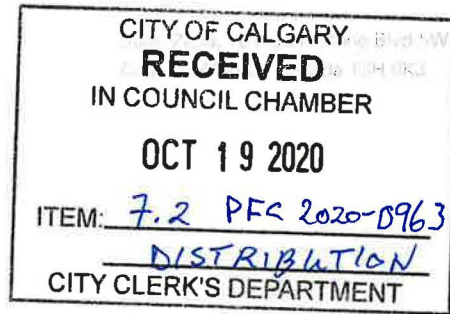




TRUMAN



P 416 240 2746
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18 October 2020

Attn: The Mayor and City of Calgary Council

Re: Priorities and Finance Committee (19 October 2020)
New Community Growth Strategy 2020 (PFC2020-0963)
East Belvedere (Truman) Growth Management Overlay Removal Business Case

Your Worship and Members of Council,

For over thirty-five years, Truman has been developing and building properties of exceptional quality and distinguished craftsmanship in Calgary and surrounding areas with the core belief that everyone can Live Better.®

In lieu of a public presentation, we share this letter with Council to express our disagreement with Administration's New Community Growth Strategy 2020 recommendation to retain the Growth Management Overlay (GMO) on our lands in East Belvedere (refer to Figure 1.0 - Business Case Area). If Council supports this recommendation, we will be left stuck at the fundamental GMO stage gate and be unable to advance the step-wise multi-year application processes of Land Use Redesignation, Outline Planning, Subdivision, and Development Agreement(s) that would allow for investment, development and growth to occur on our lands.

Unsure of Council's ultimate direction on GMO removal in East Belvedere, we wish to share our determination in continuing to work with The City to advance the public-private collaboration and strategic planning that is essential to realizing the build-out of the 17 AV MAX Purple BRT transit corridor and the transit-oriented smart growth opportunity it brings for East Calgary and the greater metropolitan region.

We and other proponents laid out detailed Business Cases for GMO removal in East Belvedere and we'll not repeat that detail here. However, we wanted to express to Council highlights from our Business Case and share our best thinking on what's at stake with Administration's recommendation:

- Review of our Business Case demonstrates alignment with the goals of the Municipal Development Plan, and with no direct incremental operating costs through growth that: capitalizes on existing investment; utilizes existing agreements for shared deep utility infrastructure; and, incepts interim solutions for area stormwater management that can transition to ultimate Cooperative Stormwater Management Initiative solutions over time.
- Growth Strategy's methodology for forecasting the supply of serviced land has resulted in an exaggerated estimate within Belvedere and greater Calgary. This is largely because removing GMOs is only the first step in the layered development approvals process, and the subsequent steps require considerable resources and time to plan, coordinate, and finance the infrastructure needed for growth. These steps often require cooperation among multiple area landowner-developers, which adds complexity and time.
- The City has at their disposal a number of stage gate approval mechanisms to control growth after the first GMO removal step, including Outline Plan Conditions of Approvals tied to the limitations of transportation and deep utility infrastructure capacity. Therefore, additional GMO removal on lands within greater Belvedere does not presuppose an oversupply of serviced land nor create unmanaged growth.



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- While a portion of lands in the Belvedere area (West Belvedere) had GMO removed in 2018, development has been slow to start and the anticipated supply of fully serviced land has not yet been realized. Several landowners within West Belvedere had limited or no intention to develop their land, despite receiving GMO removal. Development of Truman's West Belvedere lands has been stalled because of a lack of readiness and cooperation from contiguous lands that are owned by The City of Calgary. The City has only recently entered into an active land sale and disposition process. Upon disposition to a new landowner-developer, we are optimistic that a collaborative and comprehensive planning process can begin.
- Growth Strategy's approach to understanding market demand is not sufficiently considerate of the varied geographic contexts and unique market forces shaping growth in each sector of Calgary.
- The City of Chestermere is the most proximate and only contiguous urban municipality to Calgary. With this recommendation, Calgary delays (likely by several years) the initiation of essential strategic growth and investment planning within Belvedere and the greater East Sector. While Calgary sits idle, Chestermere will continue to capture a major share of the East Sector growth opportunity and will directly benefit from Calgary's existing infrastructure.
- The 17 AV MAX Purple BRT transit corridor (along which the Business Case area is located) has been identified as a regional transportation infrastructure priority by the Calgary Metropolitan Region Board (of which Calgary is a member). Chestermere's portion of 17 AV (Chestermere BLVD) transit corridor is a priority infrastructure project for the municipality and The City has sought grant funding from other orders of government to see it constructed in the near-term.
- The full build-out of the West Belvedere area (approved for GMO removal in 2018) relies on new capital for the construction of key transportation infrastructure (primarily the Memorial Drive/Stoney Trail overpass) and this remains unfunded at an estimated cost of \$30-50M. The functional design work for the overpass was triggered and funded through GMO removal in 2018 and the associated budget cycle, yet the work has not yet proceeded.
- While Memorial Drive/Stoney Trail overpass is required in the long-term and for West Belvedere in particular, this infrastructure project lacks a transit focus and would create less overall transportation network capacity than the 17 AV MAX Purple BRT transit corridor project. Truman considers GMO removal of lands along the 17 AV MAX Purple BRT transit corridor as an opportunity to set new transportation infrastructure priorities for the area and initiate the essential public-private collaboration required to plan and make investments along the corridor. Through targeted GMO removal and the deferral-redirection of new capital funding from the Memorial Drive/Stoney Trail overpass to 17 AV MAX Purple BRT transit corridor, we can realize greater mobility options and smarter transit-oriented growth within Belvedere and the region.

Thank you for your time and consideration,

Peter Trutina

**Vice President, Development
Truman**

Figure 1.0 Business Case Area

