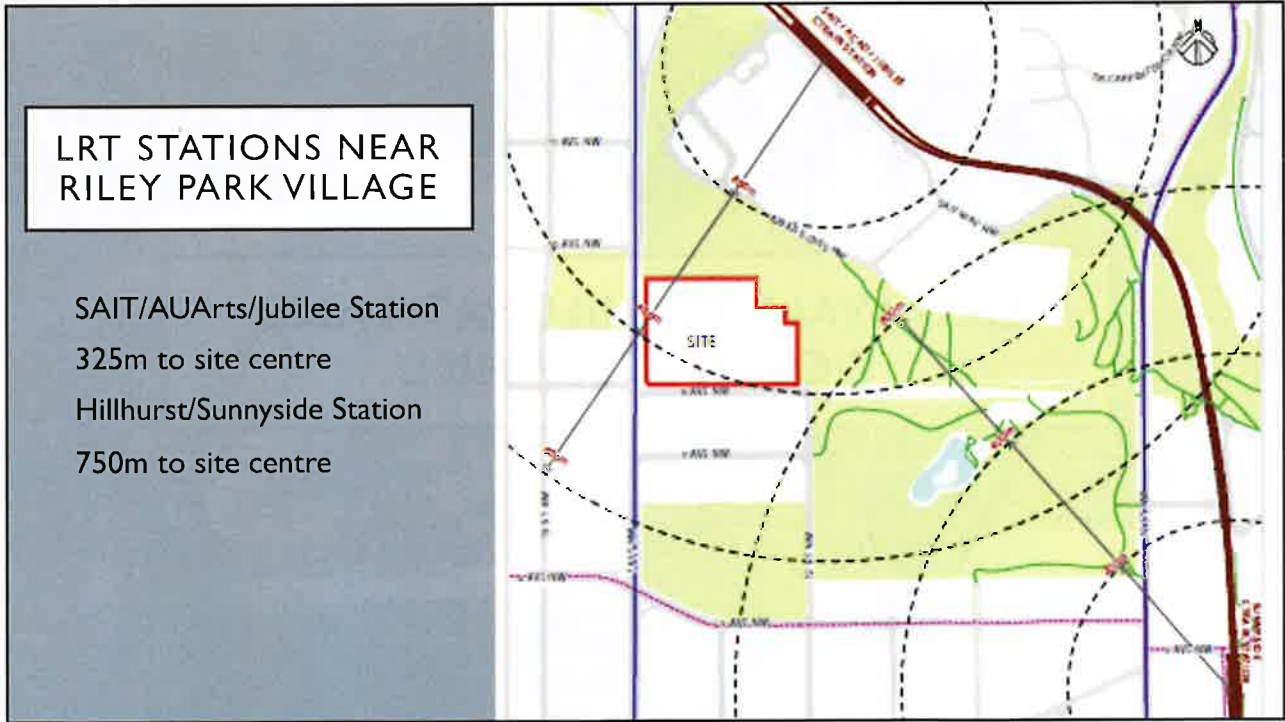


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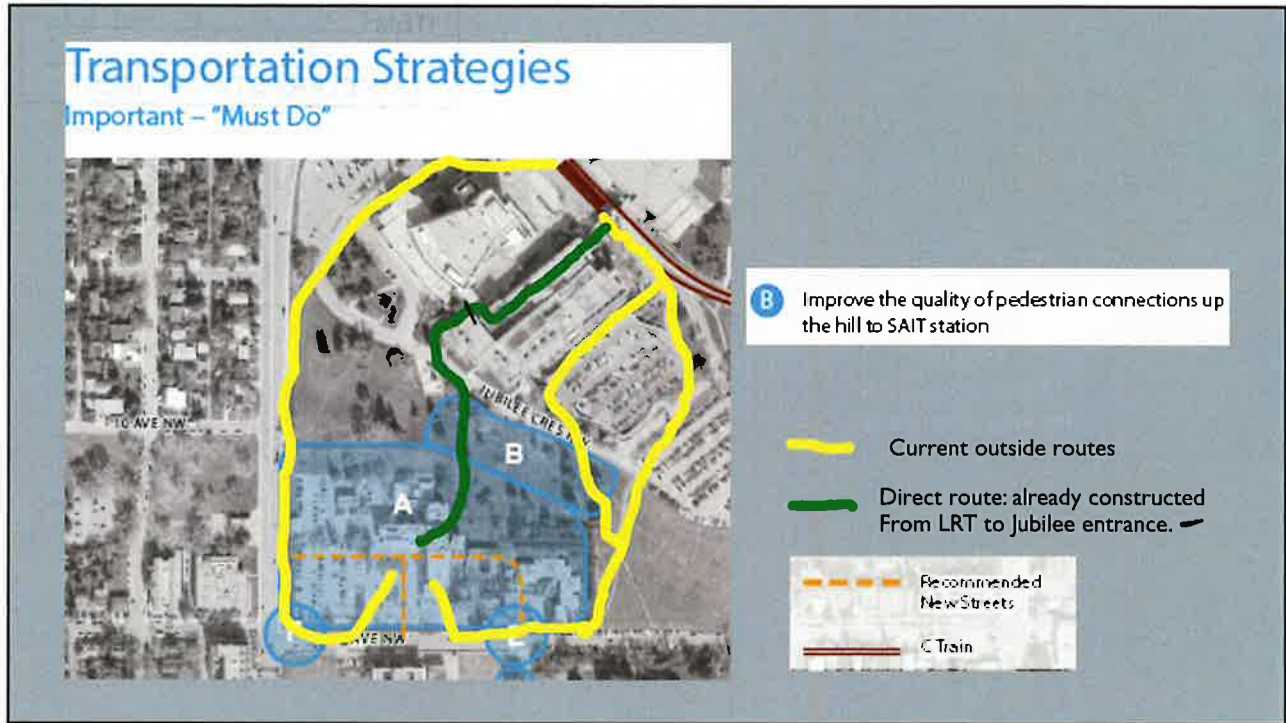
Dr. Decker Butzner
Member
Hillhurst/Sunnyside
Planning Committee

