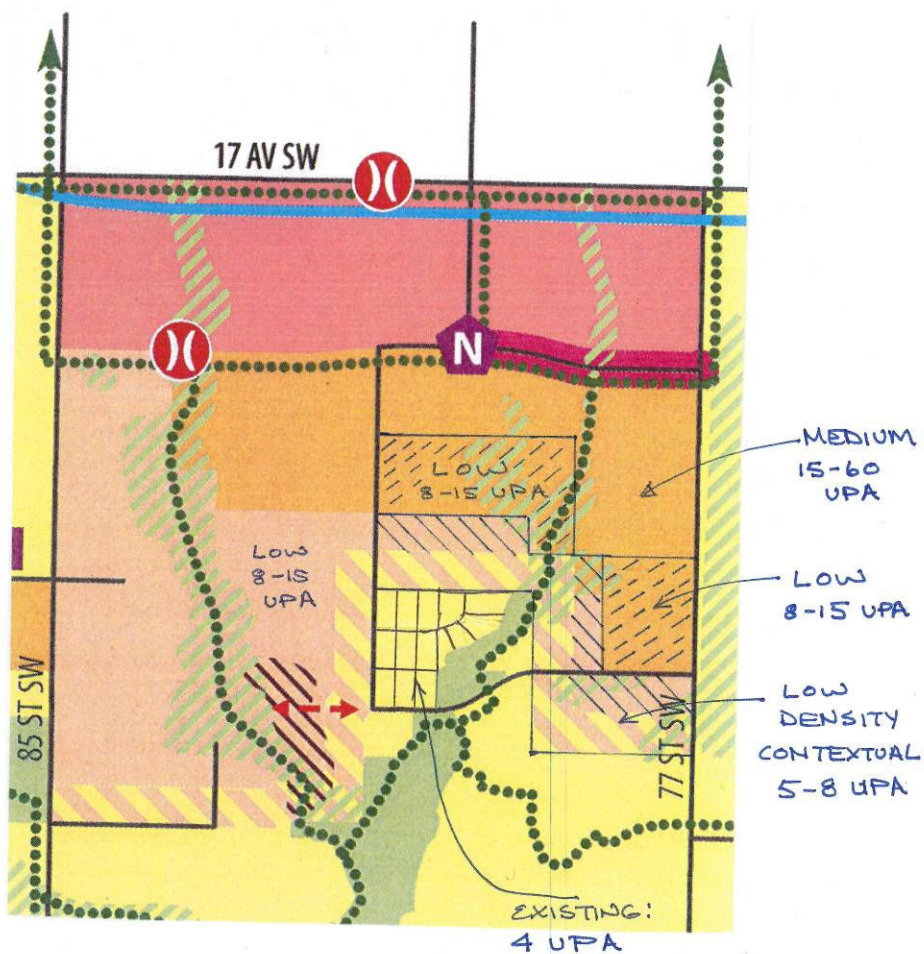
Grant and Melissa Leslie
[REDACTED]

NOTICE -

This communication is intended ONLY for the use of the person or entity named above and may contain information that is confidential or legally privileged. If you are not the intended recipient named above or a person responsible for delivering messages or communications to the intended recipient, YOU ARE HEREBY NOTIFIED that any use, distribution, or copying of this communication or any of the information contained in it is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and then destroy or delete this communication, or return it to us by mail if requested by us. The City of Calgary thanks you for your attention and co-operation.

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SPRINGBANK HILL ASP!
PROPOSED MARCH 16, 2017
FEEDBACK -
GRANT LESLIE

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SPRINGBANK HILL AREA STRUCTURE PLAN
BYLAW 28P2017

MAP10W

From: [Jill Huber](#)
To: [CPC](#)
Cc: [Springbank Hill ASP; Ken Toews](#)
Subject: Proposed Springbank Hill ASP Landowner Comments
Date: April 13, 2017 3:53:41 PM
Attachments: [image001.png](#)
[20170413153833209.pdf](#)
[wsh-conc-combined_11x17-apr2016.pdf](#)

Dear Mr. Cope,

Strategic Group is our client and a landowner of 24 acres on the southeast corner of 17th Avenue SW and 85 Street SW (see attached plan). As requested on your project webpage, we are providing our comments on behalf of Strategic Group prior to April 17, 2017.

1. Our client's lands have significant sloping conditions where by the grade falls off sharply south of 17th Avenue and, as such, it has been acknowledged by city administration that vehicular access from 17th Avenue cannot reasonably be accommodated.
2. The land use requested by Strategic Group and accommodated by previous ASP draft versions was medium density residential as per attached plan provided to the City. The most recent ASP Land Use Concept Map now designates these lands as mixed-use. It has always been our client's intent to develop these lands as 100% residential.

Based on the above comments, unless there is verbiage included in this policy indicating that mixed use can accommodate single-purpose residential buildings, we respectfully request that Strategic's lands reflect a medium density multi-family designation.

Please don't hesitate to contact me should you wish to discuss further.

Regards,
Jill



Jill Huber, P.Eng.
Vice President, Land

Phone: 403-338-6336 Cell: 403-700-0385
E-mail: jhuber@apexland.com

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SPRINGBANK HILL AREA STRUCTURE PLAN | 13

