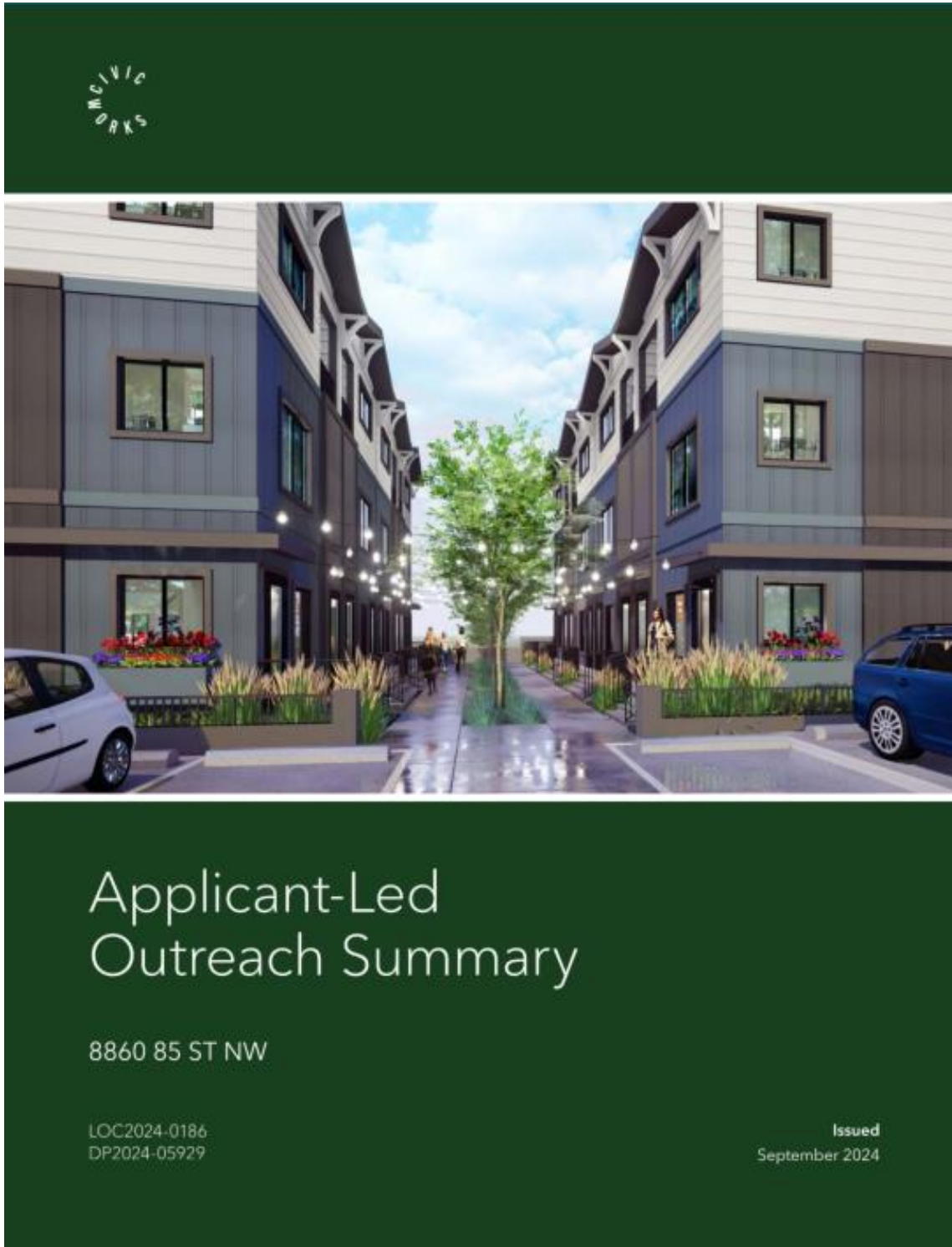


Applicant Outreach Summary



Contents

Applicant-Led Outreach Process	03
Outreach Strategies	05
Application History & What We Heard Overview	07
Traffic and Parking	08
Community Fit, Height & Design	10
Outreach Timeline & Responsibilities	11
Future Residents & School Capacities	12
Project Relocation & Future Landscaping	13
Waste, Recycling & Organic Waste	14
General Support	14
Policy Alignment	15
Verbatim Feedback	16
Project Team Correspondence	16
Arbour Lake Community Association	47
Community Petition	51

Applicant-led Outreach Process

CivicWorks and ATCO are committed to being good neighbours and working with the Arbour Lake community throughout this Land Use Redesignation and Development Permit application process. In support of the applications for this project, CivicWorks undertook a proactive outreach program to ensure a clear process for interested parties and groups. Various outreach strategies were implemented between August and September 2024 and are further detailed below. Interested parties including the Arbour Lake Community Association, Arbour Lake Residents Association, and the Ward 2 Office were offered digital meetings and were invited to participate in our process, which focused on informative and fact-based engagement and communications. CivicWorks shared information and offered opportunities for engagement to community residents through custom on-site signage, hand-delivered tri-fold mailers to ±387 residences, and a dedicated project website that included project information, project materials for download, and a feedback form that is monitored by the project team with prompt responses to questions and feedback.

Our Outreach Strategies



On-Site Signage

Supplementary on-site signage was installed early in the application process. Updates were made to the signage to advertise that the Outreach Summary is available for download on the project website. Signage remains on-site to share detailed project information directly with surrounding neighbours and provide project team contact information until a Council decision.



Hand-Delivered Mailers

In addition to an initial round of mailers delivered at the outreach launch, another round of detailed tri-fold mailers were hand-delivered to ±387 surrounding area neighbours in an extended catchment area. These mailers shared additional project information, provided contact details for the project team, and directed residents to learn more through the dedicated project website.



Phone Line & Email Address

An outreach phone line and email inbox provided direct lines of contact for the public to communicate with the project team. The outreach phone number and email address are listed on mailers, on-site signage, and the project website. The project team corresponded directly with 26 respondents with verbatim correspondence provided pages 16-46 of this report.