IMPROVE THE PEDESTRIAN CONNECTION FROM SAIT/JUBILEE LRT TO RILEY PARK VILLAGE

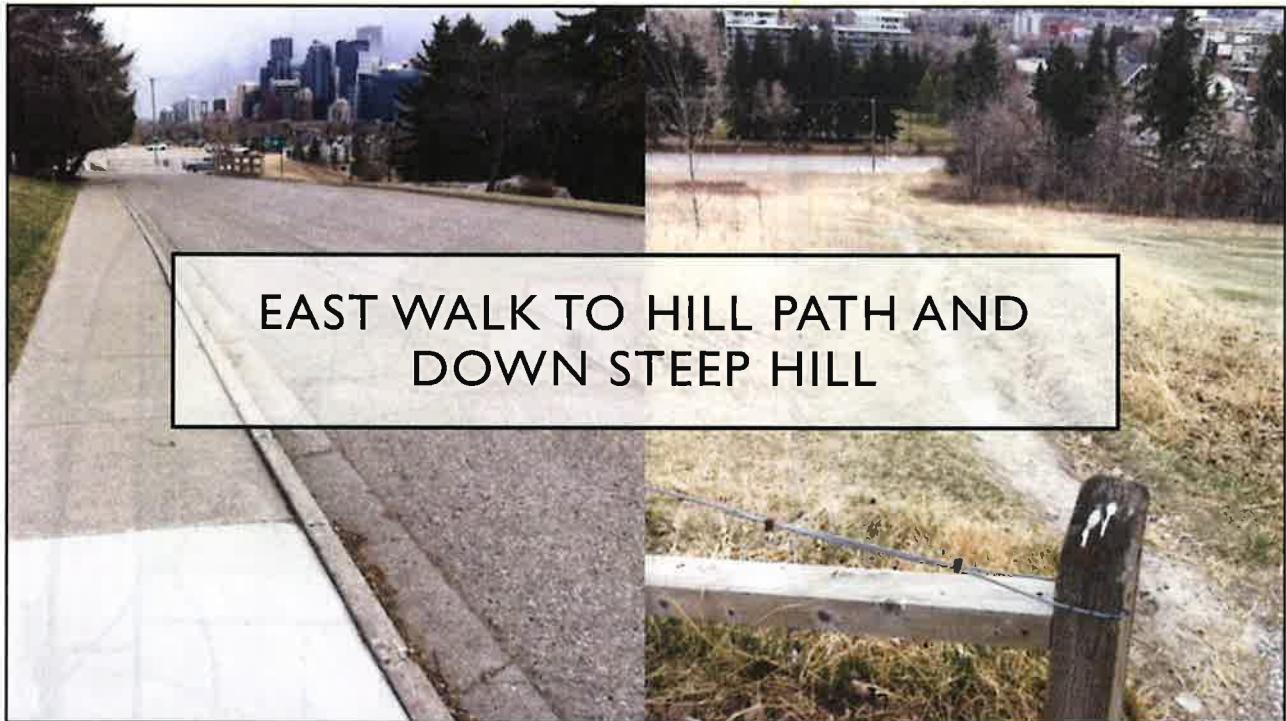