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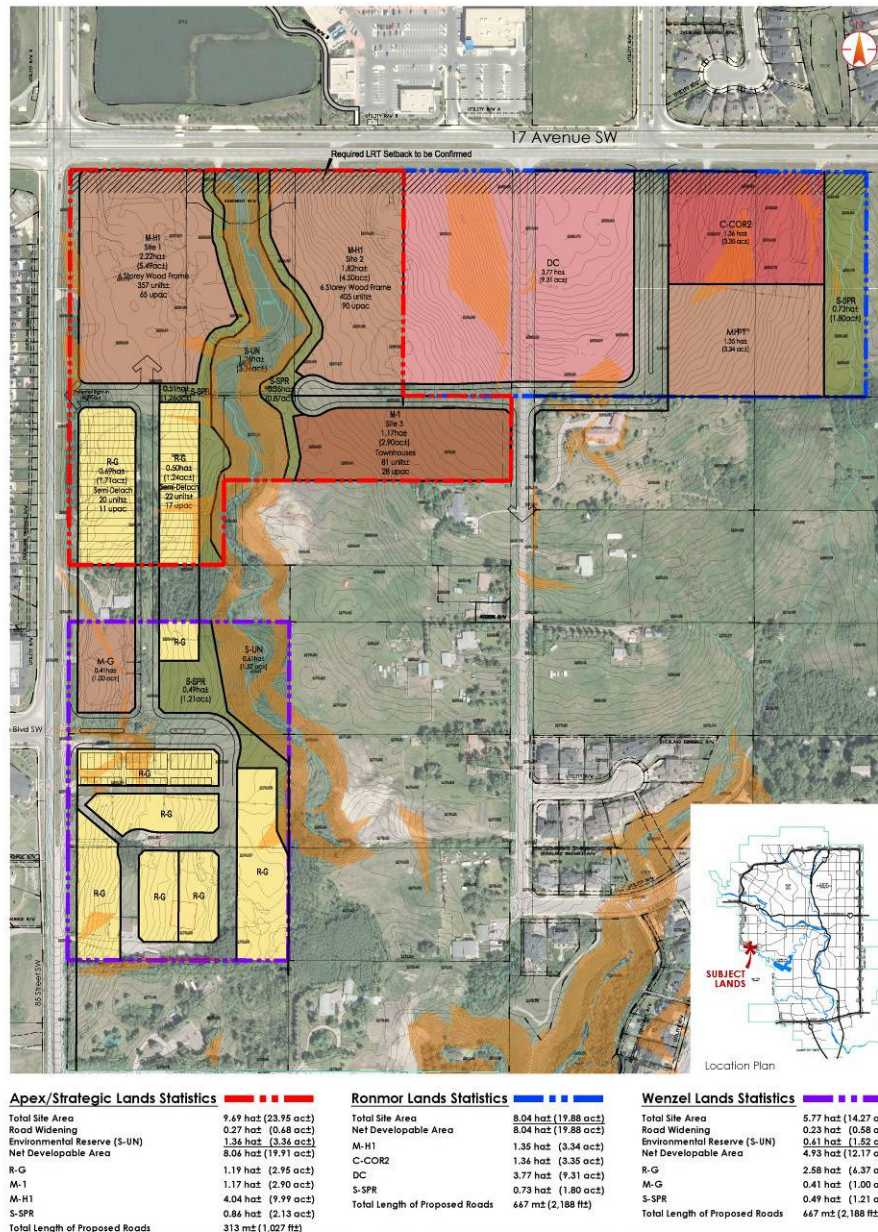


FIGURE | SPRINGBANK HILL WEST END LANDS

Concept Plan

Legend
Slopes Greater than 1:5%
Approximate LRT Setback Lands



PREPARED FOR: APEX LIMITED PARTNERSHIP | STRATEGIC GROUP | RONMOR DEVELOPERS INC | WENZEL DEVELOPMENTS INC

116500226-200

April 6, 2016

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MAP10W

From: [Elahi, Fazeel](#)
To: [CPC](#)
Subject: FW: Spring Bank ASP Comments
Date: April 17, 2017 4:34:36 PM
Attachments: [Mystic Ridge ASP Letter March 24.pdf](#)
[March 24 2017 Petition.pdf](#)

Good afternoon,

Please find attached the March 24, 2017 correspondence that Mr. Carinelli referenced in the email below.

Regards,
Fazeel

From: Fabrizio Carinelli [REDACTED]
Sent: Monday, April 17, 2017 4:11 PM
To: Elahi, Fazeel
Cc: Springbank Hill ASP; CPC
Subject: RE: Spring Bank ASP Comments

Fazeel

We have received notification of the updated Springbank ASP that is planning to be presented to CPC this Thursday April 20th.

We are very disappointed that none of the comments raised in our letter on March 24th, 2017 were addressed in the latest update.

In addition, we do not see our letter and petition of support included in the package of information that was submitted for the CPC meeting agenda and request it be included for the CPC meeting.

Thank You

From: Fabrizio Carinelli
Sent: March 24, 2017 11:16 AM
To: fazeel.elahi@calgary.ca
Cc: 'springbankhillasp@calgary.ca'; 'richard.pootmans@calgary.ca'
Subject: Spring Bank ASP Comments

Fazeel

As per our discussion, please attached a letter outlining the concerns on behalf of the entire community of Mystic Ridge.

Regards,

F. Elahi

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Fabrizio

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March 24, 2017

Attention:
Fazeel Elahi
Senior Planner, Planning & Development

fazeel.elahi@calgary.ca
springbankhillasp@calgary.ca

Re: Springbank Hill – March 16, 2017 Proposed ASP

Dear Fazeel,

Thank you for hosting the open house event on March 20, 2017 to review the proposed draft of the Springbank Hill Proposed Area Structure Plan (ASP).

We, the community members of the Mystic Ridge, are very concerned with the most recent changes that were identified on this recent plan. We will attempt to prioritize our concerns in the attempt there will be reconsideration of revising the draft ASP prior to presenting to Calgary Planning Commission (CPC) on April 20th, 2017.

To provide context, Mystic Ridge is a fairly new 35 home estate community immediately south of the Plan Area. The first home in Mystic was constructed in 2014 and 70% of the homes were built in a 3 year period since then. The entire development was based on a density of 10 units per hectare (uph) which falls under the existing Springbank ASP Standard Density range of 7.5-12.5 uph.