63



Project Outreach Website

The project website (engageatco.ca/arbour-lake) is an information-sharing platform that is regularly updated and serves as a direct line to the project team. Community members can learn more about the proposed development vision through the information published on the project website, download project materials, and are invited to ask questions and share their feedback directly via an online feedback form.



Community Association, Residents Association & Ward Office Information Sharing

The project team shared information and offered opportunities for engagement with the Arbour Lake Residents Association (ALRA), Arbour Lake Community Association (ALCA), and Ward 2 Office. The project team met with the Ward 2 Office on June 11 and September 3 to discuss the proposal, and the ALCA shared feedback, included on page 47.



Extended Outreach Timeline

The City of Calgary public feedback deadline was extended by 5 days at the request of the project team. The two large-format City of Calgary Land Use Redesignation Notices were updated to reflect this.

Application Timeline

June 2024: Pre-Application

- Pre-Application Meeting with the Ward 2 Office on June 11

August to September 2024: Application Submission & Applicant-led Outreach Launch

- Activated and monitored a variety of feedback portals, including a dedicated engagement email and phone line (ongoing)
- Displayed custom applicant signage on-site, providing proposal details, and project team contact information
- Initial round of hand-delivered bifold mailers to surrounding area neighbours within ±200m, providing proposal details and contact information
- Shared project information materials with the ALCA, ALRA, and Ward 2 Councillor's Office, offering virtual meetings
- A dedicated project website was created and advertised following high-interest from residents
- Second round of hand-delivered tri-fold mailers to ±387 surrounding area neighbours in expanded catchment area, providing proposal details, contact information, and directing residents to the dedicated project website
- Meeting with the Ward 2 Office on September 3
- Ongoing correspondence and direct responses provided to all interested parties

September 2024: Outreach Closure

- Hand-delivered a third round of mailers to ±387 surrounding area neighbours, providing outreach closure notification, that the Outreach Summary is available for download on the project website, and project status updates
- Updated on-site signage providing notice of outreach closure and that the Outreach Summary is available for download on the project website
- Shared Applicant-led Outreach Summary with City Administration, ALRA, ALCA, and Ward 2 Office
- Continued monitoring dedicated engagement email, phone line, and website feedback portal for any additional feedback or comments

Our Commitment

Since no single solution can satisfy all community members completely, the project team cannot integrate everything suggested by our neighbours and the community at-large.

Our promise, however, is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our outreach process:

1. **We will provide you with quality information about the project.**
2. **We will ask for your thoughts on key areas of the project.**
3. **We will share what we have heard and our team's response to it.**

Balancing Interests

Our role as Applicant / Outreach Lead requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. Through this outreach process, we consider:

1. **Calgary's Growth & Development Goals**
City-wide goals and priorities that shape the future of Calgary's communities.
2. **Local Area Policy**
Existing and emerging plans and policies that guide local area development.
3. **Development Vision & Design Principles**
'Missing Middle' projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.
4. **Economic Viability**
The need to design and deliver a financially-viable project.
5. **Community Feedback**
What various community members and groups think and say about a proposed project or specific issue.

04

Outreach Strategies



Large Format City Signage (85 ST NW & Arbour Wood Mews NW)

August 14, 2024 - replaced after vandalism and updated with extended outreach deadline



Custom On-Site Applicant Signage - Updated at Outreach Closure

August 13, 2024

Outreach Strategies



Hand-Delivered Tri-fold Mailers - Concurrent Development Permit Update
±387 Mailers, September 13, 2024 (expanded catchment area)



Hand-Delivered Mailers - Introduction
±135 Mailers, August 9, 2024
(first catchment area ±200m from site)

Hand-Delivered Mailers - Outreach Closure
±387 Mailers, August 9, 2024
(expanded catchment area)

06

Application History & What We Heard Overview

Application History

In August 2024, on behalf of ATCO, CivicWorks made a Land Use Redesignation ('rezoning') application (LOC2024-0186) at 8860 85 ST NW with a site area of 0.255 hectares, from the existing Special Purpose - City and Regional Infrastructure (S-CRI) District to a Direct Control (DC) District based on the Multi-Residential - Contextual Grade-Oriented District (M-CG) District. The site previously operated as one of ATCO's natural gas meter stations but has since gone through decommissioning in 2021, and is now ready for redevelopment.

Kasian Architecture was also retained to undertake a staggered concurrent Development Permit (DP2024-05929) application alongside the Land Use Redesignation (LOC) application. The staggered-concurrent process ensures a high-quality 'bricks-and-mortar' design outcome that aligns with the proposed land use change.

Overview

Our outreach process was designed to provide multiple opportunities for community members and groups to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation.

Through our outreach channels and strategies, we heard feedback from the ALCA, the Ward 2 Councillor's Office, and a total of 26 community members through direct correspondence with the project team. City Administration also advised they received responses from ±60 community members. ATCO and the project team would like to thank these community members for sharing their feedback.

In reviewing the feedback collected to date (September 27, 2024) and summarized by Administration and the ALCA, the project team has identified eight key themes raised by community members and groups. The key themes outlined in the following pages are broken into What We Heard and Team Response.

Feedback Themes

1. Traffic, Parking, and Community Pathways
2. Community Fit, Height, & Design
3. Outreach Timeline & Responsibilities
4. Future Residents & School Capacities
5. Project Relocation & Future Landscaping
6. Waste, Recycling, & Organic Waste
7. General Support
8. Policy Alignment

What We Heard Themes

Traffic, Parking & Community Pathways

What We Heard

A number of community members and the ALCA noted concerns regarding impacts to on-street parking and the proposed parking supply, increased traffic specifically at school hours, and the future of the public multi-use pathway along 85 ST NW. The project team also heard comments that indicated misunderstanding or a lack of adequate background information from community members such as Arbour Wood Mews NW being a one-way road, and that the 85 ST NW multi-use pathway would be destroyed and opened to vehicle traffic.