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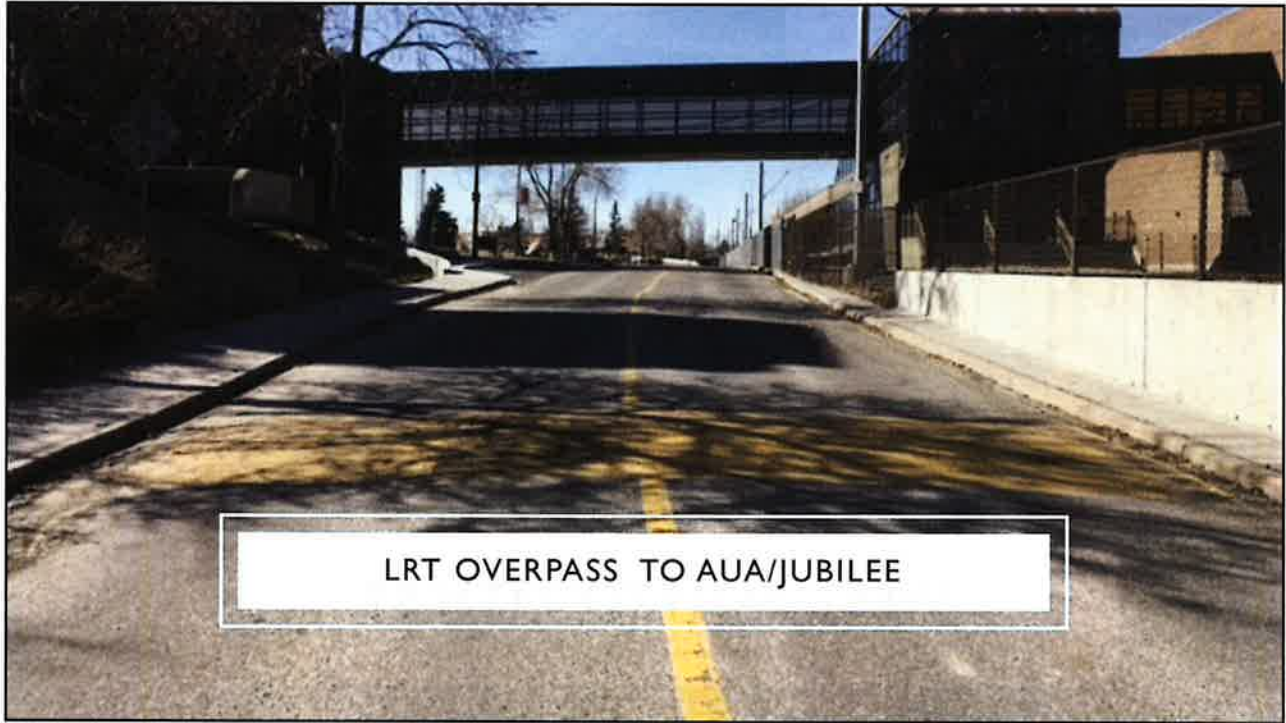


WEST PATH TO 14TH ST.