We have identified 4 major areas of concern that are not in keeping with the information provided by the City and are summarized as follows in priority sequence,

1. **Adequate Density Transition from Existing Communities** – The Density doubles adjacent to immediate communities with no buffer or gradual transition. This is by far the most significant issue for our community.
2. **Height Restrictions on Future Development** – Does not conform with the existing neighborhood and character of existing multi family and mixed use development heights in the area
3. **Environmental** – Concern with preservation of environmental sensitive areas and wildlife corridors
4. **Transit and Safety** – Future Concerns with traffic access and egress

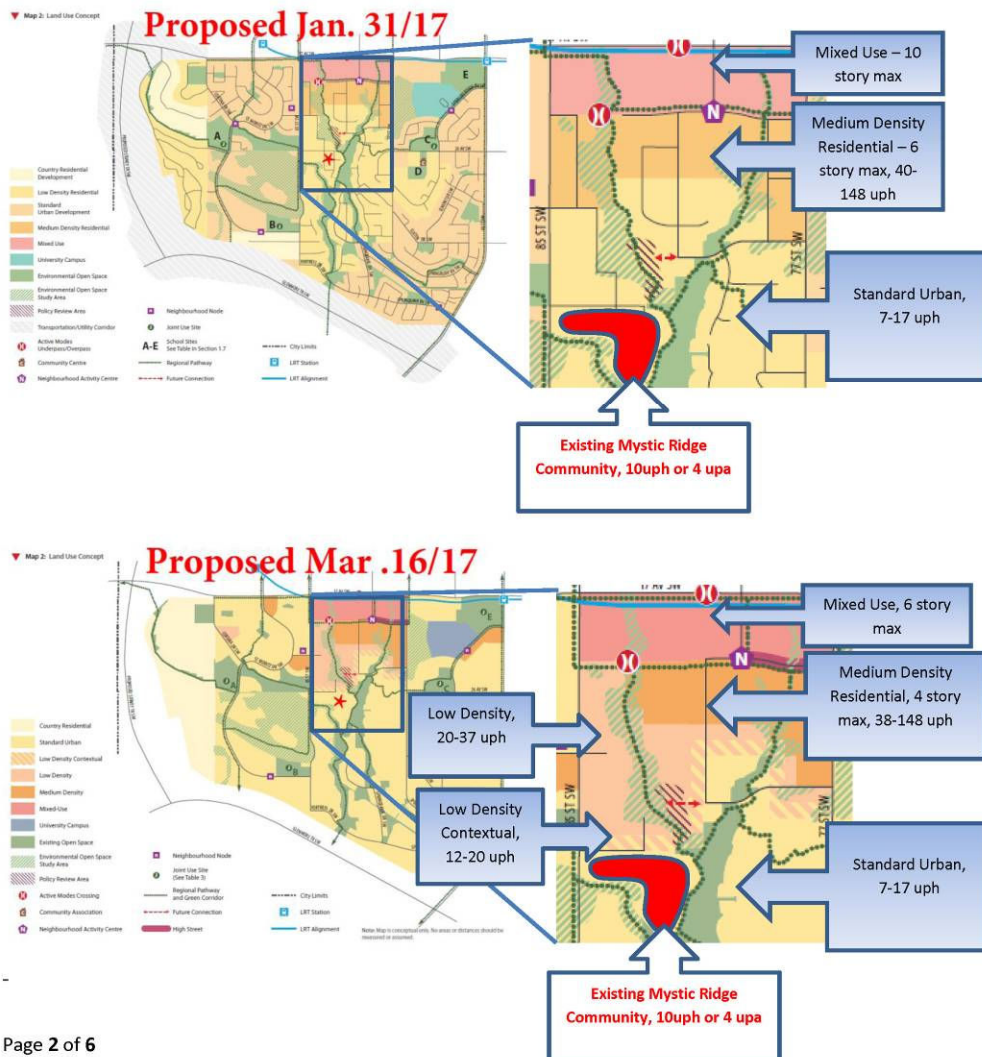
The details of our concerns are as follows.

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1. Adequate Density Transition from Existing Communities

There is the significant change from the draft ASP that was published on January 31, 2017, and the proposed ASP on March 16, 2017. We have attached two images below comparing the two for your reference as to our concern.



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As you can see, the area densification directly North of the existing community of Mystic Ridge has significantly increased from the January 31, 2017 draft ASP to the one issued on March 16, 2017 with no justification or reasoning.

One of the major concerns identified and acknowledged by the City was the transition of density in the plan area and interface with existing development. Up until the recent release of March 16, 2017 proposal, it appeared the City was adhering to those concerns.

The City published an extensive 92 page "What We Heard Report" following the February 2017 Open House events. The document clearly captured a number of the concerns. As part of this publication, the City included a "What we did" section on page 17 that was to advise how they would use this input and what changes would be made.

The following is an excerpt from the document,

Citizens are concerned with the transition of density in the plan area and interface with existing development	<p>Several changes have been made to the Land Use Concept to reflect the concerns. Certain undeveloped and underdeveloped parcels that were marked as Low Density are now classified as Standard Urban with densities in the range of 7-17 units per hectare.</p> <p>A new typology, Low Density Contextual has been added to provide a suitable transition in densities and built form between existing Standard Urban Development areas and Low Density Residential areas.</p>
--	--

The area directly to the North of Mystic Ridge was previously identified as the same density category as Mystic Ridge, and given the range of the density for Standard Urban of 7-17 uph, would of allowed a proper transition towards the higher densities towards 17th Avenue.

The negligible area labeled as Low Density Contextual that was added with a density of 20 uph is double the density of the immediate community of Mystic Ridge and does not provide an adequate transition of density or buffer to our community.

The following was taken from the City's website as a response to an FAQ,

Will the new ASP provide direction on increased density?

Yes, the increase in density and intensity for the overall Plan Area aligns with Council's direction that was determined in 2009, following the adoption of the Municipal Development Plan. The draft January 31, 2017 ASP also aligns with the projected density and dwelling unit counts shared with the public in 2013 and 2014.