"Parking is a nightmare now, and you expect to pack more (low income) cars on our street"

"WE paid for the laneway."

"Access is limited to one-way only on Arbour Wood Mews..."

"...school bus and parent drop off/pick up makes this area already very congested along Arbour Wood Close..."

Team Response

To better understand the traffic and parking impacts of the proposed development, the project team proactively worked with professional transportation engineers, Bunt & Associates, to complete a Transportation Study that considered existing and future roadway traffic capacities, the proposed parking

supply, and the availability of active transportation options. This study has been reviewed for completeness by Mobility Engineers at The City of Calgary as part of the application review process. The project team understands the ALCA references a parking study completed by community residents and critiqued the findings of professional transportation engineers, Bunt & Associates, which have been shared with the greater project team for their consideration. The project team takes a balanced approach to considering both the lived experience of community members and the ALCA, as well as the recommendations and findings of professionals.

The Transportation Study found that the surrounding road network, Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic threshold set by The City of Calgary with new traffic from the proposed development. To ensure the Transportation Study accounts for traffic from the nearby schools, the roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. The proposed development will generate a maximum of 18 new hourly trips over the peak afternoon hour when individuals return home, which does not meet the threshold to result in road network operational impacts. Some community members also raised concerns



08

What We Heard Themes

regarding traffic on Arbour Lake RD NW. It is anticipated future residents will use the more direct John Laurie BLVD NW instead, a higher-order Arterial Roadway that is designed to accommodate higher-levels of traffic, to enter and leave the Arbour Lake Community.

The project team has intentionally provided a parking supply of 32 resident vehicle stalls for 16 Dwelling Units and 16 Secondary Suites, which exceeds the parking requirements of the M-CG District and is aligned with the parking requirements of the surrounding R-CG District designated parcels. Site access through the Arbour Wood Mews NW cul-de-sac will not remove any existing public on-street parking stalls.

The ALCA noted common concerns related to owning a private vehicle in Calgary during the winter months, such as shoveling snow on private property and plugging in personal vehicles if needed. Common winter inconveniences related to owning a private vehicle in Calgary are not related to the proposed land use redesignation and development vision, but these have been noted for consideration by City Administration.

The ALCA raised several safety concerns about the 85 ST NW multi-use pathway, including the grade and lack of lighting along the pathway. Through the outreach process, the project team informed community members that as a public multi-use pathway, upgrades are not within the scope of a development of this scale

to provide off-site improvements, but these concerns would be shared with City Administration for their consideration.

85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway, connecting Arbour Lake RD NW and Crowfoot WY NW. The project team heard conflicting feedback from community members that some residents would like to see 85 ST NW opened to vehicles and used as the primary access route to the site, and some residents are interested in seeing it retained in its current state as a multi-use pathway. Through the outreach process, the project team took every opportunity to highlight that all vehicle traffic to and from the site will be through Arbour Wood Mews NW and the adjacent paved laneways, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this public multi-use pathway.

The project team takes a considered and balanced approach to feedback received from community members and recommendations from professionals, such as Bunt & Associates and Mobility Engineering at The City of Calgary. Through the outreach process, the project team explained that particular concerns such as the presence of "low income" cars parked on public roadways would not be considered by the project team, City Administration, or decision-makers at The City of Calgary.



09

What We Heard Themes

Community Fit, Height & Design

What We Heard

The project team heard concerns from community members regarding the height and architectural style of the proposed development, as well as questions regarding sensitive interfacing with adjacent residential homes.

"And they look like Atco trailers"

"Don't turn a beautiful neighborhood into a ghetto."

"Our homes and yards are meant to be places of privacy if we so choose, and should not have to worry about people gazing into our lives from above."

"The homes are too close together which affects the light entering their homes. Think of mental health issues."

Team Response

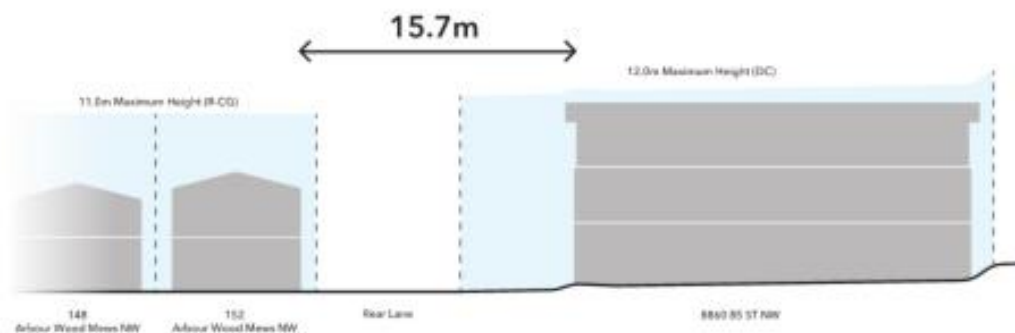
The existing S-CRI District has no maximum building height for the subject site. The proposed DC District, based on the M-CG District, and the concurrent Development Permit (DP2024-05929), envision 3-storey townhomes with a maximum building height of 12m. The proposed 12m maximum is a modest increase of 1m from the 11m maximum building height of the surrounding R-CG-designated parcels.

Project Architect, Kasian, has taken careful consideration to orient the townhomes and unit entries towards each other and into central courtyards, away from adjacent neighbours. Windows are limited along edges that

interface with neighbouring properties, and less-frequently used rooms are strategically located along these edges. The central courtyards have also been extended to 7.5m in width, 1.0m more than the required 6.5m, to allow for additional landscaped area and light access into the site.

The project team explored several iterations of the site plan to best utilize the site and mitigate negative impacts on neighbouring homes, such as overlooking and shadowing. The site plan as proposed in the concurrent Development Permit (DP2024-05929), pushes the townhomes further north on the site, away from the rear lane and existing homes along Arbour Wood Mews NW. Currently, the proposed townhomes are $\approx 15.7\text{m}$ from the residential homes across the paved rear lane.

