

Duxbury, Christa A.

From: Dave White [david@civicworks.ca]
Sent: Thursday, June 01, 2017 9:40 AM
To: City Clerk
Cc: George Trutina; Peter Trutina
Subject: RE: BYLAW28P2017 Public Hearing June 12th, Springbank Hill ASP, Landowner (Truman) Input to Council
Attachments: 17.03.29 ASP Amendment Draft Review Letter - Truman Lands.pdf

Dear Clerk's Office,

Below is an email string shared with CPC and attached letter with landowner (Truman Development Corporation, Mr. George Trutina) feedback regarding the above-mentioned Council public hearing item. We send this to ensure that Council's public input record reflects our comments; comments which align and are in support of a series of amendments to the draft ASP proposed by CPC.

Thank you,
Dave

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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2017 JUN -1 AM 9:41
THE CITY OF CALGARY
CITY CLERK'S

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From: David White <david@civicworks.ca>
Date: Wednesday, April 19, 2017 at 5:54 PM
To: "cpc@calgary.ca" <cpc@calgary.ca>
Cc: George Trutina <george.trutina@trumandevlopment.com>, Peter Trutina <peter.trutina@trumandevlopment.com>, Alex Baum <abaum@cochranetoyota.com>, Wayne Heth <waheth@shaw.ca>
Subject: Truman/Landowner Comments, CPC 5.05 - Springbank Hill ASP

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
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TRUMAN

RECEIVED

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

P 403.240.3246
F 403.240.4570

2017 JUN -1 AM 9:42

THE CITY OF CALGARY
CITY CLERK'S

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

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.

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

Smith, Theresa L.

From: Anthony Bastiaansen [tony.b@hotmail.ca]
Sent: Thursday, June 01, 2017 12:13 AM
To: City Clerk
Subject: June 12 Council: Springbank Hill ASP

Hello, thank you for taking the time to consider my input on the Springbank Hill Area Structure Plan.

The building heights in the proposed ASP are not in keeping with the character of the surrounding neighborhoods. There are no buildings over 3 storeys anywhere in the vicinity. Sticking a 10+ storey building in the middle of the community will completely change the suburban nature of this community. The 10's of thousands of people who have already purchased in this area bought into a suburban, family oriented community. If we had wanted to live in a community with 10 storey buildings, like what is proposed, we would have bought in the belt line.

Due to the overwhelming response from the community, the proposed ASP was reduced from 10 to 6 storeys in the mixed use area and 6 storeys to 4 in the medium density area during the spring of 2017. A couple of weeks later wording was introduced to allow for "increased height" under certain conditions. Then on April 20th it went in front of the City Planning Committee, who proceeded to ignore all of the feedback that had been provided during the spring info sessions. Not only did they jump right back up to 10 storeys in the mixed use area and 6 storeys in the medium density areas, they also left in the wording that allows "increased height". This takes us now to even taller buildings than the immensely unpopular 10 storey buildings that had been proposed in January!

Regarding the environmental space open areas. The ravines between 85th and 77th should be kept natural. They are full of wild life. Deer, coyotes and even moose venture into this area. While all the development around the ravines will drive off most of the wildlife, keeping the ravines and ponds would allow the residents of the new community to hear the singing of the blackbirds. Bike paths/walk ways along the ravines would add to the community and provide a safe place for the residents of the upcoming developments to bike to aspen landing.

Thank you for your consideration,
Anthony Bastiaansen
Montreux Home Owner.

Sent from Mail for Windows 10

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2017 JUN - 1 AM 8:25
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Duxbury, Christa A.

From: Doug Bennett [dbennett@cocohomes.com]
Sent: Tuesday, May 30, 2017 5:05 PM
To: City Clerk
Cc: Pootmans, Richard
Subject: June 12 Council: Springbank Hill ASP

To Whom it may concern

As a resident of Springbank Hill and a person who will be directly affected by this revised ASP – I would like to express my opposition to the proposed plan.

I would like to understand why it is that this plan proposes to use the entire 554 Hectares in its revision and why it is not simply addressing the non-developed areas – is this simple to allow for 6000 proposed units to be designed into much less land.

The plan is not clear on exactly the planned density or the actual Hectares that will be affected in the areas just south of 17th Ave and between 77th & 85th Street , but it does appear to be that the intention is to create a substantially higher UPA than what could be supported if only the area that was undeveloped was analysed.

The Plan currently proposes not only Mixed use along 17th Ave but wraps substantially back along both 77th & 85th – this is simply gratuitous UPA, there are a number of neighborhoods with higher density not every neighborhood needs to be the same. The residents that are here have made a conscious decision, have paid and will continue to pay a premium through the city property tax program to have a neighborhood that is consistent.

The proposal to place a collector road between 77th & 85th then running up to the Urban residential area, this will greatly diminish the safety of our neighborhood and ultimately create a short cut through our neighborhood to the mixed use area that will result in the same unsafe traffic that is seen in West hills.

The site has multiple streams and a substantial amount of wild life , the Environmental Open Spaces and Policy Review areas should be confirmed prior to allowing the policies to be adopted, these will have a high degree of impact on neighborhood connectivity and ultimately the design value of the neighborhood.

Low Density Contextual – sounds pretty much like the intention is to design in higher density after acceptance of the policies and avoid the Development guidelines calling for transitional areas.

It is disappointing that all of the effort that had gone into developing a neighborhood supported plan in 2013 was unilaterally scrapped in favour of this concept.

Regards

Doug Bennett
38 Spring Willow Mews

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2017 MAY 31 AM 8:06
THE CITY OF CALGARY
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Duxbury, Christa A.

From: Steell, Tara [Tara.Steell@stantec.com]
Sent: Wednesday, May 31, 2017 10:03 AM
To: Elahi, Fazeel; City Clerk
Cc: Brenden Montgomery (BrendenM@wenzeldevelopments.com); Carnegie, Mike
Subject: Springbank Hill ASP - letter of support
Attachments: 30may17_letter_springbank_bsm_edit.pdf

Hi Fazeel and City Clerk's,

Please find attached Wenzel's letter of appreciation and support for the Springbank Hill ASP Council report.

Kind regards,
Tara

Tara Steell, M.Pl., RPP, MCIP
Senior Planner, Planning Team Lead
Community Development | Planning and Landscape Architecture
Stantec
200 – 325 25th Street SE Calgary AB T2A 7H8
Phone: 403.750.2434
Cell: 403.606.3407
Fax: 403.716.8099
tara.steell@stantec.com

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May 30, 2017
File: 116500448.213

Attention: Mr. Fazeel Elahi – Senior Planner, Centre West Team

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. T2P 2M5

Dear Mr. Elahi,

Reference: Springbank Hill Area Structure Plan

In advance of the June 12th, 2017 Calgary City Council Public Hearing for the Springbank Hill Area Structure Plan ('ASP'); we would like express Wenzel Developments Inc.'s ('Wenzel') support for Administration's recommendation for approval of the ASP. As a landowner in the Springbank Hill community, Wenzel has been meaningfully engaged in the ASP development process through various technical workshops and meetings throughout the project. We have witnessed first-hand, the skillful efforts of City Administration to consolidate, update, and format the plan in a balanced manner that accounts for existing built-out areas and future growth areas.

Wenzel also supports the recent amendments brought forward at Calgary Planning Commission (CPC) on April 20, 2017.

To conclude, we would like to reiterate that Wenzel supports City Administration recommendation of approval on this file and the recent amendments brought forward by CPC.

Kind regards,

Stantec Consulting Ltd.

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

Tara Steell, M.P.I, RPP, MCIP
Senior Planner, Planning Team Lead
Phone: 403.750.2434
Fax: 403.606.3407
tara.steell@stantec.com

c. City of Calgary, Council Members
Brenden Montgomery, Wenzel Developments Inc.

Duxbury, Christa A.

From: Steell, Tara [Tara.Steell@stantec.com]
Sent: Wednesday, May 31, 2017 9:50 AM
To: City Clerk
Subject: FW: Springbank Hill ASP - letter of support
Attachments: 31may17_letter_springbank.pdf

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2017 MAY 31 AM 9: 59
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CITY CLERK'S

Hello,

For inclusion in the Council package regarding Springbank Hill ASP.

Kind regards,
Tara

Tara Steell, M.Pl., RPP, MCIP
Senior Planner, Planning Team Lead
Stantec
Phone: 403.750.2434
Cell: 403.606.3407
Fax: 403.716.8099
tara.steell@stantec.com



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From: Elahi, Fazeel [<mailto:Fazeel.Elahi@calgary.ca>]
Sent: Wednesday, May 31, 2017 9:46 AM
To: Steell, Tara <Tara.Steell@stantec.com>
Subject: RE: Springbank Hill ASP - letter of support

Thanks Tara, I appreciate you sharing the letter with me.

I'm assuming that you will also (or may have already) sent the letter on to City Clerk's Office for members of Council to view. If not, feel free to do so via cityclerk@calgary.ca. Deadline to send comments into Clerk's office is 10 am tomorrow.

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: Steell, Tara [<mailto:Tara.Steell@stantec.com>]
Sent: Wednesday, May 31, 2017 9:07 AM
To: Elahi, Fazeel
Cc: Jay German - Ronmor; Doug Porozni (poroznid@ronmor.ca); Carnegie, Mike
Subject: Springbank Hill ASP - letter of support

Hi Fazeel,

Please find attached Ronmor's letter of appreciation and support for the Springbank Hill ASP Council report.

See you on the 12th,
Tara

Tara Steell, M.P.I., RPP, MCIP
Senior Planner, Planning Team Lead
Community Development | Planning and Landscape Architecture
Stantec
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May 31, 2017
File: 116500399

Attention: Mr. Fazeel Elahi – Senior Planner, Centre West Team

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. T2P 2M5

Dear Mr. Elahi,

Reference: Springbank Hill Area Structure Plan

We are writing to express Ronmor Developers Inc. (Ronmor) support for Administrations work on the Springbank Hill Area Structure Plan ('ASP'). As a landowner in the ASP we have appreciated the time and effort put forward by staff through various meetings and public engagement.

In addition, Ronmor supports the recent amendments brought forward at Calgary Planning Commission (CPC) on April 20, 2017.

Kind 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
Phone: 403.750.2434
Fax: 403.606.3407
tara.steell@stantec.com

cc. Mr. J. German, Ronmor Wenzel Developers Inc.
Mr. D. Porozni, Ronmor Wenzel Developers Inc.

Duxbury, Christa A.