This indicates that the January 31, 2017 ASP with respect to projected density aligned with Councils direction with the Municipal Development Plan (MDP), as well as took into account

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information that was provided as far back as 2013 and 2014 on what numbers would be more in-keeping with community's character.

Page 16 of the proposed ASP issued on March 16, 2017, states "Densities in the Neighborhood Areas should achieve the upper range to meet MDP objectives". As mentioned previously, the January 31, 2017 draft ASP identified the area that includes Mystic Ridge and the area to the immediate North as Standard Urban, which has a density range of 7-17uph. Given Mystic Ridge is currently 10uph, this would mean the area immediately to the North could go as high as 17uph based on what was shown on January 31, 2017 map, or a 70% increase in density which would adequately allow for a proper transition from the community of Mystic Ridge.

Conversely, if you were to use what is shown on the March 16, 2017 draft ASP, the upper density ranges would be 37 uph, or a 370% increase directly adjacent to Mystic Ridge.

In addition, on page 17 of the March 16th proposed ASP, it states under Standard Urban Density (7-17uph) that "Standard Urban areas represent a development pattern that existed prior to the adoption of the MDP". This is not accurate. The MDP was adopted by City Council in September 2009 Bylaw 24P2009. The Land Use for Mystic Ridge was approved February 25, 2014, well after the adoption of the MDP.

We as the community are at a loss for this last minute change in density at the eleventh hour after years of consistent information about how the density was classified and how the transition would occur. We do not feel it is respecting the feedback indicated in numerous publications and information from the City including providing an adequate transition for density increase and respecting the relatively new community that was recently created in the last 3 years.

Action: With respect to this issue, we are respectfully asking the City to revert the area immediately North of Mystic Ridge back to the Standard Urban Density (7-17uph) zone as shown on the January 31, 2017 draft ASP to create an adequate transition which is consistent with information shared with the public in as far back as 2013 and 2014, well after the MDP was adopted.

2. Height Restrictions of Future Development

A top theme that emerged, as per the comments from the residents published by the City, was "Potential impacts of density and the preservation of the existing neighborhood character is important to the community". The current indication for mixed use and higher density towards the North is currently to allow up to 6 stories for mixed use adjacent to 17th Avenue, and up to 4 stories for medium density. If you observe all the areas in the entire Westside development in particular all along 85th Street including Montreux, Aspen, and West Springs, the overwhelming majority mixed use is no higher than 2 stories. The highest medium density

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residential is 3 stories. From our perspective, the fact the existing ASP has this all designated as Low Density (2.5 to 7.4 uph), we feel allowing mixed use no higher than 4 stories adjacent to 17th Avenue, and medium density residential no higher than 3 stories is reflective of increasing the density as required by the MDP as well as preserving the existing neighborhood character based on current surrounding developments.

Action: Revise maximum height of mixed use to 4 storeys, and medium density height to no more than 3 storeys.

3. Environmental Concerns

One of the Goals identified by both the City and extensively from the community was to protect natural and environmentally significant areas and to ensure development is sensitive to the topography. There are significant areas identified on the plan as Environmental Open Space Study Areas which are defined as environmentally significant areas. The concern is that the draft ASP states that "where lands do not qualify as Environmental Reserve, development may occur, provided no other limitations exist." As a relatively new community, we can speak first hand as to the amount of wildlife that come through the ravine and environmental areas that extends all throughout the entire area in question. There is also a potential future vehicle connection noted that would require a crossing over a regional pathway and green corridor that would significantly impact the existing wildlife in the area. There is currently no existing connecting vehicle road between 77th street and 85th street in the entire Springbank Hill ASP, which is due in part to the natural ravine and wildlife that currently exists through the entire area. We would support a pedestrian connection which would fall within the mandate of the MDP in terms of promoting more non vehicle friendly transportation through the environmental sensitive areas.

Action: We are requesting the City determine if the areas noted as Study Areas qualify as Environmental Reserve prior to finalizing this revised ASP as well as limit any connection over environmental areas to pedestrian only.

4. Transit and Safety

The impact on the additional transit requirements to the revised ASP are not clear, specifically the access and egress from 17th Avenue into the mixed use development, in particular to restrictions as a result of the future development of the LRT with respect to at grade crossings as well as the additional traffic from the Ring Road once completed. Our concern is the access into this mixed use may be limited and may require additional access points off of 85th Street or 81st Street, which in turn will require a significant upgrade in infrastructure if this is the case.

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Action: We are requesting the City advise on how the mixed use area will be accessed and how will the City will plan for any upgrades in roads or infrastructure to support future development, including the intersection at 85th Street and 17th Avenue.

In summary, we have outlined four critically important concerns regarding the Proposed March 16th, 2017 ASP document, which we fervently expect that the City will take into account in a revised draft of the ASP, prior to its submission to the CPC".

We have attached signatures of 100% of the community of Mystic Ridge that are in support of these comments.

To be clear, our entire community is in support of development and following the mandate of the City in terms of increasing density, however it needs to be done respecting current established communities and the existing neighborhood characteristics.

We look forward to receiving a revised draft of the ASP and are willing meet with key individuals at the City to discuss further our concerns.