The site, 8860 85 ST NW, is also unique in that it is adjacent to only one residential property, 321 Arbour Wood CL NW, whose primary building is $\approx 13.2\text{m}$ from the shared property line. The proposed DC District includes a 3.0m minimum setback from the shared property line, a 1.8m increase from the 1.2m setback requirements of the adjacent R-CG designated parcel. The concurrent Development Permit (DP20240-05929) proposes ≈ 21 new trees, and 9 Columnar Blue Spruce are proposed along this shared property line to further reduce overlooking.



What We Heard Themes

Outreach Timeline & Responsibilities

What We Heard

Several community members raised concerns with the outreach process and feelings of unauthentic engagement with community members.

"Stelfox, and his cronies have already made plans; can smell the bloody profit and are drooling for the win"

"...there has not been any attempt at community engagement from the applicant, Civic Works, with the residents of Arbour Wood Close in order to collect feedback regarding their proposal. "

"I respectfully ask that you extend the deadline (publicly and indefinitely)"

Team Response

With the submission of the land use redesignation in August, 2024, the project team also launched an Applicant-led outreach process which included ±135 hand-delivered bi-fold mailers to residents living within ±200m of the site and custom on-site applicant signage. Both of these materials provided project information and invited community members to share feedback with the project team through a dedicated engagement email and phone line. The project team also reached out to the ALCA, ALRA, and the Ward 2 Office to share information and offered opportunities for engagement including invitations to meet. The project team met with the Ward 2 Office on June 11 and September 3, 2024 to discuss the proposed development vision, and received feedback from the ALCA on September 25, 2024 which is included on page 47.

In response to feedback heard from community members, the project team advocated to extend the public feedback deadline an additional 5 days, create a dedicated project website with detailed information, project materials available for download, and an online feedback form, as well as another round of ±387 hand-delivered tri-fold mailers to a greater catchment area that included project updates and directed residents to the project website. In total, the project team has corresponded directly with 26 individual community households to listen to feedback and provide clarity where possible. A verbatim record of this correspondence is included on pages 16-46 of this Outreach Summary.

Through the outreach process, ATCO and the project team are committed to hosting open, honest conversations with community members and groups. As our outreach process draws to a close and we approach key decision points in the application process, this Applicant-led Outreach Summary will be shared with the Ward 2 Office, ALCA, ALRA, and The City, while also being advertised through custom on-site signage and hand-delivered mailers for broader public access. Most importantly, this Applicant-led Outreach Summary highlights key feedback themes, verbatim feedback from community members, and how we responded so all parties are informed of the outreach process and outcomes.



11

What We Heard Themes

Future Residents & School Capacities

What We Heard

The project team heard feedback from community members regarding the proposed tenancy, the introduction of new tenants in Arbour Lake, and existing school capacity.

"Excessive immigration and the needed housing is quickly transforming our communities in terrible ways"

"The building design looks "low rental" and Arbour Lake is not a low rental neighborhood."

"Arbour Lake School and Robert Thirsk High School are full. There is not room for the children currently living in the community, much less future development."

"There are no schools for the children to attend."

Team Response

The proposed development has been designed to operate as purpose-built rentals. ATCO will manage these rental units and is committed to being a part of the Arbour Lake community in the long-term. As such, ATCO has a vested interest in maintaining their asset and being a good neighbour over time through property upkeep and selecting reliable tenants. Although several community members have raised concerns about future tenants, the project team has indicated that tenancy is not a planning consideration in the land use redesignation process. The project team and ATCO are committed to providing a range of high-quality rental units. The proposed development vision offers a diverse

mix of unit types and rental rates that appeal to a variety of future residents across a range of lifestyles and stages.

While impact on surrounding property values from new development is not a planning consideration through the land use redesignation process, the project Architects, Kasian, have taken special consideration into the architecture, building materiality, and landscaping to create an aesthetic and high-quality design that is a contextual fit within the community and contributes to the public realm.

While an increase in the number of homes can have potential impacts on school capacity, it is beyond the purview of individual land use applications to effect change related to school capacity issues. The Calgary Board of Education (CBE) is circulated on development applications, and monitors population growth and change to make recommendations to the Government of Alberta about opening or closing schools. The Government of Alberta (Alberta Education) is responsible for reviewing, planning, forecasting and funding school capacity. In recent years, Alberta has seen record inter-provincial migration and international immigration, which has had a great impact on school capacity. These organizations will continue to work together to plan school capacity in Calgary based on its growth patterns. Recent announcements by the Alberta government also indicate significant future investment of more than \$8B for new and existing schools to meet demand.



12

What We Heard Themes

Project Relocation & Future Landscaping

What We Heard

Several community members requested the proposed development be relocated to another parcel and instead asked ATCO to donate the site for use as a public community open space such as a community garden. The concluding recommendation from the ALCA is that ATCO propose a community garden instead to address food insecurity issues in surrounding schools.

"This site is more suitable for Community Garden, Children's Park or Trees with a Gazebo Garden"

"Directly north of the proposed site there is plenty of space. Parking lots and even a bus stop and getter lighting."

"We were desperately hoping for a community garden on this site."

Team Response

ATCO can only pursue a development vision and land use redesignation for a parcel of land that they privately own. As ATCO does not own the parcel to the north of the site (8860 85 ST NW), they are unable to relocate the development vision.

As the land-owner of the site (8860 85 ST NW), ATCO has the right to develop their parcel within the confines of the Land Use Bylaw and the land use redesignation process. ATCO and the project team are committed to providing much-needed high-quality housing on this site. Although it is not the responsibility of a single private land-owner to provide a community-dedicated open space such as a community garden or park, the project team has passed along this feedback to City Administration for consideration in the planning of future public open spaces in Arbour Lake.

