

Palaschuk, Jordan

From: Barbaatar, Davaa on behalf of City Clerk
Sent: Friday, July 05, 2019 4:02 PM
To: Public Submissions
Cc: joanna@civicworks.ca
Subject: FW: Public Submission for July 22 Council Meeting LOC2018-0226
Attachments: SHCA Memo Feb 2019.pdf; SHCA Memo May 2019.pdf

Hi Joanna

Your request forwarded to the public submissions team.

Regards,

City Clerk's Office
313 – 7 ave SE
P.O Box 2100, Stn M Mail Code #8007
Calgary, AB T2P 2M5

One City, One Voice



From: Joanna Patton [mailto:joanna@civicworks.ca]
Sent: Friday, July 05, 2019 11:57 AM
To: City Clerk
Cc: Dave White
Subject: [EXT] Public Submission for July 22 Council Meeting LOC2018-0226

Hello,

Please find attached two memos from the Applicant to the Springbank Hill Community Association as our Public Submission for LOC2018-0226 (located at 2938, 3028 and 3118 85 St SW) scheduled for a Public Hearing on July 22, 2019.

Kind Regards,



Joanna Patton BFA, MPlan
URBAN PLANNER

civicworks.ca

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Calgary, Alberta T2V 1H2

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28.02.2019

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Planning & Development
The City of Calgary
PO Box 2100, Station M
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

RE:

LOC2018-0226 Outline Plan, Land Use Redesignation, and Road Closure
From DC11Z96 **To** R-1s, R-G, S-SPR, S-UN | 3118, 3028, 2938 85 ST SW | 5.45 ha

ENGAGEMENT MEMO

The following project team responses aim to address each of the six items of feedback identified within the Springbank Hill Community Association's (CA) comments (dated November 28, 2018) on the proposed Outline Plan, Land Use and Road Closure applications.

1) Concern over a lack of detail in the submission:

Outline Plans are relatively high-level documents intended to support a comprehensive review of development considerations for Land Use changes and other related applications. The project team is still in the early stages of planning for this development and the associated built-form. The Community Association will have further opportunities to review the development proposal and provide feedback at the Development Permit stage.

2) Distance and travel to community amenities:

The initial Applicant Submission Statement identified a number of locally-serving community amenities that are located within 2 kms of the subject site as the crow flies, and the Community Association has rightly noted that these amenities are 3 to 4 km away by road. Future residents will have a range of transportation options to choose from to reach these amenities, making them easily accessible within a reasonable timeframe of:

- ± 5 minutes by car;
- 15 to 20 minutes by bike; and
- 20 to 25 minutes by public transit.

3) Proposal for the Municipal Reserve Lands:

The areas identified within the Outline Plan as Municipal Reserve will act as Environmental Open Space, owned and maintained by the City of Calgary parks department and open to the public. As part of our continued correspondence with the Community Association, a Municipal Reserve Concept Plan will be shared with the CA alongside our revised figure set.

4) Pathway Connections:

The project team believes that a pathway connection to the surrounding neighbourhood would be an asset to the development, however, the property experiences steep grades and has a stream crossing the SE portion of the site which limits our ability to connect to the nearby Regional Pathway system. The project team is working with the City Parks department to determine whether or not a connection can be made in a sensitive manner.



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5) Traffic Volume:

Because of the low-density nature of this development, adjacency to major roadways, and the resulting anticipated low impact to the surrounding transportation network a Transportation Impact Assessment has not been triggered as a requirement by the City of Calgary Transportation Department. A traffic forecast, prepared by a licensed Transportation Engineer and considering future development of nearby lands, anticipates that traffic volumes will remain well within the roadway capacity of 85 Street SW for the foreseeable future.

6) Road Safety and Visibility along 85 Street:

The Outline Plan submission includes a proposal to improve 85 Street SW to a City of Calgary "Collector Road" standard, which will connect with the recent roadway improvements south of the site. The project team has completed a safety and visibility analysis of 85 Street SW as part of the application submission, and as a result of this study we are proposing to cut into the hill on the west side of 85 Street SW. This will enable a pathway to be built along the western side of the 85 St SW and will improve sightlines for vehicles driving along the road.

Changes to the Application

The Outline Plan and Land Use applications were recently revised to include the R-G district along 85 Street SW. This change enables shared driveways for the lots along 85 Street SW, resulting in a better pedestrian experience along this section of sidewalk. The proposed number of dwelling units remains the same as the initial application, and the proposal is still well within the Standard Suburban Land Use Policy Area density range of 7-17uph as identified in the Springbank Hill Area Structure Plan.

Engagement to Date

The project team representatives met with the Ward 6 Councillor, Jeff Davison, and representatives from the Springbank Hill Community Association (C.A.) on January 16, 2019 to discuss the development vision and proposal alignment with the Area Structure Plan and greater community context. The project team is committed to continued transparent correspondence with the Community Association and will share future revisions of the application with the Association, copy of the revised Outline Plan and Municipal Reserve Concept Figures are attached to this memo.



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15.05.2019

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Planning & Development
The City of Calgary
PO Box 2100, Station M
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

RE:

LOC2018-0226 Outline Plan and Land Use Redesignation

From DC11Z96 **To** R-1s, R-G, S-SPR, S-UN | 3118, 3028, 2938 85 ST SW | 5.45 ha

ENGAGEMENT MEMO

The following project team responses aim to address specific questions noted below that were shared by the Springbank Hill Community Association's (CA) on March 5, 2019, related to the proposed Outline Plan, Land Use and Road Closure applications.