Sincerely,

Residents of Mystic Ridge (See attached)

cc: Councillor Richard Pootmans

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Community of Mystic Ridge SW Calgary

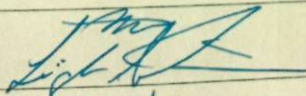
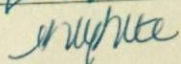
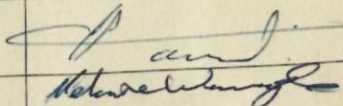

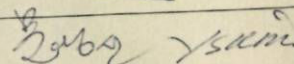
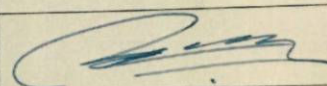
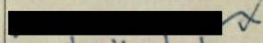
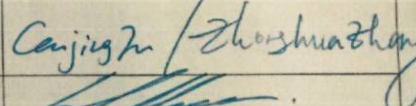
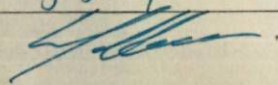
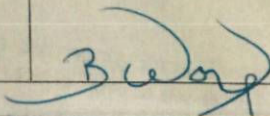
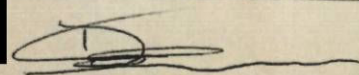
The follow community residents of Mystic Ridge SW below are in support of the letter dated March 24, 2017 to the proposed Springbank Hill ASP issued March 16, 2017.

Name	Address	Signature
Troy Gedlaman Cindi Gedlaman	[REDACTED]	<i>C. Gedlaman</i>
Lisa Maze Stuart Maze	[REDACTED]	<i>Lisa D. Maze</i>
Karen Jefferson David Bannister	[REDACTED]	Currently out of Country, received email in support
Fabrizio Carinelli Nadia Carinelli	[REDACTED]	<i>F. Carinelli</i>
Scott Samoleski Katie Samoleski	[REDACTED]	<i>K. Samoleski</i>
Jon Isley Lisa Isley	[REDACTED]	<i>L. Isley</i>
Cara Gilman Tim Stephens	[REDACTED]	<i>Tim Stephens</i>
Michael Smith Rhonda Smith	[REDACTED]	<i>R. Smith</i>
Terri Novick Richard Novick	[REDACTED]	<i>Terri Novick</i>
Cheri Peters Lexi Peters	[REDACTED]	<i>Cheri Peters</i>
Tracey Zehl John Swacha	[REDACTED]	<i>Tracey Zehl</i>
Angela Fleeton Jack Fleeton	[REDACTED]	<i>Angela Fleeton</i>
Andrew Janz Melissa Janz	[REDACTED]	<i>Andrew Janz</i>
Darrell Osadchuk Carla Osadchuk	[REDACTED]	<i>Darrell Osadchuk</i>

Page 1 of 2

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Fumi Skinner Leigh Skinner		
Kelly Little		
Dr. Mahmood AL-Rubaii Hamadi Salih		
Colin + Melanie Wernatz		
Ravi Patel		
Krystal Hennig Yongsu Kim Tina moon		
RHEA SOLIS JOREE SOLIS		
Matt and Laura Huber		Supported via email
		
	duplicated	
Caijing Fu/Zhonghua Zheng		
Frank Gallucci Tina Gallucci		
Hayden Wong Bonnie Wong		
David Rankin Trina Rankin		

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Stantec Consulting Ltd.
200 – 325 25 Street SE Calgary, AB T2A 7H8

April 18, 2017
File: 116500429

Calgary Planning Commission

City of Calgary
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Dear CPC Secretary, Mr. Ian Cope,

Reference: Springbank Hill ASP (CPC Agenda Item 5.05) - Letter of Support

On behalf of Ronmor Developers Inc. ('Ronmor') and Wenzel Developments Ltd. ('Wenzel'), Stantec Consulting Ltd ('Stantec') is pleased to submit this letter in support of the Springbank Hill Area Structure Plan (ASP) item 5.05 of the April 20, 2017 CPC meeting. We have enclosed *Figure 1.0 – Ronmor and Wenzel Land Holdings to assist with geographic context*.

Both Ronmor and Wenzel are greatly appreciative of the work that the City Administration Team has done in preparing this ASP. Throughout the engagement process The Team has been very approachable in discussing the direction of policy, attending site walks, and providing numerous opportunities for input and suggestions from stakeholders. In addition to the above, City Administration has facilitated technical workshops and public engagement sessions that have contributed to a quality, professional, and balanced ASP. Overall, Mr. Fazeel Elahi (File Manager) and team have been excellent in driving this ASP to the goal-line and we look forward to hearing from CPC.

While the fragmented ownership has created site specific constraints, the City of Calgary Team has created an overall plan that not only will complete the existing community of Springbank Hill but also foster development in alignment with current City of Calgary policies; the Municipal Development Plan, New Community Guidebook, Calgary Transportation Plan, Land Use Bylaw, and the Rocky View County / City of Calgary Intermunicipal Development Plan.

Once again, we would like to reiterate our support for the Springbank Hill ASP. Should CPC have any specific questions; Ronmor, Wenzel and Stantec will be in attendance during the April 20th meeting and will also make ourselves available prior to this date, at your convenience.

Regards,

Stantec Consulting Ltd.

A handwritten signature in black ink, appearing to read "Tara Steell".

Tara Steell, M.Pl., RPP, MCIP.
Senior Planner, Planning Team Lead - Community Development
Phone: (403) 750-2434
tara.steell@stantec.com

c: Mr. F. Elahi, The City of Calgary.
Mr. J. German, Ronmor Holdings Inc.
Mr. D. Porozni, Ronmor Holdings Inc.
Mr. B. Montgomery, Wenzel Developers Inc.