As part of the concurrent Development Permit (DP2024-05929), the Landscape Plan proposes planting ±21 new trees and ±63 new shrubs on the site, replacing the single existing tree. A combination of Prairie Spire Green Ash, Columnar Blue Spruce, Honeyberry, Alpine Current, Gold Current, and ornamental grasses are proposed – species that are resilient to Calgary climate, and will increase the natural vegetation on the site from current conditions.



13

What We Heard Themes

Waste, Recycling & Organic Waste

What We Heard

Several community members raised questions and potential concerns regarding the storage and collection of waste, recycling, and organic waste.

"The garbage is open and will be dug thru by the bobcats living in the area."

"I appreciate you mentioning Molok systems as it was not something I was familiar with."

Team Response

The proposed development will use a private collections company for waste, recycling, and organic waste. Detailed in the the concurrent Development Permit (DP2024-05929), the waste, recycling, and organics will be stored in a below-grade Molok system that is enclosed, secure, and screened from the street. The use of a private collection contractor ensures that waste, recycling, and organic waste can be picked up more often than The City of Calgary's public collection program, and pickup frequency can be adjusted over time to meet future resident demand.

General Support

What We Heard

The project team heard general support for the development vision from several community members. Specifically, the increase in density on the site within close proximity to transit.

"I'm in support of this project because it is a high density housing close to existing LRT station. We need these kind of middle housing that is transite-oriented."

"I'm looking forward to more dense housing being built along with more trees being planted..."

Team Response

The project team appreciates the support from community members for the application and development vision. The project team agrees that the site is well-suited for the proposed development, which will introduce a variety of unit types to Arbour Lake, accommodating a diverse range of future residents and families.



14

What We Heard Themes

Policy Alignment

What We Heard

The ALCA and several residents raised questions and concerns about the alignment of the proposed development vision with the Municipal Government Act.

"As I have stated before, CMA restricts this project. It just won't work here! ... new proposed development would not unduly interfere with amenities of the neighborhood...Materially interfere with or affect use, enjoyment or value of neighboring parcels of land."

Team Response

Arbour Lake does not yet have a Local Area Plan (LAP) in place to provide development guidance for the subject site. In the absence of an LAP, the project team looks to contemporary higher order plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)*.

The proposed change and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the MDP specifically identifies ground-oriented housing as a key component of complete communities (Policy 2.3.1(a)) and encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options (Policy 2.2.5(a)).



15

Verbatim Feedback Project Team Correspondence

Respondent #1

We received the plan for ATCO Arbour Lake and disagree with this proposal. Access to this site for 32 units will be via Arbour Wood Close and Arbour Wood Mews. We live on Arbour Wood Close and with cars parked on both sides of the street there is generally not room for two cars to pass each other. Arbour Wood Mews is more restricted - with cars on both sides, there is room for one way traffic only. Access for 32 more units will be a traffic disaster. With schools close to this area, there are more families with young children moving to the area and added traffic will be a serious concern. The only possible fix is to negotiate with Telus which has a wide road access off Arbour Lake Road to allow access in from the north of the proposed site. This road is steep, though, and will be a challenge to use in slippery conditions. When looking at the site itself, the plan has too many units for the size of site. The buildings and parking makes the site very very cramped. Please do not allow this development to proceed. I disagree with this planned development.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for reaching out about the proposed land use redesignation and providing your feedback regarding traffic and density.

Regarding your concerns about traffic, the applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake. This study identified the proposed development will generate a maximum of 18 new hourly trips at the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and your street, Arbour Wood Close NW, will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development.

The proposed Direct Control (DC) District, based on the Multi-Residential - Contextual Grade-Oriented (M-CG) District, will enable the development vision for 16 Townhouse Dwelling Units and 16 Secondary Suites on this site. The site is within close proximity to several other examples of similar existing multi-residential housing developments of up to 3-storeys, and several completed and under-construction 6-storey multi-residential developments. The future development vision and density complement the scale of the surrounding area development and provide a sensitive transition to the existing low-density residential context. Additionally, project architect, Kasian, has incorporated bylaw-aligned shared courtyard amenity spaces with landscaping for residents that will bring additional sunlight into the site.

Thank you again for providing your feedback which is being considered by the project team and included on record in an Outreach Summary Report to be shared with City decision-makers. I've also copied Julian Hall, the Planner at the City of Calgary managing the proposed land use change (LOC2024-0186), should you have any questions on city policies or processes. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Respondent #1 (cont.)

Thank you for your reply.

I believe your traffic study was flawed and there are a number of problems with the plan that I have documented in the attached with Photos.

PROBLEM 1: Access is limited to one-way only on Arbour Wood Mews and cars have minimal space to move out of the way to allow cars past

PROBLEM 2: There are already 24 houses just on this end of the street - adding "18 vehicles at rush hour" as described in the study will absolutely lead to serious traffic jams and frustration for ALL involved - the Traffic Study has NOT taken into account existing houses on this street

Verbatim Feedback Project Team Correspondence

PROBLEM 3: The new proposed site has 31 parking spots for 32 units - the reason there are cars already parked on Arbour Wood Mews is because these are the SECOND vehicles for these houses - they have back alleys but need the street parking for the second vehicles. WHAT ABOUT THE SECOND VEHICLES FOR THE NEW UNITS? If the plan is that they will use street parking, this will be a major failure since especially at the end of the street nearest the new development, there is already zero space for ANY additional vehicles

PROBLEM 4: With insufficient space on the street, the cars will overflow on the back alley that is shown. Is this the new city policy to use Back Alleys for primary access? As shown, with garbage cans in the back alley, there is one-way passage down the back alley

PROBLEM 5: Access into Arbour Wood Mews will add to the traffic on Arbour Wood Close - photo showing the view to the west. There is JUST enough space for cars parked on both sides of the street and moving vehicles to pass each other westbound and eastbound

PROBLEM 6: If the Traffic Study only reviewed traffic on Arbour Wood Mews, then there is a very serious oversight regarding the existing traffic problem associated with the portion of Arbour Wood Close that connects to Arbour Lake Road and goes past St Ambrose School. At School dropoff and pickup times, there have been numerous times when it has taken us 10 minutes to leave on Arbour Wood Close due to congestion at the school - if the dozens of cars and buses are not accounted for in the Traffic Study, this is a serious oversight. To add to the problem, just to west on Arbour Lake Road is Arbour Lake Middle School which further adds to the traffic in the area.