From: Grant Leslie [grantleslie@shaw.ca]
Sent: Wednesday, May 31, 2017 12:51 PM
To: City Clerk
Subject: Springbank Hill Area Structure Plan

Honorable Members of City Council,

Despite our efforts as residents of the Springbank Hill to provide feedback during both open houses and through numerous correspondence with city planning, our concerns with respect to the DENSITY TRANSITIONS around the existing developments have gone unresolved in the proposed Springbank Hill ASP. We are in **strong disagreement** with the current plan which does not allow for a proper transition from the existing 4 UPA (units per acre) to the proposed 60 UPA between 77th St and 81st St.

It is an unreasonable plan for the Springbank Hill area in consideration of the development to date and the surrounding community. This is a drastic change from the ASP proposed in 2013 which had been reviewed and supported by the residents of the community. Specifically, the home owners of **Spring Willow Mews SW** made the decision to build and live in the community based on the plans proposed by city planning at the time. The current plan makes no consideration for the existing home owners as tax paying residents of the City of Calgary. The proposed densities dramatically increase in a very short distance from existing structures and to levels not seen anywhere in the Springbank or Aspen areas.

While we can appreciate the need for increased densities along the 17th Avenue corridor, there stands no acceptable reason to allow 60 UPA densities (mid-rise apartments) so far south of the corridor. The plan as proposed now incorporates very small transition zones between 81st ST and 77th st defined as Low Density and Low Density Contextual. It is not reasonable 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 and Low Density areas be increased to allow for an acceptable transition from the existing homes north to the 17th Ave corridor.

I ask you to take our concerns seriously as elected representatives of people of Calgary and vote against the proposed Springbank Hill ASP. I implore you to send the ASP back to city planning to allow for the development of a plan which can be support by the residents of Springbank Hill.

Sincerely,
Grant and Melissa Leslie
10 Spring Willow Mews SW
403-880-6496

RECEIVED
2017 MAY 31 PM 12:51
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Duxbury, Christa A.

From: Carrie Yap [engageinplanning@calgarycommunities.com]
Sent: Wednesday, May 31, 2017 3:59 PM
To: City Clerk
Cc: Elahi, Fazeel
Subject: submission for Springbankhill ASP (file number: M2017-019)
Attachments: Federation-Springbankhill ASP.PDF

Please see the attached public submission for the Springbank Hill ASP.

Carrie Yap, B.A., M.Sc. Urban Design
Urban Planner
Federation of Calgary Communities
Suite 110, 720 – 28th Street NE
Calgary, AB T2A 6R3

p: (403) 244-4111 ext. 210 f: (403) 244-4129
w: calgarycommunities.com



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CITY CLERKS



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THE CITY OF CALGARY
CITY CLERK'S

May 30, 2017

The City of Calgary
Councillors Offices (8001)
P.O. Box 2100, Station "M"
Calgary, Alberta T2P 2M5

To: All members of City Council

Re: Springbank Hill ASP (M-2017-019)

The Federation of Calgary Communities is the support organization for Calgary's 152 community associations (CA). Through our urban planning department, we work to support and advocate for community participation in Calgary's planning system. The Federation does not usually involve itself in cases where the issue does not affect more than 50% of our membership but in certain cases the Federation will take a stance when we feel that practice in the planning process is not respected.

Since 2013, the planning department at the City of Calgary has been working on amendments to the East Spring Bank Area Structure Plan. A total of four design workshops, five open houses and three information sessions were held, in addition to 25 discussions and meetings with various land owners to help the City understand the vision, priorities, and concerns of the residents. From our conversations with the Springbank Hill Community Association (SBHCA), the community has spent years working with the City's various departments on their concerns of transition areas, building heights, and green space and both parties were pleased with what was presented in the revised ASP (April 11/2017 version) to CPC. During the April 20th Calgary Planning Commission (CPC) meeting, there was sentiment that the policy did not reflect the intent of the Municipal Development Plan (MDP) and amendments to the ASP were made to align more with the MDP policies and meet the targeted density, specifically through building heights¹. We understand that it is CPC's role to review policy based on technical planning merit, and while this is not the first time that CPC has disagreed with administration's recommendation or direction, as a neutral voice in this process, we need to highlight the years and hours of collaboration spent between the City's administration team and the community to reach those decisions.

The revised ASP is a reflection of policy that balances the goals of the MDP while respecting the context and concerns of the existing community. This is a result of the thoughtful engagement that was led by The City to ensure that community has a role to play in the planning process but also the community coming to the table to collaborate. The proposed amendments by CPC not only question the work done by the planning team to address community

¹ Amendments to the policy regarding building height from "six to ten" for commercial buildings and "four to six" for residential buildings and the removal of contextual typology to demonstrate contextual sensitivity to the existing built area.

Suite 301, 1609 – 14th Street SW
Calgary, Alberta T3C 1E4

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E fcc@calgarycommunities.com

calgarycommunities.com





sensitivities but also question the purpose of the engagement at all if major decisions are going to be proposed without consideration to how and why the original decisions were made. As the support organization for community associations, we are concerned about what message this is sending to our members about collaboration and participation in the planning process and about the value of community volunteer time to this process.

We hope Council will recognize the collaboration between these two pillars of the planning process and discard some of the recommendations from CPC to bring back the revised ASP to its original form.

Sincerely,

Carrie Yap, B.A., MSc. Urban Design
Urban Planner

cc. Fazeel Elahi, Community Planning
John Hall, Community Planning

Suite 301, 1609 – 14th Street SW
Calgary, Alberta T3C 1E4

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E fcc@calgarycommunities.com

calgarycommunities.com



Duxbury, Christa A.

From: Heather Dybvig [hdybvig@bapg.ca]
Sent: Wednesday, May 31, 2017 4:15 PM
To: City Clerk
Cc: Kathy Oberg; Rudy Janzen; ryan@bischoff.ca; Elahi, Fazeel
Subject: June 12 Council: Springbank Hill ASP
Attachments: 2037_Letter to Council.docx

Good Afternoon,

Please accept this letter from B&A Planning Group on behalf of Bischoff Management Corporation & CareCom Developments Ltd. in support of the proposed Springbank Hill ASP.

If you have any questions or concerns please do not hesitate to contact me.

Thanks very much,
Heather



HEATHER DYBVIG

Senior Planner | BA, MSc Town Planning
d | 403.692.5233
c | 403.805.1790
hdybvig@bapg.ca

B&A Planning Group 600, 215-9th Avenue SW | Calgary, AB T2P 3T1 | www.bapg.ca

This communication and attached files are intended for the use of the addressee(s) ONLY and may contain confidential or legally privileged information. Any use, distribution or copying in whatever manner of this information is prohibited. If you have received this communication in error, please inform us promptly by reply email, then delete this communication and destroy any printed copy. B&A Planning Group thanks you for your attention and cooperation.

RECEIVED
2017 JUN - 1 AM 8:27
THE CITY OF CALGARY
CITY CLERK'S



2017 JUN -1 AM 8:27

d | 403 692 4532

c | 403 616 7024

koberg@bapg.ca

**THE CITY OF CALGARY
CITY CLERK'S**

May 31, 2017

City Council
800 MacLeod Trail South
Calgary AB T2P1M5

RE: SPRINGBANK HILL ASP – June 12th Public Hearing of Council

Dear Councillors,

B&A Planning Group is writing this letter on behalf of Bischoff Management Corporation (Ryan Bischoff) and CareCom Developments Ltd (Rudy Janzen) who are the joint owners of the properties located at 2117, 2209 & 2219 81 ST SW.

The Landowners have been participating in the Springbank Hill ASP consultation process since purchasing the properties in late 2016 and are pleased with the level of collaboration and discussion that has been ongoing between area residents, landowners, stakeholders and City Administration.

Ryan Bischoff and Rudy Janzen are in support of the proposed ASP and would like to congratulate Fazeel Elahi and the rest of the team on a job very well done. City Administration has made significant efforts in the last couple of months to respond to stakeholder concerns while still maintaining the anticipated timelines.

6 STOREY DEVELOPMENT AND LAND USE DISTRICTS WITHIN 1P2007 CHALLENGE:

The Springbank Hill ASP has identified the subject lands as a Medium Density Policy Land Use Area (MDLUA). Currently, Land Use Bylaw 1P2007 does not contain a land use district that would align directly with this policy objective.

The MDLUA is meant to accommodate a greater concentration of units and increase housing choice in the plan area. To achieve this, the MDLUA calls for medium density, medium profile, multi-residential development, to a maximum of 6 storeys with a density ranging from 38 to 148 units per hectare.

The most suitable existing district, Multi-Residential – Medium Profile (M-2) could accommodate the prescribed density but would be unable to support any 6 storey development, as the building height maximum is set at 16 metres.

The next available district is Multi-Residential – High Density (M-H1) District. This district could accommodate 6 storey buildings with its maximum building height of 26 m but has a minimum density requirement of 150 units per hectare, over and above what the policy will allow. Even if the



M-H (high density) minimum density rule could be relaxed, which we understand is not possible under the Land Use Bylaw, the public perception of having a 'high density' residential land use in a medium density policy area just to accommodate a couple of extra metres of height can lead to misconceptions about the type of development proposed and may cause unnecessary misunderstandings between adjacent landowners, community associations and the developer.

SOLUTION:

There appears to be a significant gap between the M-2 and the M-H1 districts contained within Land Use Bylaw 1P2007. In order to comply with the proposed policies of the ASP and to provide a land use that can accommodate 6 storey development, landowners are forced to create a Direct Control District to accommodate their needs, or assume that relaxations can be provided at a later stage. Regardless, it is understood that the objective of Administration and Council is to reduce Direct Control Districts, wherever possible, and provide standard districts. It is our belief that proposing a High Density District (such as M-H1) to accommodate a medium density, medium profile district does not align and we are fearful of the perception this will bring during our public engagement program for the land use redesignation application. In addition, it is the desire of the landowners to use a standard district, if possible.

CONCLUSION:

B&A kindly requests that Council direct Administration, through a Notice of Motion, to prepare a district suitable to meet the policy desires as outlined in the Springbank Hill ASP. It is likely that this district could be an "M-3" which would also support the 6 storey wood frame opportunity that has been presented to Industry over the past couple of years, but has previously been accommodated through less than optimal land use districts.

Our recommendation will be for the landowners to submit an application as a Direct Control based on the M-2 District but this DC could be transferred over into a standard district should a district be available to us, and standard rules align with the proposal.

Bischoff Management & CareCom developments look forward to submitting their Land Use Amendment, redeveloping their properties and contributing to realizing the intent and vision set out in the proposed ASP.

We ask that Council kindly support this recommendation.

Sincerely,



Kathy Oberg
B&A Planning Group

Duxbury, Christa A.