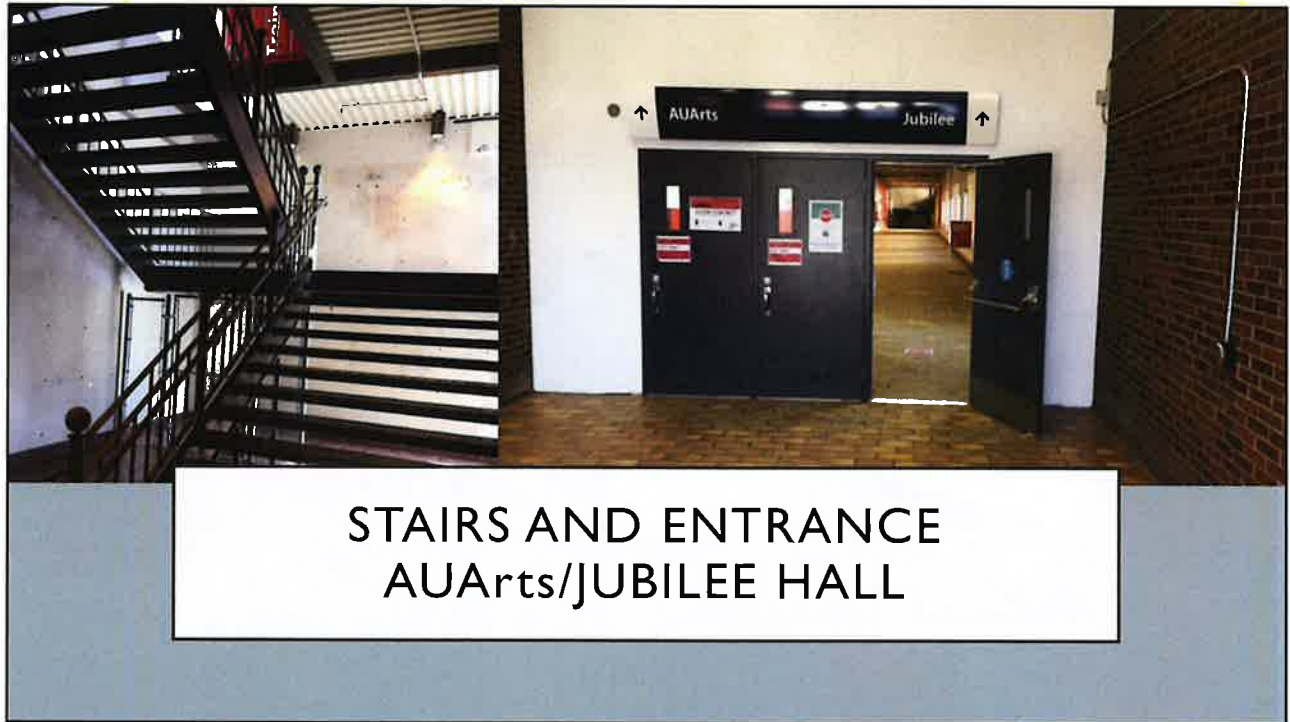
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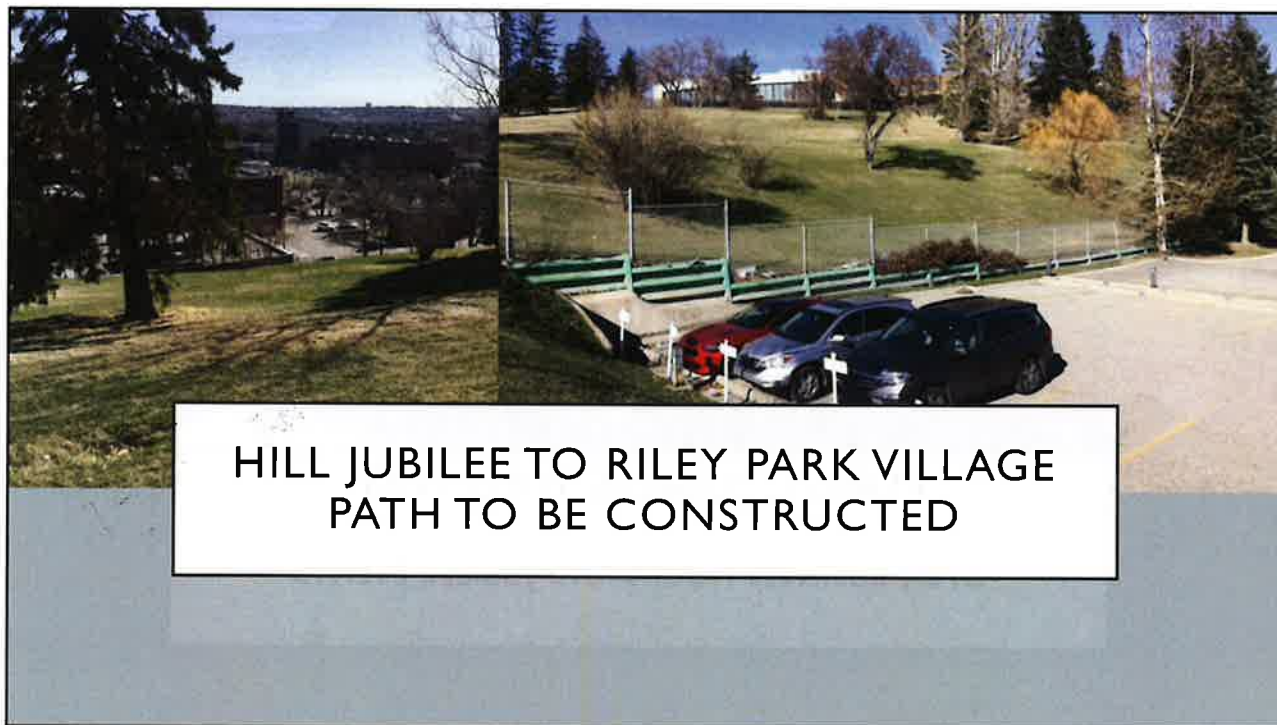
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11