Design with community in mind

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F. Elahi

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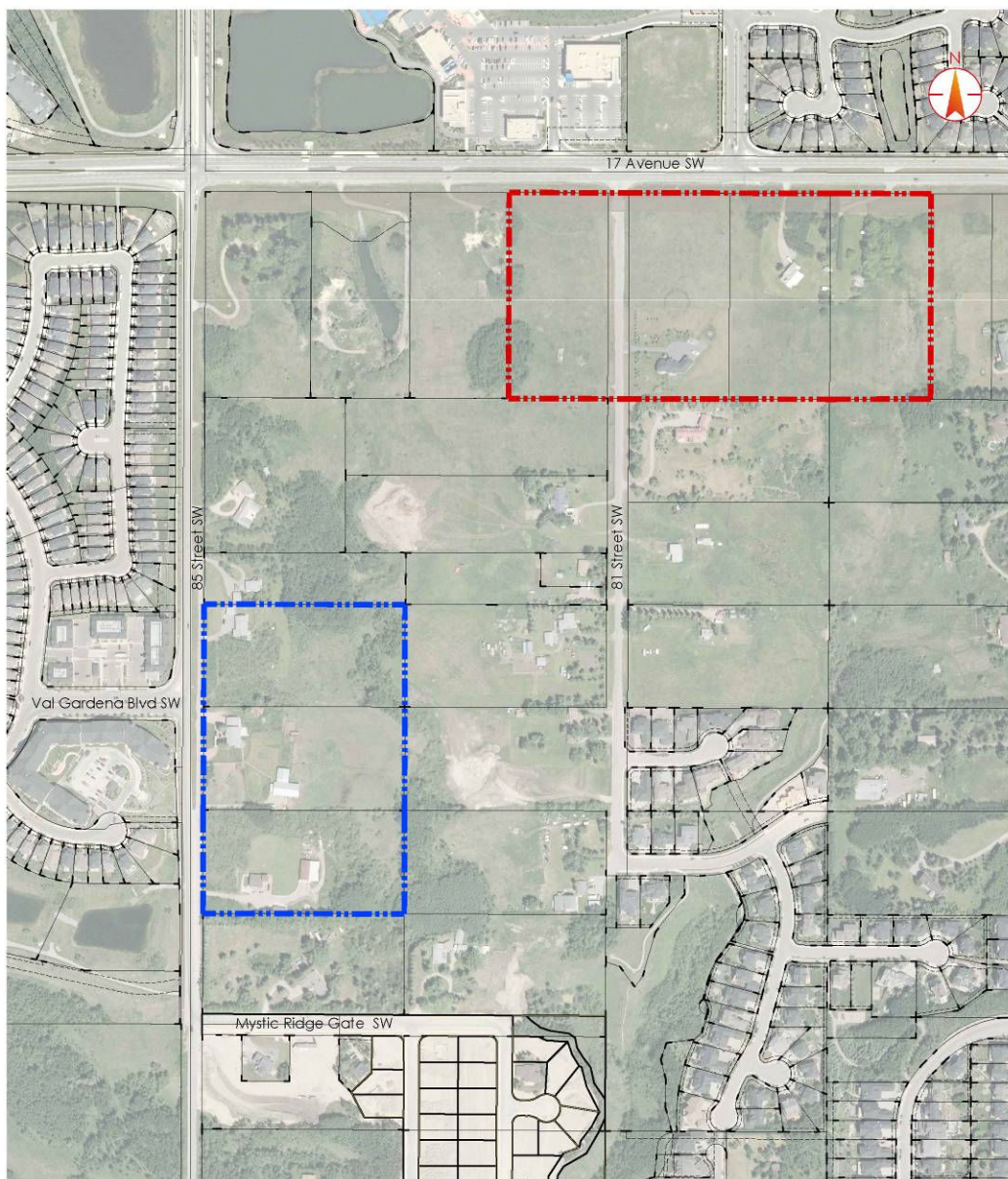


FIGURE 1.0 | SPRINGBANK HILL ASP

Land Holdings

Legend

RONMOR LANDS
WENZEL LANDS



50 25 0 50 100 (m)
1:5000



Stantec
Design with community in mind
116500446.210
April 5, 2017

PREPARED FOR: RONMOR DEVELOPERS INC | WENZEL DEVELOPMENTS INC

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From: [Dave White](#)
To: [CPC](#)
Cc: [George Trutina](#); [Peter Trutina](#); [Alex Baum](#); [Wayne Heth](#)
Subject: Truman/Landowner Comments, CPC 5.05 - Springbank Hill ASP
Date: April 19, 2017 5:54:57 PM
Attachments: [image001.png](#)
[17.03.29 ASP Amendment Draft Review Letter - Truman Lands.pdf](#)

Dear CPC,

On the behalf of George Trutina, President of Truman Development Corporation, please accept comments regarding the proposed Springbank Hill ASP Amendment to be considered by CPC on April 20th. Truman is a major landowner within the ASP Study Area and has actively participated in the multi-year City-led amendment process.

Attached here is Truman's letter of key concerns related to the March 2017 draft of the ASP. We appreciate that Administration has subsequently made some revisions reflected in final April 2017 draft to be considered by CPC. However, Truman believes CPC needs to weigh carefully whether the proposed allowable intensities and building forms go far enough and are aligned with the MDP. Among other concerns, the ASP should be explicit about allowing genuine mid-rise building forms (6-10 storeys) in key areas.

Truman's vision for their lands and the greater ASP Amendment Study Area is for a more progressive urban-format intensification – an intensification that assertively responds to the area's frighteningly low-density context -- currently 2.32 upa (or 3,180 dwellings within 1,369 acres) and given the poorly conceived \$1.4B investment in the West LRT and with a terminus (with planned future extensions) in one of the lowest-density and unmixed regions in the whole of the City. This ASP Amendment Study Area is one of the last pockets of undeveloped land on the west side and a clear opportunity to right the policy and approval wrongs of the past.

Lastly, Truman continues to be disappointed to see the underdeveloped lands of their immediate neighbours (east of 77 Street SW) excluded from the ASP Study Area. The representatives of the lands, owned by Ambrose University College and Western Alliance, have long been part of the ASP Amendment process. However, these lands are proposed to remain as suburban policy areas types that will necessitate future amendments to the ASP to support any reasonable urban-format development outcome. The location, context and supportive access to a robust mobility network (frontage on major roads and proximity the 69 LRT Station) demonstrate a commonsense opportunity for a mirroring of the urban-format land use types (Mixed and Medium Density) proposed to be allowed on the east side of 77 Street.