RECEIVED

From: Shawna Waller [waller4ski@icloud.com]
Sent: Wednesday, May 31, 2017 11:00 PM
To: City Clerk
Subject: Springbank Hill ASP | June 12th Council Meeting

2017 JUN -1 AM 8:41

THE CITY OF CALGARY
CITY CLERK'S

Dear Members of Calgary City Council,

My family and I moved to the Spring Willow area of Springbank Hill 3 years ago. We chose this location for many reasons, but the primary one was for the natural beauty of the area with it's many ravines and wildlife. We have the typical birds, squirrels and rabbits, but also enjoy owls, ducks, geese, deer, moose and even a den of coyotes who regularly serenade us in the early morning hours. It is an incredibly unique pocket of nature in the City of Calgary.

I was recently compelled by a group of my neighbours to provide input on the proposed changes to the Springbank Hill Area Structure Plan. It came to their attention that I have a Master's Degree in Transportation Planning and had worked for the City of Edmonton many years ago reviewing such documents. I was a member of the board for the Signal Hill Community Association for several years and we worked closely with Councillor Richard Pootmans attempting to address the vexatious traffic issues for Sierra Morena Boulevard. I bring this up because the existing residents in the Study Area are concerned that the proposed changes to the ASP are likely to create another Sierra Morena Boulevard out of Spring Willow Drive.

My neighbours in Spring Willow formed an ad hoc committee when the public consultation process started for the proposed changes to the ASP and we have had a few meetings with the Planning Department and Transportation. We have also been in communication with the Springbank Hill Community Association and similarly concerned residents in Mystic Ridge. I am writing on behalf of both my household and this ad hoc committee established to represent the interests and concerns of Spring Willow residents, of which I am a member. Concerns for existing residents in the Study Area of the ASP can be summarized as follows:

1. The dramatic increase in density proposed.
2. The connector road between 85th and 81st Streets.
3. Storm water management issues.
4. The pristine ravine network with its valuable wildlife corridor.

1. Density

Springbank Hill residents were very surprised at the dramatic density increases being proposed in the Study Area. We have been told by the Planning Department that they were directed by Council to provide higher density along the west LRT corridor in order to make the most of the City's investment in that public transit project. But due to several decades of planning, the City did not implement higher density along the whole of this corridor. Our little pocket of ravines, which is one of the last remaining areas to be developed in Springbank Hill (because of the challenges of the rolling terrain) is now expected to make up for the density shortfall for the entire neighbourhood with buildings up to 10 stories in height! It is quite shocking!

However, being good citizens, those of us in Spring Willow decided that we would be supportive of higher density closer to 17 Avenue on the condition that the proposed "transition zone" of Low Density Conceptual be doubled in size from what is currently proposed. This change would be very small, hardly noticeable in the overall density numbers, while providing a less dramatic impact on the quality of life for existing residents. We were extremely disappointed to have our very reasonable request denied by the Planning Department when we

felt we were being more than accommodating by accepting such a huge density increase for the study area.

2. The Connector Road

The status of the proposed connector road between 85th Street and 77th Street has gone through many different permutations. It was not identified under the original area plan first put forward when the lands were still part of Rocky View County. It showed up after the City annexed the area as a vague line. It remained a “possible” connection on the plan for many years, with the idea that it might be needed for emergency services. Landowners were told that if it went in, it would have a barrier that would only be lowered as needed and it would not be a through road. As the current proposed changes to the ASP developed, it has mutated from a possible connection to a full-on neighbourhood collector road! When residents questioned this at the Public Info Sessions, we were told it was required by Transit. When residents expressed concerns about this road becoming another Sierra Morena Boulevard, the Planning Department representatives stated that if traffic issues become a problem in the future on the proposed road, then it would be an enforcement issue.

As a Transportation Planner, I take great offence at being told that enforcement is the answer to traffic issues! The whole point of Planning is to address concerns beforehand. Repeating the same mistakes over and over and expecting a different result is the definition of insanity, and also that of stubbornness and stupidity. I have worked on the side of the Administration and I do understand all the competing interests involved and what a challenge it is to balance them all. Of course it is impossible to satisfy everyone, but I believe there is a better alternative available than what is being proposed. If any alternative routes have been examined, that information has not been shared with the community. Attempts on our part to engage Transportation during both the public information sessions and in meetings on the issue have met with resistance. We really want to collaborate with the City Administration on this issue to find the best possible solution and we don't feel we have been provided with enough information or enough time to analyze other options.

Transportation has used their computer models and have told us that we shouldn't worry, the proposed road can handle the traffic. That may be the case, but it isn't the physical ability of the road to handle the traffic that residents are worried about, it is the potential traffic volumes, speeds and most especially, the shortcutting potential it will create and the corresponding impact on our safety, quality of life and property values. Some of the same conditions that led to traffic problems on Sierra Morena Boulevard exist in this proposed ASP: restricted access on the boundaries of the community to the south and west with the development of the Ring Road; the main arterial road, 17 Avenue, having significant barriers to access due to the future extension of the LRT. Add in the proposed density up along 17 Avenue and all those limited access points will make the nice quiet and barrier free Spring Willow Drive a very attractive alternative route, leading to the already attractive shortcut of 26 Avenue/Sirocco Dr. with only a few traffic signals, one 4-way stop and 2 playground zones as areas of friction. Traffic is a lot like water and will follow the path of least resistance.

Instead of ignoring the future traffic problems and letting the future residents spend years of aggravation, having to beg for traffic calming and enforcement like the much aggrieved residents in Signal Hill have gone through, I suggest that we actually plan to avoid creating the problem in the first place. This can be achieved by locating the connection further north where Transit can also serve the most number of residents in the higher density area. The concerns of Spring Willow and Mystic Ridge residents regarding huge increases in density have been completely ignored by the City. We feel it would be completely unreasonable for the City to compound the impact of this density on these existing communities by routing through the added traffic on a connector road that is only required due to the planned high density development. That road should be incorporated into the new developments.

3. Stormwater Management

This is not my area of expertise, but I understand from the landowners along 81 Street that the identified "policy review area" was filled with material quite some time ago and that they have had it tested and found it to be free of hydrocarbons and comprised of wood, metal and concrete rubble. This material can be removed and a good quantity of clay screened out that could provide the base for a future stormwater pond in this location. Given all the ravines and the rolling terrain, I suspect stormwater management will be significant requirement of any future development in the Study Area and this appears to be an ideal location for it. In fact I received a copy of the meeting minutes from the October 18th, 2016 Technical Workshop where this location was identified as the optimal location for the storm pond, due to it being the low point and having the best topography.

4. Wildlife Corridor

Wildlife has been identified in the planning documents as being a significant feature of the area and the importance of maintaining the wildlife corridor is recognized. What are the implications of constructing both a vehicular bridge in the policy review area as well as a pedestrian bridge for the regional pathway further north? Would it not be better to have just one bridge further north to serve the needs of both? This would keep the disruption to wildlife closer to periphery of the neighbourhood allowing a larger, contiguous area of the ravines to remain in pristine condition.

Conclusion

As both a resident and a representative of concerned residents in Spring Willow, I request that Council direct the Planning Department to double the size of the transition area in the ASP and relocate the collector road connecting 85th and 77th Streets to a location further north where it will allow the storm pond to be developed in the optimal location, provide Transit service to the areas with higher density without creating a shortcutting problem in the neighbourhood and where it will minimize the impact on the topography, wildlife and existing residents. We don't feel that adequate consultation was provided for the road in the currently proposed location. We would like the opportunity to collaborate with the City Administration on an alternate route for this collector road. If this can be achieved, then we believe we can achieve a better outcome for both existing and future residents of the Study Area.

Sincerely,
Shawna Waller, M. Eng.
38 Spring Willow Way SW
(403)668-0646

Lyle Kajner, P.Eng. M.Sc.
42 Spring Willow Mews SW

Jon & Nicole Mook
7 Spring Willow Way SW

Don Thompson
(403) 589-3752

Lawrence Kozy
30 Spring Willow Mews SW

Greg Anderson
3 Spring Willow Way SW

Mike Walsh
26 Spring Willow Mews SW

Duxbury, Christa A.

RECEIVED

From: Shawna Waller [waller4ski@icloud.com]
Sent: Thursday, June 01, 2017 9:25 AM
To: Elahi, Fazeel
Cc: Pootmans, Richard; City Clerk
Subject: Signal Hill ASP Follow Up

2017 JUN -1 AM 9: 27

THE CITY OF CALGARY
CITY CLERK'S

Hi Fazeel,

Thank you for meeting with the landowners and me yesterday. One of them was getting quite frustrated, but you did an excellent job of diffusing the situation. I do understand all the competing interests that you need to balance in developing the ASP for the study area, it's a real challenge and lots of personalities involved can make it very complicated.

Karensa (am I spelling that correctly?) made a comment during the meeting in response to our request to consider moving the collector road connection further north to the higher density area. I really wanted to respond to her comment, but we were already well past the time allotted for the meeting. I do not have her contact information, so I thought I would send my response on to you to pass along to her.

During the meeting I pointed out how the west side of Springbank Hill will have some very similar conditions to that of the south end of Signal Hill that resulted in all the traffic problems on Sierra Morena Blvd. The problem is very restricted access to the area. In Signal Hill, access is restricted by Sarcee Trail to the east and Hwy 8 to the south, plus the Battalion Park Hill to the north of the Westhills/Signal Hill Shopping Area. As a result, vehicle traffic from Signal Hill and neighbourhoods to the north and west found a shorter and faster route via Sierra Morena Blvd. A collector road meant to serve only Signal Hill ended up with much higher volumes than intended and as this route is bounded by single family homes, resulted in years of complaints to the City, huge expense to install traffic calming in the form of traffic circles and a continuing upward trend in volumes as more development proceeded to the west. It has truly been an nightmare for residents along that route and much time, effort and money on the part of the City to try to resolve their complaints.

Springbank Hill has limited access as well, with Hwy 8 to the south, soon to be turned into the Ring Road; several ravines running through the neighbourhood (especially in the study area) that reduce the opportunity for multiple crossings within the neighbourhood and limited access to 101 Street, which will eventually accomodate the continuation of the Ring Road, on the west side of the neighbourhood. Plans to extend the West LRT line from 69 St to Aspen also means a very restricted number of access points to 17 Avenue from the neighbourhood. As I stated at yesterday's meeting, there is already a distinct pattern of traffic turning off of 17 Ave onto 77 St, with vehicles turning east on 26 Ave to bypass the 17 Ave traffic lights, from there to continue on to Sirocco (bypassing most of the traffic light delays resulting from the LRT pre-empts) or south onto 69 St. There is also non-neighbourhood traffic that continues south on 77 St all the way down and around to join into 69 St by the firehall.