PROBLEM 7: When there are either activities at St Ambrose School or when the field beside the school is used for soccer games (which is several times each week), the parking on the section of Arbour Wood Close that goes past St Ambrose School is completely congested and cars park all the way along Arbour Wood Close, even as far as our house at 338 Arbour Wood Close with them using the south entrance into the field for access. This traffic needs to be accounted for as well since Arbour Wood Close past St Ambrose School is the ONLY access into this area for the existing 260 houses, not including the added 32 units that are planned

PROBLEM 8: By city bylaws, the site MUST have to Bus Stops and Transit. The Bus Stop is to the North up the Alley that is to the west of the Telus Building. As shown, there is ZERO LIGHTING which is a SERIOUS SAFETY HAZARD. Please identify the plan for Lighting Improvements along city patch to access Transit.

PROBLEM 9: Lighting to the South is no better and this is the primary path to the Crowfoot LRT Station. What is the LIGHTING PLAN to the south for this critical access path?

PROBLEM 10: VISITOR PARKING IN DEVELOPMENT SITE - the site plan includes 31 parking spots for 32 units, which is already a problem if ANYONE has a second vehicle - this doesn't account for ANY VISITOR PARKING. As mentioned in Problem 3 above, there is zero space for overflow onto Arbour Wood Mews for visitor parking so that is NOT a solution. The Site Plan must change to account for Visitor Parking.

Your response primarily referred to a flawed traffic study. Please consider all of the above problems as well for the proposed site.

Project Team Response

Hi [REDACTED]

Thank you again for the continued correspondence. To better understand your concerns regarding the capacity of Arbour Wood Mews NW, the applicant team conducted another site visit to observe and document the road and traffic conditions which will be included in our Outreach Summary Report.

Your concerns regarding Arbour Wood Mews NW have been noted and will be shared with City of Calgary Administration for the Mobility Infrastructure Department to review.

The proposed Direct Control District is based on the Multi-Residential - Contextual-Grade Oriented (M-CG) District which has a maximum Dwelling Unit density of 111 Dwelling Units per hectare which would equate to a maximum of 28 Dwelling Units on this site as noted on the City of Calgary Public Notice. ATCO's development vision for this site and the active Development Permit, DP2024-05929, proposes 16 Dwelling Units and 16

17

Verbatim Feedback Project Team Correspondence

Secondary Suites which is reflected in our application and outreach materials. A Development Permit Public Notice will be posted shortly on the site which will note the 16 Dwelling Units and 16 Secondary Suites proposed.

Thank you for bringing the site plan labeling to our attention. Please note the Transportation Study calculations and active Development Permit include 32 parking stalls as noted in our application and outreach materials.

Your concerns regarding the slope and lighting of the public 85 ST NW multi-use pathway have been noted and will be shared with City of Calgary Administration for the Mobility Infrastructure Department to review.

Thank you again for providing these comments and your remarks will be included on record in an Outreach Summary Report to be shared with City decision-makers.

Respondent #2

This letter is in opposition to the proposed land use redesignation at 8860 85 ST NW.

In the very least, we believe that this should be a concurrent application with a development permit in order to approve alternative vehicular access to the parcel. The proposed access to this site is a major concern for ANY proposed change of land use here, nonetheless a multi residential base district.

Civic Works' proposal shows access through an existing residential circle, rather than from the main Arbour Lake Road that already has an existing closed street with an existing curb-cut: 85 ST NW. A simple site visit would make it clear to anyone that access through the existing quiet residential circle, Arbour Wood Close, and then Arbour Wood Mews' culdesac and laneway, is an inappropriate access route for a proposed multi-residential development.

Other concerns & questions:

-Thus far, there has not been any attempt at community

engagement from the applicant, Civic Works, with the residents of Arbour Wood Close in order to collect feedback regarding their proposal. Furthermore, the current LOC sign is sitting in an area that is very hard for most residents to notice.

-Traffic congestion: Currently, school bus and parent drop off/pick up makes this area already very congested along Arbour Wood Close and Arbour Lake Road 4 times a day due to the existing school. This is something we feel should be taken into account when proposing a new land use district for the subject parcel. The proposed multi residential district, along with the new multi residential Arbour Lake West development (currently under construction near by) has already and will continue to greatly increase the traffic in this area within Arbour Lake.

-Using proper access from 85th ST NW would provide an opportunity to create a 'complete neighborhood street'. For example, there is space for the developer to create a tree lined street (increased canopy) that allows vehicles, a pedestrian pathway, and/or bike path, benches etc. rather than the current abandoned closed street.

-Will this development be built over underground Atco utilities and/or city water storage?

We believe this site would be better suited to a land use district that could accommodate an off-leash dog park (there are no off-leash dog parks in Arbour Lake yet many dogs in the community) or a children's playground (there are many young families and schools near by, however very limited existing playgrounds in the community).

We realize some of the community's concerns and questions may be more related to the development permit process, but we are asking you to maybe consider a concurrent application so that in the very least, the access issue and traffic concerns can be realized before it is TOO LATE. To reiterate, this parcel currently DOES NOT HAVE vehicular access, so any change to the parcel's proposed land use district will need to consider access and traffic as the largest impacts on the existing neighborhood, especially when the proposed base district is multi-residential, allowing for 32 dwelling units/suites.

Verbatim Feedback Project Team Correspondence

Please let us know if the applicant will engage with the community through an open house to gain public feedback, if a city planner/councillor site visit has been completed to really understand the proposed site access issues, and if there are any other opportunities to provide our feedback prior to the LOC going to council.