Thank you for your time and consideration,
David

DAVID WHITE, M.Sc.Pl., RPP, MCIP
PRINCIPAL

CIVICWORKS
PLANNING + DESIGN

P 403.201.5305 **F** 403.201.5344
M 403.852.8921 **E** david@civicworks.ca

460, 5119 Elbow Drive SW
Calgary, Alberta, T2V 1H2

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Suite 2236, 10 Aspen Stone Blvd SW
Calgary, Alberta, Canada T3H 0K3

P 403.240.3246
F 403.240.4570

29 March 2017

The City of Calgary
Community Planning
Planning & Development

Email delivery: john.hall2@calgary.ca

Attn: Mr. John W. R. Hall, Coordinator, Centre West Area

Re: Major landowner (1919, 2025, 2229, 2331 - 77 ST SW, 19.1 ac. +/-) concerns regarding revisions to the proposed amendments to the Springbank Hill Area Structure Plan between 31 January 2017 and 16 March 2017

Dear Mr. Hall,

On behalf of Truman Development Corporation (Truman), I would like to express our serious concern over the recent major revisions to the proposed amendments to the Springbank Hill Area Structure Plan (ASP) -- between a draft published 31 January 2017 and the updated version published 16 March 2017.

Truman is generally surprised by Administration's retreat from planning for a progressive urban-format intensification in light of the area's frighteningly low-density context -- currently 2.32 upa (or 3,180 dwellings within 1,369 acres) and given the poorly conceived \$1.4B investment in the West LRT and with a terminus (with future extensions possible) in one of the lowest-density and unmixed regions in the whole of the City. This ASP amendment area is one of the last pockets of undeveloped land on the west side and a clear opportunity to right the policy and approval wrongs of the past.

This letter addresses two main areas of concern: limitations to land use area policies that impacts potential building heights and forms; and, a poorly sited High Street location.

1. Land Use Areas - Building Heights and Forms

Truman takes serious issue with the revised limitations on the maximum building heights to be allowed for multiple land use area types. While we understand that the proposed density ranges in most land use areas have remained unchanged from the January version of the ASP draft, a reduction in allowable maximum building height has a direct and limiting impact on the buildable floor area outcomes that can be achieved. Density is a relatively weak land use control measure to drive specific building typologies. The measures that are critical are allowable building height and floor area. Note that where building height controls are used they should always be measured in meters not building storeys; building storeys are variable across land use types and architectural design intent.

Since as early as 2015, Truman has proposed a healthy range of low-rise (4-6 storey) and mid-rise (6-12 storey) buildings for much of the land we own in the plan area along 77 ST SW (see attached Draft Land Use Concept and Site Development Concept-Visualizations). Truman received informal support from Administration that our vision and proposed building forms were aligned with the site and planning context, which makes the recent significant building height reductions within the proposed amendments to the ASP March draft perplexing.

Building Height to Street Right-of-Way Ratios

We note here and emphasize for Administration that 17 AVE SW, as an Arterial street classification, in

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this location is approximately a 40 meter right-of-way, and with the required expanded transportation dedication for future West LRT extension within the same right-of-way it will grow to approximately 60 meters. Further, the existing 77 ST SW right-of-way of 20 meters is proposed in the ASP amendments to be upgraded to an Arterial street classification, which will grow the right-of-way to as much as 36 meters. Both of these flanking existing and planned rights-of-way are easily characterized as massive and among the highest order in The City's classifications. As such, they are essential considerations for long-range planning of appropriate building heights and guidance should come from the Municipal Development Plan (MDP).

If the underlying building height limitation issue is to avoid tall buildings in this planning context, Administration should take direction from Section 2.4.2 of the MDP on Built Form, whereby a tall building is generally defined as a building whose height is greater than the width of the right-of-way of the street that it fronts. This means a building is not considered of a tall nature if its measured height is no greater than the street right-of-way it fronts, measured from property line to property line -- the case of 17 AVE SW, a limiting building height of up to 40-60 meters (or 13-19 storeys at an average building storey height of 3.2 meters), and 77 ST SW up to 36 meters (or 11 storeys at an average building storey height of 3.2 meters).

Sloped Topography

Defining the allowable building height should also consider the significant changes in topography within these lands and the greater developed area. An elevation measurement from the lowest point (former low drainage area) within our lands finds an extreme low elevation within the immediate context -- ranging from 30 meters (measured from an elevation at the entrance to new W.J. Collett School) and to greater than 40 meters (measured from an elevation along Aspen Ridge Heights SW, north of 17 AVE SW). At a range of 9 to 13 buildable storeys, the greatest building height measured from grade at the low point within our lands would not even be at grade with the previously cited developed context elevations.

Related to slope, Administration should strongly consider more progressive Slope-Adaptive Development Guidelines (Section 7.6, 1-3 of the March ASP draft), where defining maximum allowed height across a site using average grades measures will significantly restrict the ultimate building heights and the developability of these sloping lands.

In conclusion, both the allowable maximum building height in terms of adjacent street rights-of-way and significant sloped topography are two essential characteristics that reinforce the need for a serious rethink of the proposed ASP amendments related to land use, building height and form. Truman therefore requests revisions to building height to reflect the earlier edition ASP amendments published on 31 January 2017:

3.2.4 Mixed Use:

- 3.2.4 (Mar 2017) states the maximum building height shall be six storeys, while 3.3.2.e (Jan 2017) states the maximum height of a mixed-use building shall not exceed 10 storeys. We request that the March version of the document be changed to reflect the height statement in the January edition, and strongly encourage building height be described in meters (not storeys) and with more progressive section-specific or general Slope-Adaptive Development Guidelines to maximize the development potential.