All these access restrictions mean that if the proposed connector between 85 St and 77 St, this collector road will most definitely become a short cut as it allows a nearly direct route across the study area and connects to an already established route along 77 St and 26 Ave. Will it approach the volumes of Sierra Morena? No I don't think it will, as the construction of the west portion of the ring road will provide something of an alternative. There may be a reverse demand on the route to avoid most of 17 Ave traffic lights and allow residents from areas in the east a short cut to the west Ring Road. But regardless, the shortcutting volumes and speeds it will be enough to really irritate people living in the single family homes along this collector road.

In the meeting, Karensa asked, and rightly so, if by moving the proposed collector connection further, north are we not just pushing the shortcutting problem further north. In answer to that I say yes we possibly are. It is not as direct a shortcut to 26 Ave but does still provide an easy route to 77 St. BUT... it comes down to expectations.

When someone purchases a single family home, their expectation is that the traffic volumes will be lower, reflecting the density of the area. They choose this form of housing knowing that they are trading off proximity to transit and amenities for a quieter location. If the traffic begins shortcutting through low density areas it is often higher speed, as there are less cars parked on the street and less activity in general along the street in the form of ingress and egress to adjacent properties, less pedestrians and bikes, etc. These higher speeds compound the number of complaints that low density residents make to the City, with calls for installing speed bumps and other traffic calming devices and requests for enforcement, etc. Speed studies and traffic calming measure all cost a lot of money and tend to take years to accomplish, as they are a lower priority than improvements to arterial roads, which benefit a larger portion of the population.

When someone purchases in a medium density area, they anticipate moderately higher traffic volumes and more demand for on street parking, but better access to transit. And likewise, someone purchasing (or renting) in high density expects high density traffic volumes, reduced access to parking but excellent access to transit and walking distance to amenities. Because they expect traffic volumes to be higher, as that is the lifestyle tradeoff they are making, they also accept the higher volumes and make less complaints and demands on the City as a result. In these medium and higher density areas, there are more cars parked on the street, more ingress and egress movements to adjacent properties, more pedestrians, buses, bikes, etc. All of which contribute to friction along the route which keeps incidents of excessive speeding to a minimum. Again, less complaints and demands for enforcement and no need for expensive traffic calming measures.

As I said at the meeting, it really makes the Transportation Engineer in me cringe when a Planner tells me that if future traffic issues arise it will be an enforcement issue or an opportunity to traffic calming measure, the latter also making the taxpayer in me cringe. The whole point of planning, is to come up with a plan that accomplishes desired goals and avoid making the same mistakes over and over again. Just imagine if Sierra Morena Blvd had been developed with multi-family and higher density residential adjacent to the route, with some smaller commercial nodes at strategic points. I don't think the City would have had to do anything for traffic calming and the number of complaints would have been minimized.

So this is why I'm suggesting that the connector road be moved north to where it will server the higher density areas. Let us work together and plan to make this the most amazing new area within the City of Calgary! Bring on the density to support the LRT infrastructure, bring on the commercial areas and amenities up by 17 Avenue but allow the single family homes to continue to enjoy quiet residential streets. I think it is possible for everyone to get what they want and expect in this area if we all work together and collaborate on an amazing new design that can be an example for other areas of our great City as well as other Cities!

Fazeel, is there some way that we can continue to collaborate on the location of this collector roadway connection without completely holding up the ASP process? I know that there are developers who are ready to get their projects going, so surely there must be a way to move it forward still with setting the location where it is?

Sincerely,
Shawna Waller

Duxbury, Christa A.

RECEIVED

From: Lyle Kajner [Lyle.Kajner@huskyenergy.com]
Sent: Thursday, June 01, 2017 8:38 AM
To: City Clerk
Subject: June 12 Council: Springbank Hill ASP

2017 JUN -1 AM 9:06

THE CITY OF CALGARY
CITY CLERK'S

June 1, 2017

Dear Members of Calgary City Council,

My family built our "**Forever Home**" in Spring Willow in 2014. We chose this neighborhood for its natural beauty and quiet/safe streets. We looked all over Calgary and fell in love with this stunning location that blended gorgeous upscale homes with pristine nature.

I would also note that before we invested in our **Forever Home** we did our homework and reviewed the draft Area Structure Plan (ASP), spoke to the several people living in Spring Willow, consulted with real estate professionals and even contacted the Spring Bank Hill Community Association. The ASP at the time (the 2013 version) offered a reasonable balance between higher densities near 17th Street and the existing pocket of estate homes. Based on this research, we took the plunge and invested in our Forever Home. We are obviously very frustrated and upset to see that the City has thrown out all the balance and has instead opted to single-mindedly focus on building extreme density. What happened? Why has the City taken such an extreme position? Why is the City ignoring the existing residents of Spring Willow who have built this community and made it home.

My neighbors and I have spent many hours over the last 6 months consulting with the City. We tried to work with you to build a balance between the needs of the existing residents and proposed development. The City has decided to side with the developers perusing high density (and high profits) rather than rational urban planning principles. Our Community fears it has not been adequately consulted and we do not support the current version of the ASP.

Something is broken with the current planning process. **Do not approve the current version of the ASP. Ask your experts "why they believe the 2017 version of the ASP is an improvement over the 2013 version of the ASP – that is supported by the local community?"** We do not understand the City's decision to move away from the 2013 version of the ASP. The City has a **DUTY OF GOOD FAITH** (Bhasin v. Hrynew SCC, 2014) to the existing residents of Spring Willow who invested in this community based on an Area Structure Plan that was materially complete in 2013. Please explain your logic to us before you approve this ASP.

Respectfully,
Lyle Kajner, P.Eng., M.Sc.
A resident of Spring Willow

Lyle Kajner, P.Eng., M.Sc.,
Commercial Manager - Oil Sands
Husky Energy Inc.
Direct: +1 403-513-7943 | Cell: +1 403-542-1500
Lyle.kajner@huskyenergy.com | <http://huskyenergy.com>

Duxbury, Christa A.

From: Ronald Slater [ronaldslater@shaw.ca]
Sent: Thursday, June 01, 2017 8:26 AM
To: City Clerk
Subject: PROPOSED SPRINGBANK HILL AREA STRUCTURE PLAN and AMENDMENT TO THE
EXISTING EAST SPRINGBANK AREA STRUCTURE PLAN BYLAW 28P2017
Attachments: CITY of CALGARY - CITY CLERK letter June 1, 2017.docx

Please see the attached letter submitted regarding Council Public Hearing June 12, 2017 and Bylaw 28P2017.

RECEIVED
2017 JUN - 1 AM 9:13
THE CITY OF CALGARY
CITY CLERK'S

CALERON PROPERTIES LTD.

July 1, 2017

Office of the City Clerk
7100 Macleod Trail
The City of Calgary
P.O. Box 2100, Postal Station M
Calgary, Alberta T2P 2M5

RECEIVED
2017 JUN - 1 AM 9:14
THE CITY OF CALGARY
CITY CLERK'S

Attention: City Clerk

Dear Sir/Madam:

**Re: PROPOSED EAST SPRINGBANK AREA STRUCTURE PLAN AND AMENDMENT TO THE
EXISTING EAST SPRINGBANK AREA STRUCTURE PLAN
- BYLAW 28P2017**

I wish to express my **opposition** to the above captioned Bylaw 28P2017 scheduled to appear before Council on June 12, 2107. I request that this **matter be tabled** until City Transportation has had the opportunity to further analyze an east/west collector road proposed between 85th Street SW and 71st Street SW, to discuss possible alternative alignments with affected community residents, and to report back to Council prior to adoption of Bylaw 28P2017.

My reasons for this request are as follows:

- Mystic Ridge Gate should not be indicated as a collector in the ASP as it does not conform to the Policies on Page 35 of the Proposed Area Structure Plan "Transit Routes, which state: 3) "Community design should allow for transit routes that MINIMIZE THE NUMBER of turns while providing maximum coverage" and, 4) "Community design should enable transit routes that provide direct and convenient connection". The proposed route down 85th Street, east on Mystic Ridge Gate, north on a new collector road, and east to Spring Willow Drive certainly fails to meet these stated Policies.
- An East/West collector in its proposed location provides no benefit for residents within the ASP area. It merely provides a short cut for other areas to travel through a low density residential neighbourhood to access the shopping centre proposed at the north end of 81st Street adjacent to 17th Avenue, together with services, schools and the Signal Hill Shopping Centre to the east.

- Mystic Ridge Gate has been constructed as a residential street. This road has not been constructed with either the right of way, or a gravel and asphalt base, all of which are required to accommodate a significant increase in daily trips of cars, buses and trucks to a collector road standard.

The current Mystic Ridge Gate residential street has been constructed to accommodate less than 2000 daily trips. A collector roadway is intended to accommodate up to 8000 trips per day.

- Property owned by Caleron Properties and Mr. Stagg to the immediate north, are 4.3 developable acres in size. Each parcel is required in the ASP to accommodate a stormpond 1.75 acres in size, or 40% of each parcel.

Any collector roadway crossing the stormpond on the Stagg Land results in over a 2 times increase of the required pond area in relation to the required road area. Approximately 50% of the Stagg land would then be required for the stormpond. Caleron's land is similarly affected.

- The cost to construct the stormpond is estimated at approximately \$4 Million which must be financed entirely by Caleron and Mr. Stagg. This includes the prepayment of City Acreage Assessment charges.

Each owner must construct a Regional pathway across their respective properties and pay to naturalize the stormpond area in order to form part of the overall community's comprehensive open space ravine system. Caleron accepts these responsibilities.

- The requirement of a Collector Roadway with a required 22.5 metre (74 feet) right of way would significantly decrease the development potential of the lands by reducing its residential lot yield, resulting in a significant decrease in the realization of potential revenue. Only 50% of each landowner's property is available to generate revenues to finance these costs as a result of all the proposed City infrastructure requirements.

- Caleron's property is indicated in the proposed ASP as 'Low Density Contextual' with a residential density limited to 8 units per acre. Areas further to the north however are indicated as 'Multi-Family Residential' with densities up to 60 units per acre.

- In order to finance all the required infrastructure proposed on our land, which includes the collector road, would require an increase in density to finance all the infrastructure requirements. The existing affected residential community would not support such an increase.

At a meeting held yesterday, attended by Transportation, Water Resources, and Planning, three locations were identified as possible alternative for a connector collector road which could accommodate transit service.