1. Traffic Volume

"While this particular application, when viewed in isolation, might be a low impact to the surrounding transportation network, we have requested multiple times from the city an overall TIA taking into account all proposed developments in the 190 acre ASP study area. We feel this is critical for our community to understand overall traffic impacts and would appreciate your support on this matter through your interactions with the city."

We understand that the community is undergoing a period of development that is resulting in transportation impacts on the surrounding area. It is our understanding that transportation was a consideration of the planning process for the Springbank Hill ASP and as a result, new traffic produced by developments is controlled through ASP density policies. Typically global Transportation Impact Analysis' are undertaken by developers rather than the municipality. Ultimately The City determines whether or not a TIA is a requirement for a proposed development based on the anticipated impact of the development.

The City did not require a TIA for this application because of the low density nature of the proposal. However, Truman engaged a Transportation Engineer to undertake a broad review of the future impact of new developments on 85 Street SW. Using the City's Forecasting Tool Kit they determined an anticipated population at full build out of all properties along 85 Street SW (up to 17 Avenue SW), and calculated a future daily traffic volume for the road based on both the anticipated density and existing traffic information. 85 Street SW is "Collector" standard roadway which is designed to accommodate up to 8000 vehicles per day. Our engineers forecast that once the greater area along 85 Street SW is fully developed, daily traffic volumes will remain well within 85 Street SW's designed capacity.

2. Road Safety

"a) Thank you for providing additional details on the road safety plans. As I'm sure you are aware this is a very treacherous stretch of road, which will only get busier with further development. We feel that road and pathway connectivity is critical to ensure safety of residents of this and other developments. Mentioned in your memo is a proposal to cut into the hill on the West side of 85th street to establish a pathway on the West side of 85th street. Would Truman as part of this application be responsible for this work? What mechanisms are being proposed



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to allow for pedestrian and bicycle traffic to cross 85th? Are there any plans for signaled crosswalks, and would Truman be responsible for this as part of the application?"

Truman is responsible for cost and construction of the grading work west of 85 Street and the roadway upgrades along 85 Street SW to City standards. The City requires developers to also pay a deposit that is recovered only when the work has been completed and maintained for a set period of time.

At this time the City does not support a pathway being constructed along the west side of 85 Street SW because north of the development site there is no pathway to connect with. Truman will instead contribute the cost of future construction for the proposed pathway, which will be undertaken by the City once the adjacent properties are developed and a continuous pathway along the west side of 85 Street SW can be built. At that time the City will determine appropriate crosswalk locations and signalization.

"b) In further reviewing the memo we have noted that there is a request to allow parking on both the East and west side of 85th on the northern portion of the development, and on the East side of 85th on the southern portion the development. Are you also requesting for driveway access from residential units on the western edge of the application directly onto 85th street? Even with widening of the road to full collector status, given the volume of traffic that 85th is expected to handle with additional neighbourhood development, and with the introduction of road changes due to the SWCRR at the South end of 85th Street, we're concerned about the issues that may arise. Has this been reviewed and vetted with the various city departments at this stage? This might warrant a requirement for a pedestrian overpass or a signaled pedestrian/bicycle crosswalk as a minimum to get to the new pathway proposed on the West side of 85th. It's these types of questions that highlight our primary concerns that this application cannot be viewed separately in context of traffic and must be considered as part of the overall study area TIA."

The application has been revised to no longer propose front driveway access along 85 Street SW, instead the garages of these properties will be accessed via a back lane. The City's Corporate Planning and Applications Groups, which includes Planning, Transportation, Engineering and Parks department representatives is supportive of this new proposal. Please refer to the revised Outline Plan figure attached to this memo for further details.

3. Density and Form Factor

"Thank you for noting the changes from R-1 to R-G for the lands along 85, and we support the intention to stay within the Standard Suburban Land use Policy Area of 7 - 17uph. Other than shared driveways, were there other factors in the decision to move from R-1 to R-G?"

We also note that in our review that R-1 would not have allowed semi-detached dwellings. However, R-G does provide a broader range of form factors than specified in the Standard Suburban Land use, and we would appreciate if you could provide more clarification around the use of this designation beyond semi-detached dwellings."



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The Land Use Bylaw identifies the R-G district as “intended to apply to low density neighbourhoods in master planned communities in suburban greenfield locations in the Developing Area; and accommodates a wide range of low density residential development in the form of Cottage Housing Clusters, Duplex Dwellings, Rowhouse Buildings, Semi-detached Dwellings and Single Detached Dwellings to allow for the mixing of different housing forms and to encourage housing diversity and intensification of a neighbourhood over time”.

For the purposes of this application the R-G district allows for a greater range of built forms and more flexibility in where buildings can be placed on the lots. The Outline Plan area experiences grading challenges that greatly impact built form outcomes, and the flexibility of the R-G district enables the development to better adapt to this challenge. At this point the final built form has yet to be determined, however, we can confirm that the proposed development will continue to remain within the Standard Suburban Land Use Policy Area density range of 7-17uph as identified in the Springbank Hill Area Structure Plan. Further information on the policies of the R-G district can be found within the City’s Land Use Bylaw which is available on the City’s website.

Engagement to Date

The project team representatives met with the Ward 6 Councillor, Jeff Davison, and representatives from the Springbank Hill Community Association (C.A.) on January 16, 2019 to discuss the development vision and proposal alignment with the Area Structure Plan and greater community context. An engagement memo describing application updates was shared with the Community Association on February 28, 2019, and this memo was prepared by the project team response to Community Association questions. The project team is committed to continued transparent correspondence with the Community Association and will share future revisions of the application with the Association, a copy of the revised Outline Plan is attached for reference.