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3.1.6 Medium Density:

- 3.1.6.3 (Mar 2017) states the maximum height of a building shall be four storeys, while in section 3.2 (Jan 2017), point 4.a of the medium density subsection states that the maximum height of the building will range between 4 and 6 storeys. We request that the March version of the document be changed to reflect the height statement in the January edition, and strongly encourage building height be described in meters (not storeys) and with more progressive section-specific or general Slope-Adaptive Development Guidelines to maximize the development potential.

3.1.4 Low Density Contextual:

- 3.1.4 (Mar 2017) introduces a new land use area called Low Density Contextual, added to the ASP since the previous iteration. Section 3.1.4.1 states densities shall range between 12 to 20 units per gross developable hectare. This land use (4 to 8 upa) is meant to be a transition between low density (8 to 14 upa) and standard urban (2 to 6 upa) uses. We soundly reject this land use as an unnecessary additional transitional land use area, where the Low Density land use type is an appropriate and reasonable transitional use given the existing developed context.

2. High Street Location

If Administration is committed to achieving a High Street typology within the Mixed Use land use areas, the proposed location of the High Street is unsound. It has been sited in an area that slopes as a bowl and with the lowest elevation at its mid-point of its linear extents. These sloping conditions do not foster a universally-accessible pedestrian-friendly environment along an intended people-centric and walkable retail street. To meet The City's own strict public realm grading standards, the street would be characterized by a complex series of risers and a significant number of individual elevations for accessible fine-grain retail store entries and to create pockets of pedestrian congregation.

Thank you for taking the time to review our concerns and suggested revisions. We are available to meet at your convenience to discuss the contents of this letter and how we can achieve better planning outcomes from a building height, built form, and urban design perspective.

Sincerely,

TRUMAN DEVELOPMENT CORPORATION

George Trutina, President

Cc:
Councillor Pootmans, Ward 6
Scott Lockwood, Manager, Centre West Team
Fazeel Elahi, Senior Planner, Centre West Team

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Letter of Support – Springbank Hill ASP

April 20, 2017

CPC Members
Calgary Planning Commission

Attention: Ian Cope
Secretary to CPC

Re: Springbank Hill ASP
Item No. 5.05

B&A Planning Group is writing this letter on behalf of the Bischoff Management Corporation & CareCom Developments Ltd. who are the joint owners of the properties located at 2117, 2209 & 2219 81st St SW within the ASP boundaries. They have been participating in landowner meetings and public engagement sessions since purchasing the properties in December 2016.

They are satisfied with the level of collaboration and discussion that has been ongoing between area residents, landowners, stakeholders and City Administration and are in support of the ASP document.

It should be noted that the Community Planning Department and Water Resources have made extra efforts in the last couple of months to meet the timelines as presented at the initial engagement sessions and each iteration of the policy has been reflective of the feedback shared.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Heather Dybvig'.

Heather Dybvig
Senior Planner
B&A Planning Group

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From: Alex Baum
To: CPC
Subject: Ambrose University CPC Letter doc Springbank Hill ASP
Date: April 20, 2017 9:11:07 AM
Attachments: Ambrose University CPC Letter doc.docx

Dear CPC,

On the behalf of Ambrose University please accept our comments regarding the proposed Springbank Hill ASP Amendment to be considered by CPC on April 20th. Ambrose University is a focal point within the Springbank Hill ASP and have actively participated in the multi-year City-led amendment process.

We remain with two what we believe serious concerns, as follows...

1. We continue with a very strong desire to be included in the ASP Land Use Study Area. We remain surprised to find that we have somehow been moved from being a very included participant in this Study Area and ASP process to what we now feel is an observer. We have been included in this process since 2014 while being encouraged by the City Planning Department to actively participate in this process because our "Lands" were now part of the new Springbank Hill ASP. Just by way of a little historical replay...
 - a. Our positive response to this encouragement in 2015 was immediate, at which point the Planning Department asked if they could meet with Ambrose/Western District and bring us up to date as we proceeded forward. Historically, Ambrose University was one of the first occupants in this neighborhood and governed by the existing ASP and related Policies. When discussions began for this new potential ASP we were pleased and supportive to engage in the process mainly because our undeveloped Lands would be within the proposed ASP boundaries. A meeting did happen on the Campus of Ambrose University January 15 2016 with 5 Action Items coming from that meeting. Each of those 5 Action Items were responded to by us and the Planning Department within the week, our inclusion in the ASP Study Area continued with active participation forward.
 - b. Our continued engagement through meetings and interactions with the Planning Department continued often through August 2016. It was sometime in September 2016 when we heard there was a meeting that we had not been invited to, at that point connected with the Planning Department to ensure we were still actively engaged in the ASP Study Area process. We were advised at that time that our previous Biophysical Impact Assessment needed to be updated and that time was now a factor, this was our first knowledge of this. We immediately engaged Golder Associates Ltd to update the existing BIA, which is currently underway. The Ambrose University undeveloped Lands have remained untouched since the original BIA and find it difficult to believe this is reason enough for our exclusion in the noted Study Area.
 - c. We have also been working with the Truman Group, our neighbors, ensuring that we were working in harmony as evidenced in the Springbank Hill Servicing Report (02/12/2015) while considering the importance of needed alignment to the Ambrose University Master Plan (2014) through this process.
2. As noted, we have been in this ASP Study Area process from the beginning and now it would appear that our undeveloped lands will remain as a suburban policy area that will require almost immediate amendments if the proposed ASP Study Area remains as proposed. We have this opportunity now to achieve timely infrastructure, road alignments and densities that are cohesive

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and consistent. Obviously having regard to environmental sensitivities, if required, again with future uses for our lands to be consistent with those being developed on the Westside of 77th Street. This would also align with the broader public engagement process that has already taken place during the Ambrose University Master Plan public process, which clearly displayed these lands for future development.

Thank you for taking the time to hear our input if you have any questions to the contents of this or any other related questions please feel free to contact me.

Appreciated,

Alex Baum.
Ambrose University
Lands Committee Chair,