My tabling motion is requested in order for City Administration to adequately report to the Community and Council prior to a decision being made on this important matter.

I will be present to speak at Council on June 12th and answer any questions arising.

Yours truly,

CALERON PROPERTIES LTD.

Ronald W. Slater, P. Eng., M.C.P.
President

cc. Councillor Richard Pootmans,
Springbank Hill Community Association

Duxbury, Christa A.

RECEIVED

From: Cougar Technical Services [cougartech@shaw.ca]
Sent: Thursday, June 01, 2017 10:03 AM
To: City Clerk
Subject: Springbank Hill ASP

2017 JUN -1 AM 10:00

THE CITY OF CALGARY
CITY CLERK'S

June 1, 2017

Thank you for your consideration. I would like to comment on the Springbank Hill ASP.

My concern is with the East -West Road that is being proposed between 81 Street and 85 Street from Spring Willow Drive to Mystic Ridge Gate.

The existing proposed road that falls within the 189 acre area will run through my 4.77 acre panel which is 2% of the area. The burden to build this road is too honourous for one small landowner who will receive no revenue or advantage for construction. The other 98% of the area receives the advantage of the east west road with no contribution.

The reality of this is sterilization of development of the 60 acres up the valley to 17 Ave between 81st and 85St. I believe given time to consider engineering data and grades that this road should be built north towards 17 Ave where higher densities exist. The rushed ASP process has not allowed myself any consultation or collaboration on this key item.

Last July 2016 I met with Jyde Heaven-City Planner who chaired a meeting with concerned land owners and Tom Hopkins-Transportation City Of Calgary. At this meeting at City Hall he stated that the East West Road was not necessary and was off the table. At another meeting that Emergency Services attended, it was stated that the East- West road was not necessary. Emergency services stated that they could comply with City Of Calgary Emergency call times for the area without the East West Road. I proceeded to spend tens of thousands of dollars on the information.

In October 2016 a new planner Fazeel Elahi took over the process from Jyde Heaven who then stated that the East- West road was being revaluated. From October 2016 till May31/2017 I have never been consulted, considered or approached in any way to the location of this road.

The other issue is that my land has been considered for the storm water pond for the last seven years. This goes back when Chris Wolfe was the planner for the area. Stantec, the Engineer for the Master Drainage Plan, has stated that when the fill has been properly remediated and removed that my land is the preferred location for the storm pond.

This timeline for the Stormpond MDP for communication and collaboration with Land owners and Key stake Holders was 3 ½ year- 4 years. With the newly rushed uncollaborated and

unconsultated process City Planning has had Transportation for my area over the last 6 months consultation with community or landowners compared to Waler Resources 3 ½ -4years for a properly engineered MDP with landowner and community involvement.

With the storm pond on my land and Caleron Properties to the south of mine, the Citys Storm water solution, wildlife corridor, Parks, Regional pathway and water focal point for the community, plus controlled and agreed upon densities by Mystic Ridge and Springwillow communities, are all solved.

The solution for Transportation is to upgrade 85St to Transportation Specifications and /or move the road north to where the densities are closer to 17 Ave .

If this road location is not moved, the storm water solution is lost, wildlife and park continuation is gone. The possibility of a “racetrack” shortcut through the community becomes a reality and the sterilization of development through the valley will become a reality.

The win win solution of moving the road north for the community and for increased transit usage because that this is where the densities are is the optimum choice.

Respectfully,

Rod Stagg

P.S.

I would like to ask that I can amend my letter as City Planning gave me an audience at 4:00PM on May 31, 2017 allowing me only 17 hours to prepare this statement. I requested this meeting over a week before it happened. I am finding this very difficult to properly articulate my concerns on this short time frame.

Duxbury, Christa A.

From: L KOZY [lkozy@shaw.ca]
Sent: Thursday, June 01, 2017 9:07 AM
To: City Clerk
Cc: Larry Kozy
Subject: June 12 Council: Springbank Hill ASP

RECEIVED

2017 JUN -1 AM 9:18

THE CITY OF CALGARY
CITY CLERK'S

Dear Council Members,

I am a homeowner on Spring Willow Mews, a cul de sac of homes situated immediately between Spring Willow Drive and 17th Avenue SW, directly within the subject area of this ASP.

After completing the online survey early in 2017 and providing comments and concerns through that venue, then attending two open houses where I asked questions and shared further questions and comments, I am deeply concerned and disappointed in the proposed ASP in its current state, which has been passed by City Planning and Development for your consideration.

Throughout the consultation and review processes involving the communities affected, residents responded individually and collectively in a cooperative and proactive manner. At no time did the residents oppose the overall ASP. We accepted the fact the City has a defined MDP. We chose to find common ground in providing intelligent, well thought-out alternatives to the most pressing issues of density and transportation as opposed to taking an approach of NIMBY. It is appalling that despite the various representatives and City Departments including Planning and Development who insisted that community feedback would be appreciated, heard, and considered, instead chose to ignore the honest, open, and fair communication, and act with complete disregard in respect to the residents and the Springbank Hill Community Association willing to make compromises in the spirit of achieving an agreeable end result.

I remain opposed to two key considerations in the ASP as Planning and Development has presented to you, and request a delay in your decision to provide for an extended consultation period during which neighbourhood residents can reach an agreement with the City on:

- an appropriate transition zone between our existing neighbourhood and the new development; and
- a suitable relocation of the proposed collector road between 85th and 77th Streets to a location nearer to 17th Avenue to provide optimal use for the higher density housing area and amenities to be located there, while creating minimal disruption to the sensitive topographical and environmental area through which Spring Willow Drive currently passes.

These are fair, suitable, and manageable requests to which your attention and delayed decision are appreciated.

Respectfully,

Lawrence Kozy

Smith, Theresa L.

From: Rob Cowen [rob.cowen@shaw.ca]
Sent: Wednesday, May 31, 2017 1:41 PM
To: City Clerk
Subject: Springbank Hill ASP - Bylaw 28P2017
Attachments: Council 81 St. Letter.docx

Please have the attached letter included in the Agenda for the June 12th meeting and shared with Council members.

Many thanks,

Rob Cowen

RECEIVED
2017 MAY 31 PM 2:10
THE CITY OF CALGARY
CITY CLERKS

May 31, 2017
Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Stn "M"
Calgary, AB T2P2M5
cityclerk@calgary.ca

RECEIVED

2017 JUN -1 AM 10:00

THE CITY OF CALGARY
CITY CLERK'S

RE: Proposed Springbank Hill Area Structure Plan – Bylaw 28P2017

We are landowners (Lot 21 – Plan 3056AC) in the “study area” of the proposed Springbank Hill ASP.

We understand that the City is once again demanding an East – West Collector Road extending from Spring Willow Drive SW to 85th St. SW. This comes after being told by the Planning Team during this long drawn out process that this road was not necessary and we need not discuss it further. Now that the ASP is nearing approval, the City has reneged on those earlier promises and is insisting that it go through. In other words - we were lied to. Decisions were made and actions taken based on the assurances made by the City that this East/West Collector Road was “off the table” and “would not happen”.

This road has all the makings the nightmare that is Sierra Morena Blvd., and Drive, leading to Westhills Shopping Centre, with high speeds and huge traffic volumes. When this concern was brought up with City officials they stated it was not a “Planning Issue” but would become a “Policing Issue” once the “Speedway” gets built. The problems created by a short cut from 85 St., through Mystic Ridge and Spring Willow, to 77 Street connecting to the numerous Schools, Rec Centers and east to Westhills, as well as north on 81 St. to the proposed new Shopping Centre south of 17th Avenue does not concern them. How can they not learn from the planning mistakes of the past?

City Transportation appears to be using the excuse for a transit route requirement in order to justify the Collector Road going through in this location. This area has some of the lowest residential densities in the valley and probably very few residents who would use transit. The new ASP proposes lower densities in the same area. Would this road not be better suited to where the higher densities (Medium and Mixed Use) are located, more traffic originates and more users of transit would live?

Also, the area West of Spring Willow Drive has been identified as the best location for the required Storm Water Retention Pond by the Engineers who were commissioned to do the Master Drainage Plan for the new ASP and by the City Waterworks team. If the Storm Water Retention Pond was to be constructed in this location, the community would not only receive the infrastructure necessary to allow development to proceed, but also a beautiful water feature and focal point for the regional pathway system as well as a solution for connecting the ravine systems to the north and south thereby creating a continuous pedestrian and wildlife corridor.

Is the environment, current residents’ quality of life and the City of Calgary’s integrity worth sacrificing just for the sake of a poorly conceived road in the wrong place?

Instead, we would like to suggest an alternate routing that would make a lot more sense.

Alternate Collector Road Location



The advantages of this proposed alignment are many;

- Transit Routes would run through the areas of highest density (Mixed Use and Medium Density) where more transit riders would conceivably be located.
- Collector Roads would run through areas of highest density where more traffic originates.

- The ravine crossing would be at a location already designated for a pedestrian crossing and would facilitate pedestrian/cycling traffic to Aspen Landing, the future LRT station and high density housing to the northwest.
- This pattern would allow for only one traffic light controlled intersection, more than 250 metres from 17th Avenue, for both 85th ST and 77th ST. Other access points could remain uncontrolled.
- The “Livable Street” should be moved westward to keep it to an area of relatively flat grade (it is now shown going down then up through a ravine) and closer to the “Hub” of the Mixed Use area.
- This routing would allow the remediation of the Policy Review Area to proceed.
- This routing would mean a ravine crossing some 20 plus metres less than the southerly location.
- This routing would allow the proposed Storm Water Management solution to proceed and allow for buildout of the westerly catchment area.
- This routing would allow the creation of a continuous wildlife and pedestrian corridor with the visually pleasing hub/focal point of the SWMF.
- This routing would allow for maintaining a lower density buffer/transition zone which would facilitate the type of construction sympathetic to, and compatible with, the existing neighbourhoods.

In summary, the big developers have been pushing hard for higher density for years, because “Density = \$Dollars\$”. It appears that they have somehow managed to offload the burden of building an East-West crossing onto a few smaller landowners without the connections they have. This routing would fairly place the onus of constructing the ravine crossing on those larger developers, who have considerably more land holdings, resources and who are receiving the lions’ share of the density increase. They can better design, build and afford it rather than discriminate against one or two small landowners already burdened with the cost of remediating the PRA area and the revenue impact of lower density.

Respectfully submitted,

Robert and Barbara Cowen
2333 81 St. SW
Calgary, AB T3H3V8

May 31, 2017
Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Stn "M"
Calgary, AB T2P2M5
cityclerk@calgary.ca

RECEIVED

2017 JUN -1 AM 9:15

THE CITY OF CALGARY
CITY CLERK'S

RE: Proposed Springbank Hill Area Structure Plan – Bylaw 28P2017

We are landowners (Lot 21 – Plan 3056AC) in the “study area” of the proposed Springbank Hill ASP.