Please feel free to contact us to discuss further thanks.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for reaching out about the proposed land use redesignation and providing your feedback regarding the concurrent development permit, traffic, outreach, and the history of the site. I have expanded upon these topics below, but please follow up if you have further questions.

The applicant team submitted a Land Use Redesignation Application, LOC2024-0186, that was accepted for review on August 7, 2024. A concurrent Development Permit, DP2024-05929, was submitted on August 22, 2024. The concurrent Development Permit will be reviewed by City of Calgary Administration, including Mobility Infrastructure, to assess vehicle access to the site.

The applicant team launched our outreach on August 9, 2024, which included hand-delivered mailers to community members within ±200m of the site, custom on-site applicant signage on the site facing Arbour Wood Mews NW, and we shared information and offered opportunities for engagement with the Arbour Lake Community Association, the Arbour Lake Residents Association, and the Ward 2 Office. All of these outreach materials included a dedicated engagement email and voicemail, to offer an opportunity to ask questions and provide feedback to the applicant team. In addition to applicant-led outreach strategies, The City of Calgary has posted two large-format notices on the site facing Arbour Wood Mews NW and the 85 ST NW multi-use pathway and provided notice to surrounding community

members and groups. At this time, the applicant team has heard a low volume of community interest from a total of 3 households, including yourselves, and believes individual correspondence is the most appropriate outreach strategy at this time.

Regarding your concerns about traffic, the applicant team has conducted a site visit to document vehicle access to the site and initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake. This study identified the proposed development will generate a maximum of 18 new vehicle trips over the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Close NW has been included in the Transportation Study calculations for roadway capacities and is designed as a Primary Collector Street for the portion adjacent to St. Ambrose School to handle the additional pick-up and drop-off traffic. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development.

85 ST NW is owned by The City of Calgary and is closed to vehicle access but serves as a public multi-use pathway. As this parcel is not owned by ATCO and does not allow public vehicle access, it is not a feasible vehicle access route to the site. As mentioned previously, the proposed vehicle access to the site through Arbour Wood Mews NW will be reviewed for appropriateness by Mobility Infrastructure.

The project site previously operated as one of ATCO's natural gas meter stations. Due to improvements in distribution and monitoring technology, ATCO no longer requires the legacy meter station and completed decommissioning activities for the facility between September and October of 2021 to allow for redevelopment of the site.

Thank you again for providing your feedback which is being considered by the project team and included on record in an Outreach Summary Report to be shared with City decision-makers. I've also copied Julian Hall, the Planner at the City of Calgary managing the proposed land use change (LOC2024-0186), should

19

Verbatim Feedback Project Team Correspondence

you have any questions on city policies or processes. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #3

I am in opposition to the proposed development.

Population Density

In 2021, Arbour Lake had a population of 10,335 residents (population density 2,460 per sq km). Since that time, Arbour Lake West in development and will add an additional 2,200 persons (density 2,985 per square km) and when completed it will be over 3,000 people /km. Arbour Lake is NW Calgary's only lake community, the infrastructure including the Lake, transit, schools are unable to sustain additional population. This development erodes the enjoyment of the residents that built the community to what it is today.

Discrepancy Between Information Distributed to the Residents vs the City of Calgary

The information distributed to the residents of Arbour Lake reflects the development of 32 suites (see the flyer). The information provided to the City of Calgary reflects 28 suites. It seems suspicious that Civicworks would submit a lesser number of suites to the city than provided to the residents.

Timing of the Proposal

The information was distributed at a time when many residents are on vacation and as such unable to provide feedback. The 2nd week of September would have been a more optimal time to allow for feedback from residents.

Traffic Concerns

Arbour Wood Mews and Close experience a steady volume of traffic during the day. Both streets have a mixture of young families and seniors. There are sidewalks on one the side of the street. Before and after

school and in the evenings, there are many people out. With no stop signs at Arbour Wood Close and the Mews, pedestrians are at risk of being hit.

There will be additional pedestrians walking into Arbour Wood from Arbour Lake West to attend St. Ambroise School and reach Robert Thirsk. There will also be additional pedestrians walking up the path along 85th Street NW to attend Arbour Lake School.

Students attending St. Ambroise are picked up and dropped off on Arbour Wood Close. The traffic turns onto Arbour Wood Close and parks along the south and northbound lanes (depicted in red) waiting for their children to exit the school. The cars turn to go back north to exit onto Arbour Lake Way. This is the only drop off zone. There are hundreds of cars daily. This is an extraordinarily dangerous situation as children and parents are crossing the street not at the lights, but rather walking across the roadway. Traffic coming from the west end of Arbour Wood Close (depicted in blue) can wait 10 minutes to get turned onto northbound Arbour Wood Close during these times of day. This is also a concern for sporting events held outside school hours and events held in the evening.

Children cross Arbour Lake Way to get to the bus stop on the south side of the street. Parents in vehicles are picking up and dropping off children.

The speed limit is 30 km/hr from west of Arbour Lake School to beyond the bus stop located east of Arbour Wood Close.

Children cross Arbour Lake Way at Arbour Wood Close to make their way home or to the bus stop located near Arbour Lake. Traffic is backed up in every direction.

Adding 32 or 28 (whichever the number is), adds to the confusion and traffic woes.

There is no sidewalk on the west side of Arbour Wood Close where the mailbox is located. Even now it can be a challenge to cross the street without being run over by cars. There are two blind corners. This is especially concerning for seniors trying to cross the road.

Residents living on the south and west side of Arbour Wood Close wishing to cross the street to enter the

Verbatim Feedback Project Team Correspondence

school yard via the path, walk to transit must do so without a clear view of ongoing traffic from the south. This puts residents in danger of being hit by a car.

Mailbox located near 338 Arbour Wood Close. Note the sidewalk is on the opposite side of the street.