Bring Partners Together

- + City
- + Alberta Infrastructure
- + Jubilee Board
- + SAIT
- + AB Univ. of the ARTS

Hallway open LRT sched

Path to be built

WHY DO THIS

- + For patients, employees, residents & SAIT Students
- + Weather Protection
- + Decrease Auto Traffic

12

Calgary City Council Riley Park Village HSPC presentation with slides

12 slides on 6 pages

Slide 1

Your worship and Councillors. I am Dr. Decker Butzner, representing the Hillhurst /Sunnyside Planning Committee. The Planning Committee would like to thank the City of Calgary Planners and Northwest Healthcare Properties for their excellent acceptance of community comments for this major development in our community. We are very supportive of this project and see one major improvement that only you can initiate with leadership and vision.

On slide 2, the Development appears as the red rectangle located 750 m from the Hillhurst Sunnyside Station and 325 m from the SAIT/ Ab Univ of the ARTs/ Jubilee station. For brevity I am going to call this the SAIT Station throughout this presentation. Unfortunately, there is no formal pedestrian connection between the SAIT station and RPV.

In slide 3, the 3 informal outside pathways to the east and west are shown in yellow. All are circuitous and involve negotiating steep hills that are treacherous when wet or icy. One of the Communities MUST HAVES for this development approval is to replace these informal paths with a formal mobility-friendly link between the SAIT LRT Station and RPV as shown in green. The midpoint of the green line where the black horizontal line crosses depicts the existing hall used for AB Univ. of the Arts (AUA) and Jubilee to access the LRT. (Attach 9 p 26)

Slide 4 demonstrates the current walk to the east around AUA then down the steep hill to RPV.

Slide 5 shows the WEST walk around the Jubilee then down 14th St. to the development. Both are about 450 to 500 m in length and exposed to all weather.

Slide 6. As shown in the next series of pictures there is a partially completed better connection that will involve collaboration of several public and private bodies including the City, AUA, Jubilee Management, Alberta Infrastructure and the developers.

Slide 7 shows the enclosed overpass from the LRT Station to a semi-public hallway shared between AUA and the Jubilee. There is an elevator from the station platform to the overpass.

Slide 8 shows the stairs from the overpass to the shared hallway that is currently not open during all LRT running hours. To make this mobility friendly an elevator needs to be added.

Slide 9 shows this Hall that is patrolled by AUA Security. At the end of the hallway up two small flights of stairs is the 1st of 2 sets of locked doors to the Jubilee. An exit to the street is located between the 2 sets of doors. A ramp needs to be installed and the 1st set of locked doors needs to be modified.

Slide 10 is taken thru the 1st set of locked doors and you can see the 2nd set in the distance. A bright shaft of light goes across the hall at the exit door that leads to the street and down the hill to the development. Arrangements for opening hours and security need to be planned.

Slide 11 views the hill that needs construction of a mobility friendly path with a direct connection into a RPV building with an elevator connecting to ground level.

In final slide 12, solid green demonstrates the already constructed 175 m enclosed hall, the sidewalk and street in broken green and in orange, the connection that needs to be constructed on land owned by Alberta Infrastructure and Northwest Health Properties.

Tapping into this partially completed connection between RPV and SAIT station will involve collaboration among public and private bodies, including the City, AUA, Jubilee Management, Alberta Infrastructure and the developers.

We ask you to show the leadership and TOD vision to bring the various stakeholders together to negotiate, develop permissions and plans, and arrange funding to accomplish a mobility friendly link between SAIT station and RPV. This will be the largest commercial/residential development in H/S and this transit link will benefit patients, employees, residents of RPV, the community, and The City as

a whole by making RPV easily accessible to transit. It will provide weather protection and much improved safety compared to the current informal pathways. It will decrease vehicle traffic thru the community.

If you plan and open negotiations now, this pedestrian transit connection can be in place when the development opens to the public. This is more cost effective than adding it later and creates a development that is truly TOD.

Thank you and I am happy to answer questions.