We understand that the City is once again demanding an East – West Collector Road extending from Spring Willow Drive SW to 85th St. SW. This comes after being told by the Planning Team that this road was not necessary and we need not discuss it further in this ASP process.

During the long drawn out process of this ASP, concessions were made by the landowners now affected by this road on density in close proximity to the existing communities of Spring Willow and Mystic Ridge. The creating of, and acceptance of, a lower density “Buffer Zone” was based on the promise made by the City that this East/West Collector Road was “off the table” and “would not happen”. Now that the ASP is nearing approval, the City has reneged on that earlier promise and is insisting that a road go through. In other words - we were lied to. Since reneging on the earlier promise, there has been almost no consultation with the landowners affected and Transportation always seems to be too busy to make the time or effort to discuss the ramifications of this reversal, or to consider any alternatives.

If this East West road is forced through in this location, we would like to reciprocate, and renege on our agreement to accept “Low Density Contextual” and “Low Density” land uses for our property. Instead, we would like “Medium Density” land use applied. It would be a far more appropriate use of the land given the investment in infrastructure that will have to be made.

This should easily be justified because;

- Our land would now be at the junction of two major “Collector Roads”
- Our land would now be on two Transit routes
- It would better align with policy that states there should be more people where more services are

Hopefully common sense and good judgement will prevail, the road will be rerouted to the already designated area of higher density, and we can adopt the ASP as is. However, if this E-W road does not get relocated to areas of higher density, which again makes the most sense, we kindly request that the ASP be amended to include our land as “Medium Density”.

Failing that, we need it noted on the record, that we are opposed to this new ASP and the entire process that created it.

Respectfully submitted,

Robert and Barbara Cowen
2333 81 St. SW
Calgary, AB T3H3V8

May 31, 2017
Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Stn "M"
Calgary, AB T2P2M5
cityclerk@calgary.ca

RE: Proposed Springbank Hill Area Structure Plan – Bylaw 28P2017

We are landowners in the "study area" of the proposed Springbank Hill ASP and have actively been engaged in the process long before the City even got involved in it.

Because we have repeatedly been miss-led and lied to by City staff on a number of issues over the many years of this process, we feel we must get the attached correspondence "on the record" to hopefully prevent being lied to at a later point in time when it comes to subdividing our property.

Respectfully,

Robert and Barbara Cowen
2333 81 St. SW
Calgary, AB T3H3V8

RECEIVED
2017 MAY 31 PM 2:10
THE CITY OF CALGARY
CITY CLERKS

Text of Letter sent to Fazeel Elahi Oct. 27th, 2016

Fazeel Elahi, M.A., MCIP, RPP
Senior Planner, Centre West Team
Community Planning, Planning & Development
The City of Calgary
Floor 5, The Municipal Building, 800 Macleod Tr. S.E.
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5

Re: East Springbank ASP Amendment – Oct. 18 Workshop Summary

Dear Fazeel,

Upon reading your email summary of the Oct. 18 technical workshop summary, I see that the city is considering trying to force a collector road through the south central portion of the study area, in spite of already telling us that it had been ruled out. When we were first informed that this road connection was not going to happen, I informed the residents of Spring Willow of the decision and they were delighted by the news. Now it appears that the city is considering reneging on that agreement, thereby making me a liar. I am also troubled by the fact these items are being discussed, and possibly decisions made, behind the backs of many of the stakeholders that have been part of this process for the last several years.

A few of the many arguments against a collector road through this area include;

1. There was never a collector road shown (for a reason) on the “Approved Joint General Municipal Plan” that was the basis for the landowners of East Springbank allowing the city to annex this area in the first place. Somehow, once the city got the annexation through, they managed to sneak it in (no surprise there) without the knowledge and consent of the landowners who created the plan. Attached is a copy of the proposed road network from that plan.
2. It only makes sense that collector roads and transit routes should go through areas where there are higher densities and therefore more likely users. There are high density proposals, even a seniors center I’ve heard, being planned for the lands just south of the shopping center and any collectors or transit routes should be designed to accommodate them. There is no need for transit in the Mystic Ridge and Spring Willow subdivisions – they won’t use it.
3. Putting a collector from 77th to 85th streets would create a high traffic situation up 81st street, or somehow through the study area, to the shopping center proposed by Ronmor (similar to the bad situation on Sierra Morena Blvd.). At one of the earlier landowner meetings (June 12, 2012) Ronmor stated “We want to keep traffic on 17th Avenue and avoid traffic going through the development on roads that don’t have the same capacity as 17th Ave”.
4. Mystic Ridge Gate has been built to residential standards. To make it into a collector road would require ripping it up (second lift was just completed a week ago), somehow coming up with the extra land to widen it and placing an unfair financial burden on adjacent landowners. 160 metres or so of 81st Street has also been built to residential standards and a portion closed and sold to a developer (LOC 2008-0101). It could not be used as a collector to the proposed shopping center, or for transit, unless the city imposed the same burdens on landowners.
5. Putting a collector and transit route through the southern portion of the study area will no doubt get a very negative response from the people that already live in Mystic Ridge and Spring Willow (who have already been told it won’t happen). I would anticipate a very vocal outcry, and possibly other actions, over that decision which could hold up this process for years.
6. For whatever silly reason this road somehow gets rammed through, I for one will want a major increase in density (see item #2) on my lands to compensate, which will no doubt upset these homeowners even more.

I hope the city will make the right decision and take this idea out of the discussion, as well as include all the stakeholders in any future discussions and/or decisions.

Regards,

Rob Cowen
2333 81 St. SW

Copy of Letter (PDF) sent to Tom Hopkins Feb. 1st, 2017

February 1, 2017

Tom Hopkins
Transportation Development Coordinator
City of Calgary
P.O. Box 2100, STN M, #8037
Calgary, AB T2P2M5

Dear Tom,

I spoke with Fazeel Elahi and Filip Majcherkiewicz at the January 31st meeting regarding 81st Street and the fact that the first 150 metres or so north of Springwillow Drive had already been constructed as a residential road and a portion of the road allowance, north of Spring Willow Mews, closed and incorporated into a subdivision (LOC 2008-0101). This has been pointed out to City of Calgary staff repeatedly over the years we have been working on this ASP amendment.

The discussion centered on whether that portion of 81st Street could still be used, as is, as a potential transit route as shown on map #4. I was assured that transit only needed 3.5 metres each direction and that it would not be necessary to upgrade or widen the road to accommodate bus traffic. The roadway is 9 metres wide and constructed to C of C spec 454.1005.002 standards. It was also agreed that I should not be liable for any additional costs or land requirements, now or upon subdivision, over and above those I am already responsible for from originally constructing that portion of 81st Street abutting my property.

Therefore, in order to set the record straight, could you please see that the maps that will form part of the new Springbank Hill ASP are corrected so that the portion of 81st Street that will remain a residential standard road is drawn accordingly (a thinner line). I will also need something in writing confirming that I will not be required to widen or upgrade the road nor be liable for any additional costs or land commitments now, upon subdivision or in the future should it become a transit route, it would probably be good to have transit sign off as well.

My best regards,

Rob Cowen
2333 81 Street SW
Calgary, AB T3H3V8
[M] 403-242-9140
[C] 403-308-0239
[E] rob.cowen@shaw.ca

cc: Fazeel Elahi – Planning and Development

Text of Letter sent to Tom Hopkins Feb. 1st, 2017

February 1, 2017

Tom Hopkins Transportation Development Coordinator City of Calgary P.O. Box 2100, STN M, #8037 Calgary, AB T2P2M5

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My best regards,

Rob Cowen 2333 81 Street SW Calgary, AB T3H3V8 (H) 403-242-9140 (C) 403-808-0239 (E) rob.cowen@shaw.ca

cc: Fazeel Elahi – Planning and Development

Text of Email from Tom Hopkins Feb. 9th, 2011

Hi Rob

Sorry that I missed chatting with you on Monday night at the open house.

81 Street SW adjacent to your property has always been intended to be a Collector street throughout the ASP process (right from the very first draft street network that I developed in 2013). The 2008 land use amendment/road closure that you mentioned closed a portion of the then existing physical right-of-way but it did not reclassify this street as a Residential Street. As such, this portion of the street would still be a Collector street and will be shown appropriately as a Collector street within ASP maps.

With respect to subdivision conditions and/or any land dedication or costs in the future for your property, I can't predict or pre-sign off on what specific conditions that would be placed on a future subdivision. These conditions would depend on many things; including timing of subdivision, legislation in place at that time and construction/street standards/master development agreement in place at time of subdivision. Typical transportation related subdivision conditions may include but would not necessarily be limited to: land dedication for right-of-way for a street, costs of construction of surface and underground improvements in that street, and any access restrictions. With respect to any potential land dedication for street right-of-way for your parcel, I can say that it would be consistent with land dedication on the west side of 81 Street SW for other parcels to the North and South of yours (i.e. you would generally have the same land dedication requirements from your existing property line that your neighbours to the North and South would have). Exact potential land dedication and or any costs would be established at subdivision.

I hope this helps clarify your questions and concerns.

Thanks

Tom Hopkins, M.Eng., P.Eng.

Transportation Development Coordinator

Transportation Development Services

The City of Calgary | www.calgary.ca

T 403.268.2661 | F 403.268.1874

P.O. Box 2100, Stn. M, #8037

Calgary, AB Canada T2P 2M5

Reply (PDF) to Tom Hopkins Feb. 11th,

Hi Rob

Sorry that I missed chatting with you on Monday night at the open house.

81 Street SW adjacent to your property has always been intended to be a Collector street throughout the ASP process (right from the very first draft street network that I developed in 2013). Why would you design this portion as a collector road when it had already been closed and constructed as a 9 metre residential road? It was made very clear, well before 2013, what the width and construction of the road was. The 2008 land use amendment/road closure that you mentioned closed a portion of the then existing physical right-of-way but it did not reclassify this street as a Residential Street. It certainly didn't reclassify it as a collector road. If the city let it get built as a residential road and then called it a residential road - then it is a residential road (if it quacks like a duck etc. etc.). Why didn't it get constructed as a collector in the first place? Why did the city let a portion of the ROW be closed and sold to the developer? Perhaps you could ask John Hall, Vivian Barr or Lisa Johnson-Patalla as they oversaw it and in various communications told me that the road was being built as a "residential standard roadway" and the excess ROW on my side of 81st could be purchased from the city when I developed. As such, this portion of the street would still be a Collector street and will be shown appropriately as a Collector street within ASP maps.

With respect to subdivision conditions and/or any land dedication or costs in the future for your property, I can't predict or pre-sign off on what specific conditions that would be placed on a future subdivision. These conditions would depend on many things; including timing of subdivision, legislation in place at that time and construction/street standards/master development agreement in place at time of subdivision. Typical transportation related subdivision conditions may include but would not necessarily be limited to: land dedication for right-of-way for a street, costs of construction of surface and underground improvements in that street, and any access restrictions. With respect to any potential land dedication for street right-of-way for your parcel, I can say that it would be consistent with land dedication on the west side of 81 Street SW for other parcels to the North and South of yours (i.e. you would generally have the same land dedication requirements from your existing property line that your neighbours to the North and South would have). Exact potential land dedication and or any costs would be established at subdivision. I think all of the above says that the city is going to screw me over when I try to subdivide. You are going to wait and then tell me I need to pay for building my portion of 81st as a residential road in 2010, then tear it up, widen it to who knows what and then rebuild it, all at my expense. This after both planning and transit agreed that it wasn't necessary and would be unfair to have me do so. Filip told me that, if this section of road needed to be upgraded in the future, it would be done as "routine maintenance" and that it didn't need widening. I suggest that, if the city insists on "renovating" this portion of road and there are any additional costs over those I am already responsible for, the city, or the parties that created this problem, should pay them. I still don't think transit needs to route through this area, but that is another issue.

I hope this helps clarify your questions and concerns.

Thanks

Tom Hopkins, M.Eng., P.Eng.
Transportation Development Coordinator
Transportation Development Services
The City of Calgary | www.calgary.ca
T 403.268.2861 | F 403.268.1874
P.O. Box 2100, Stn. M, #8037
Calgary, AB Canada T2P 2M5

c.c. Facee Elahi – Planning

Richard Pootmans – Councilor Ward 6

Calgary, AB Canada T2P 2M5

Text of Reply to Tom Hopkins Feb. 11th, 2017

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I hope this helps clarify your questions and concerns.

Thanks

Tom Hopkins, M.Eng., P.Eng. Transportation Development Coordinator Transportation Development Services The City of Calgary | www.calgary.ca T 403.268.2661 | F 403.268.1874 P.O. Box 2100, Stn. M, #8037 Calgary, AB Canada T2P 2M5

c.c. Fazeel Elahi – Planning
Richard Pootmans – Councillor Ward 6

Letter (PDF) to Tom Hopkins Feb. 21st, 2017

Tom,

It's not negatively you're sensing, it's frustration, because I can't seem to be able to get a straight answer – just a whole lot of “double speak”.

I'm told that there is sufficient pavement width to “operate” as a “Collector”, but the road is not built to “Collector” depth. I'm told there is sufficient pavement width, but land dedication would still be required to the “existing” R.O.W. to provide “typical widths” for a “Collector” street. I'm told land dedication and costs will be the same as parcels to the north and south – but will they be the same as the parcel to the east? I'm told that closing a portion of the road allowance won't have any effect on me but then told I will probably have to give up land because of it. Also, I have never claimed to have been treated unfairly because of the 2008 application. In fact, I want equal treatment. No more - but no less. I consented to and fully supported the development of the parcel to the east, the road closure and the construction of the road to the “Residential” standard it is. What I am concerned about however, is getting treated unfairly because of this ASP amendment, and the more “dodgy” answers I get the more concerned I become.

The portion of 81st Street adjacent to my property was built in 2010 as a “Residential” road with a carriageway of 9 metres, a 3 metre R.O.W. on the east, an ultimate total R.O.W. of 15 metres and a road base to residential specs. In other words a “Residential” road. Now you want to re-designate it as a “Collector”, and Transit wants to make it a “Transit Route”, so that means it would then become a “Primary Collector”. They are very different kinds of road.

Road Construction

According to City of Calgary specifications (File # 454.2003 002 attached) the following are the minimum thicknesses for road construction.

	Residential	Collector (No Transit)	Primary Collector (with Transit)
Asphalt	80mm	140mm	160mm
Granular Base	100mm	100mm	100mm
Sub Base	200mm	200mm	300mm

Therefore, this portion of 81st street, as constructed, is well below the C of C specifications for a “Primary Collector”. Bringing the road up to spec. would require digging up the asphalt and all base material, excavating a further 100mm and then rebuilding with 100mm more sub base and 60mm thicker asphalt. No small, or inexpensive, task.

Road Width and Right of Way

According to the City of Calgary Master Development Agreement a “Collector” road is referred to as having either a 10.6 metre carriageway in a 21.0 metre R.O.W, 12.0 in 21, 12.9 in 22.5 or 15.0 in 25.2 and an “Undivided Primary Collector” is referred to as having a 14.0 metre carriageway in a 23.5 metre

R.O.W. The original R.O.W. of 81st Street was 66 feet (20.1168 metres). Of that 2.56 metres on the east side was closed in 2008 (LOC 2008-0101 see drawing below), the road was built at 9 metres with a 3 metre R.O.W. on the east side. That left what was then referred to as an "interim R.O.W." of only 17.56 metres, of which 2.56 metres on my side (west) was identified as a "future road closure" leaving an ultimate 15 metre R.O.W., which is standard for a "Residential" road. I was told by city staff that I would have the option to purchase the "future road closure" when I developed my land.

Therefore, the current R.O.W. is insufficient for even a "Standard Collector" road let alone a "Primary" one. You state that the road closure of 2008 "will have no real effect on equality of subdivision conditions for you in the future" but to create anything other than the residential road it has been built as would.

Perhaps now you can appreciate my concerns and objection to having this portion of 81st Street re-designated from a "Residential" to a "Collector" road and also a "Proposed Transit Route" in the new ASP.

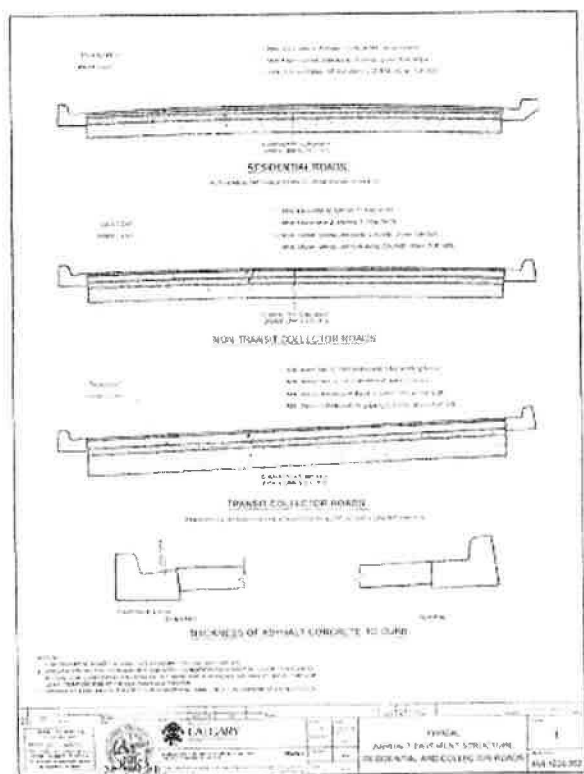
You state that "I believe that you will be treated fairly in future subdivision conditions for your parcel", so my questions once again are;

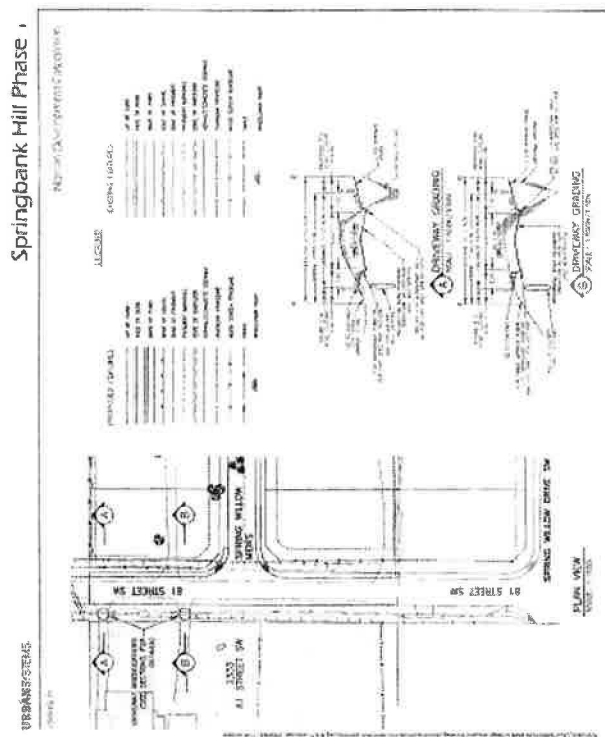
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2. Will the Right of Way (currently 5.56 metres) adjacent to my property remain the same, or less by road closure, thereby equal to the property on the east side of 81st (now Spring Willow Mews)? Or, will I be treated unfairly and have to give up more land than the property to the east and quite possibly even more because of the road closure of 2008?
3. Will I incur any additional costs, over those I am already obligated for, because of the decision to re-designate this portion of 81st Street and transit to run buses on it?

I look forward to your reply.

Rob Cowen

2333 81 St. SW





Text of Letter to Tom Hopkins Feb. 21st, 2017

Tom,
 It's not negativity you're sensing, it's frustration, because I can't seem to be able to get a straight answer – just a whole lot of "double speak".
 I'm told that there is sufficient pavement width to "operate" as a "Collector", but the road is not built to "Collector" depth. I'm told there is sufficient pavement width, but land dedication would still be required to the "existing" R.O.W. to provide "typical widths" for a "Collector" street. I'm told land dedication and costs will be the same as parcels to the north and south – but will they be the same as the parcel to the east? I'm told that closing a portion of the road allowance won't have any effect on me but then told I will probably have to give up land because of it. Also, I have never claimed to have been treated unfairly because of the 2008 application. In fact, I want equal treatment. No more - but no less. I consented to and fully supported the development of the parcel to the east, the road closure and the construction of the road to the "Residential" standard it is. What I am concerned about however, is getting treated unfairly because of this ASP amendment, and the more "dodgy" answers I get the more concerned I become.
 The portion of 81st Street adjacent to my property was built in 2010 as a "Residential" road with a carriageway of 9 metres, a 3 metre R.O.W. on the east, an ultimate total R.O.W. of 15 metres and a road base to residential specs. In other words a "Residential" road. Now you want to re-designate it as a "Collector", and Transit wants to make it a "Transit Route", so that means it would then become a "Primary Collector". They are very different kinds of road.

Road Construction

According to City of Calgary specifications (File # 454.1005.002 attached) the following are the minimum thicknesses for road construction.

Residential Collector (No Transit) Primary Collector (with Transit)

Asphalt 80mm 140mm 160mm

Granular Base 100mm 100mm 100mm

Sub Base 200mm 200mm 300mm

Therefore, this portion of 81st street, as constructed, is well below the C of C specifications for a "Primary Collector". Bringing the road up to spec. would require digging up the asphalt and all base material, excavating a further 180mm and then rebuilding with 100mm more sub base and 80mm thicker asphalt. No small, or inexpensive, task.

Road Width and Right of Way

According to the City of Calgary Master Development Agreement a "Collector" road is referred to as having either a 10.8 metre carriageway in a 21.0 metre R.O.W, 12.0 in 21, 12.3 in 22.5 or 15.0 in 25.2 and an "Undivided Primary Collector" is referred to as having a 14.0 metre carriageway in a 23.5 metre

R.O.W. The original R.O.W. of 81st Street was 66 feet (20.1168 metres). Of that 2.56 metres on the east side was closed in 2008 (LOC 2008-0101 see drawing below), the road was built at 9 metres with a 3 metre R.O.W. on the east side. That left what was then referred to as an "interim R.O.W." of only 17.56 metres, of which 2.56 metres on my side (west) was identified as a "future road closure" leaving an ultimate 15 metre R.O.W., which is standard for a "Residential" road. I was told by city staff that I would have the option to purchase the "future road closure" when I developed my land. Therefore, the current R.O.W is insufficient for even a "Standard Collector" road let alone a "Primary" one. You state that the road closure of 2008 "will have no real effect on equality of subdivision conditions for you in the future" but to create anything other than the residential road it has been built as would.

Perhaps now you can appreciate my concerns and objection to having this portion of 81st Street redesignated from a "Residential" to a "Collector" road and also a "Proposed Transit Route" in the new ASP.

You state that "I believe that you will be treated fairly in future subdivision conditions for your parcel", so my questions once again are;

1. Will 81st Street, as constructed adjacent to my property, be sufficient to serve as the "Primary Collector" road you want to call it, even though it isn't, and also be adequate to allow for bus traffic? Or, will I be treated unfairly and have to pay to re-build it? 2. Will the Right of Way (currently 5.56 metres) adjacent to my property remain the same, or less by road closure, thereby equal to the property on the east side of 81st (now Spring Willow Mews)? Or, will I be treated unfairly and have to give up more land than the property to the east and quite possibly even more because of the road closure of 2008? 3. Will I incur any additional costs, over those I am already obligated for, because of the decision to re-designate this portion of 81st Street and transit to run buses on it?

I look forward to your reply.

Rob Cowen

2333 81 St. SW

Reply (PDF) from Tom Hopkins March 1st, 2017

Hi Rob

Thank you for your reply. As I mentioned previously, I am trying to shed some light on a sometimes confusing process. I do not appreciate the "double speak" reference but can appreciate your frustration and will continue to try and help you understand this issue.

First off, it seems that with your latest response, the impression that I get is that you are pushing for a conclusion that land dedication and street reconstruction should be required in the future for your parcel. That is not what I have stated nor is it the outcome that I think you are really looking for. As such, I will respond keeping in mind the latter vs. pursuing the impression this latest response gives.

Thank you for providing references for pavement design for different types of streets from City Roads Construction Specifications. It should be noted that these are similar to current standards for construction specification. For your reference, current specifications can be found at the following link and are from 2015:

<http://www.calgary.ca/Transportation/Roads/Documents/Contractors-and-Consultants/Roads-Construction-2015-Standard-Specifications.pdf>

It should be noted that Construction specification of pavement design is one consideration but not the driving and or deciding factor in reviewing the classification, operation, form and function of a street, now and into the future. Further policies and standards that inform, contain and help determine the appropriateness of classification of street, what is included in that street and or opportunities to vary/modify classification, pavement widths, right-of-way widths, boulevard treatment etc. are within: a) the Complete Streets Policy and b) Design Guidelines for Subdivision Servicing (DGSS (2014)) which are contained in the links below:

The Complete Streets Policy:

<http://www.calgary.ca/CA/city-clerks/Documents/Council-policy-library/TP021-Complete-Streets-Policy.pdf>

Design Guidelines for Subdivision Servicing: 2014 (DGSS (2014))

<http://www.calgary.ca/Transportation/Roads/Documents/Contractors-and-Consultants/design-guidelines-for-subdivision-servicing-2014.pdf>

The Complete Streets Policy changed the focus of design of streets from older street standards that focused on the movement of cars/vehicles through different types of streets to a wider and more multi-modal focused set of street type options which are currently contained within the DGSS (2014). These are where the classification of streets are broken out and various aspects of right-of-way and what is included within them are shown (not within the Roads Construction Specifications). This is where we start from when evaluating 81 Street SW. The classification of a Collector street does not specify or differentiate between a Collector with or without transit buses running along them. The bottom line is whether transit operates along 81 Street SW or not does not drive the street to be operated as a Collector and would be more of a function of vehicle and active mode volumes and how it connects to the wider area. The DGSS (2014) lays out the typical cross-sections of the various types of streets and what is included within them and provides a wide range of street types for most new construction of streets in the City. The issue here is that 81 Street SW would be a retrofit and or transition type of

situation where portions of the street are constructed and or right-of-way is partially established. That is where the Complete Streets Policy provides guidance and direction.

The Complete Street Policy allows for modifications of these street types to accommodate variations within the right-of-way (pavement or right-of-way width, number of lanes, street furniture/lighting, sidewalks, bike lanes etc) and even right-of-way dimension variations for situations of retrofitting streets that portions may be constructed and or right-of-way could already be established on one or both sides of the street (like 81 Street SW adjacent to your property). As there is sufficient pavement width (9 m) constructed along your property for 81 Street SW, there is sufficient width for cars and transit buses to operate consistently with a Collector street type. As such, reconstruction of the pavement width adjacent to your property would not be required to operate 81 Street SW as a Collector (and transit route)

From a right-of-way perspective, the east side of the 81 Street SW right-of-way has been established with both 2 Spring Willow Mews and 42 Spring Willow Mews and further right-of-way from these parcels could not be pursued to try to achieve an overall wider right-of-way that would be typical for a Collector street. Recognizing the existing constraint of established right-of-way on the east side of the street, your existing property line would remain the same into the future and no land dedication would be required at subdivision. 81 Street SW could still operate as a Collector street, as there is sufficient space:

a) within the future boulevard to accommodate the needs of pedestrians, utilities, street lighting and street trees; where applicable and b) for pavement width to efficiently serve cars and transit buses for a Collector street. North of your property, 81 Street would transition in the future to more typical right-of-way widths as contained within the DGSS (2014). As such, Complete Streets and DGSS 2014 support operating 81 Street SW adjacent to your parcel as a Collector street with modified width and right-of-way.

Now, back to pavement design. While the Road Construction Specifications seem to suggest that a Primary Collector is required for transit operations, that is not actually the case. Transit buses operate today on Collector streets throughout the City. Looking at the comparisons you provided, the main difference between street types is road base and asphalt depth typically. What this means is that operating 81 Street with transit buses may mean a slight increase in maintenance costs of this small section of street over its life (typically 30 years) but does not require a re-construction of what is built to change, widen or increase the depths of these street layers. Overall, the small increase in maintenance costs would be far outweighed by the reduction in operating costs and travel times; year over year that would be realized for running transit more efficiently in the area vs. no transit running along this stretch of street. As such, with support of the Complete Streets Policy, DGSS (2014) and looking at overall costs and benefit of transit and or maintenance in the area and looking at future vehicle volumes, it was determined that a Collector street, that contains a transit route would be appropriate for this section of 81 Street SW into the future.

To wrap up, to specifically to answer your 3 main questions, please see your questions and my responses in red below.

- Will 81st Street, as constructed adjacent to my property, be sufficient to serve as the "Primary Collector" road you want to call it, even though it isn't, and also be adequate to allow for bus traffic? Or, will I be treated unfairly and have to pay to re-build it?

The 81 Street SW pavement width, as constructed along your property, will be sufficient to operate as a Collector Street and transit route. No reconstruction of the pavement width has been noted or requested.

- Will the Right of Way (currently 5.56 metres) adjacent to my property remain the same, or less by road closure, thereby equal to the property on the east side of 81st (now Spring Willow Mews)? Or, will I be treated unfairly and have to give up more land than the property to the east and quite possibly even more because of the road closure of 2008? Your property line with 81 Street SW would remain the same and the street would operate as Collector street without land dedication from your parcel being required.

- Will I incur any additional costs, over those I am already obligated for, because of the decision to re-designate this portion of 81st Street and transit to run buses on it? Subdivision conditions are determined at the time of subdivision. Exact costs are not known until that time. Operating 81 Street SW as a Collector and transit route would not change or increase the boundary street costs that would be borne by you at time of subdivision.

Again, thanks for your involvement in the process and I hope this clarifies the questions you have had

Thanks

Tom Hopkins, M.Eng., P.Eng.
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P.O. Box 2100, Stn. M, #8037
Calgary, AB Canada T2P 2M5

Text of Reply from Tom Hopkins March 1st, 2017

Hi Rob

Thank you for your reply. As I mentioned previously, I am trying to shed some light on a sometimes confusing process. I do not appreciate the "double speak" reference but can appreciate your frustration and will continue to try and help you understand this issue.

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Thanks

Tom Hopkins, M.Eng., P.Eng. Transportation Development Coordinator Transportation Development Services The City of Calgary | www.calgary.ca T 403.268.2661 | F 403.268.1874 P.O. Box 2100, Stn. M, #8037 Calgary, AB Canada T2P 2M5

Text of Email Exchange March 6, 2017

Rob

As mentioned previously , your property line would remain the same into the future (i.e. no change westward or eastward)

The city will not be offering for sale 81 street sw right-of-way adjacent to your property in future.

Thanks

Tom

On Mar 6, 2017, at 2:20 PM, "rob.cowen@shaw.ca" <rob.cowen@shaw.ca> wrote:

Hi Tom,

Thank you for the clarification on the status of 81st Street in the new ASP.

Since 81st St., at the section abutting my property anyway, will stay as built and the R.O.W. will not be widened, what are the chances of me being able to purchase the excess (2.56 metres) of the unused R.O.W. at the time of a future subdivision? Knowing ahead of time would help in planning and streamline any possible subdivision application.

Best regards,

Rob Cowen