Parking Stalls

The information provided to residents reflects one parking stall per dwelling. Many families have two vehicles. Where will future residents park their second vehicle? Also, there is no mention of visitor parking stalls. As lot sizes on Arbour Mews are smaller (2,940 sq ft) many residents park one car on the street.

Elimination of Green Space

The residents of Arbour Wood have enjoyed the greenspace. It has provided a path for entering and exiting the school yard. Due to the development of Arbour Lake West, there remains only this small refuge from the noise of the city.

Schools

As the proposal shows stroller parking, that suggests there will be more school aged children shortly. Arbour Lake School and Robert Thirsk High School are full. There is not room for the children currently living in the community, much less future development.

Transit

The City of Calgary Friendly Design Guide (2006) recommends that proposed developments be within 400 metres and avoid steep hills. The hill on 85th Street NW is extraordinarily steep. The sidewalk is not maintained in the winter and poses a risk to pedestrians (falls).

Also, there is no lighting along the path in either direction. This poses a safety risk to people walking to or coming back from transit.

Enjoyment and Use of Personal Space

The application proposes the buildings will be 12 metres (four stories). That height will cause shadows on the backyards of the existing homes backing on to the development. Currently the homes are backing onto green space. This will certainly affect their ability to enjoy the privacy and quiet of their backyards and negatively affect their property values. The Municipal Government Act 640(6) states that "the proposed development would not (ii) materially interfere with or affect the use, enjoyment or value of the neighbouring parcels of land." The development as proposed would certainly negatively affect the homeowners backing onto the units. Residents have spent 10s of thousands of dollars fixing their backyards to have them ruined by rodents, the noise, dust during construction and the ongoing traffic that will ensue following construction.

Arbour Wood Mews

The Mews is a cul-de-sac. Homeowners purchased homes on this street as it has little traffic. Opening this to at least 28 or 32 more vehicles daily will negatively affect the value of their homes and their enjoyment. The Municipal Government Act section 640.6 states that "the proposed development would not (ii) materially interfere with or affect the use, enjoyment or value of the neighbouring parcels of land."

Wildlife

Wildlife including a bobcat, coyotes, rabbits, squirrels, gophers and birds use the existing greenspaces for hunting, and as a corridor to safely move to other areas of the community. Developing the site will put the animals at risk of being hit by vehicles or push them further into the community where they might be destroyed due to being nuisance.

Conclusion

This is not a case of "not in my backyard" as we have 2,200 new neighbours in our backyard. Rather it is a case of we can do better for our community. Arbour Wood lost an abundance of trees and greenspace that were on the property now known as Arbour Lake West. If ATCO were to create a forest, it would provide a place for neighbours to gather, to bathe in nature and to relax

Verbatim Feedback Project Team Correspondence

from the stresses of the world. It would help to reduce pollution, teach our children about forests.

Research shows that spending time in nature reduces stress and improves longevity for the population. It would help to reduce pollution, teach our children about forests. The Urban Forestry map shows that Arbour Lake has fewer trees than any other surrounding community. But the numbers don't just tell the truth as Urban Forestry counts only city owned trees. The trees that were destroyed in the development far outnumbered the ones planted by the city.

We bought our dream home 23 years ago. We had a spectacular mountain view, a greenspace in what is now Arbour Lake West to watch the deer, the coyotes, the hawks, to watch the fog lift from the small lakes, listen to the frogs (all of that is gone), traffic in the neighborhood was light, neighbours knew each other. The proposal as is, is not appropriate.

Warm regards,

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for reaching out about the proposed land use redesignation and providing your feedback regarding community capacity, outreach, traffic and parking, and open space. I have expanded upon these topics below, but please follow up if you have further questions.

The Land Use Redesignation Application, LOC2024-0186, and concurrent Development Permit, DP2024-05929, are currently being reviewed by City of Calgary Administration. This includes circulating the application with Mobility Infrastructure and local school boards so they are aware of current and future community populations to help inform resource allocation.

The proposed Direct Control District is based on the Multi-Residential - Contextual-Grade Oriented (M-CG) District which has a maximum Dwelling Unit density of 111 Dwelling Units per hectare which would equate to

maximum of 28 Dwelling Units on this site as noted on the City of Calgary Public Notice. ATCO's development vision for this site and the active Development Permit, DP2024-05929, proposes 16 Dwelling Units and 16 Secondary Suites which is reflected in our application materials. A Development Permit Public Notice will be posted shortly on the site which will note the 16 Dwelling Units and 16 Secondary Suites proposed.

The applicant team launched our outreach on August 9, 2024, which included hand-delivered mailers to community members within ±200m of the site, custom on-site applicant signage on the site facing Arbour Wood Mews NW, and we shared information and offered opportunities for engagement with the Arbour Lake Community Association, the Arbour Lake Residents Association, and the Ward 2 Office. To offer residents opportunities to engage when they return from summer holidays, the applicant team will continue to engage with community members and gather feedback throughout the application review process.

Regarding your concerns about traffic, parking, transit, and active transportation routes, the applicant team has initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand road infrastructure in Arbour Lake. This study identified the proposed development will generate a maximum of 18 new vehicle trips over the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Close NW has been included in the Transportation Study calculations for roadway capacities and is designed as a Primary Collector Street for the portion adjacent to St. Ambrose School to handle the additional pick-up and drop-off traffic. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development.

The proposed parking supply of 1 parking stall per Dwelling Unit or Secondary Suite exceeds the parking requirements of the proposed base Multi-Residential - Contextual Grade-Oriented (M-CG) District. This parking supply is also aligned with the parking requirements of the surrounding area, including your parcel, which is designated under the Residential - Grade-Oriented Infill (R-CG) District. Low-Density Residential and Multi-Residential Land Use Districts do not require visitor

22

Verbatim Feedback Project Team Correspondence

parking to be provided for Dwelling Units or Secondary Suites.

85 ST NW is owned by The City of Calgary and is closed to vehicle access but serves as a public multi-use pathway. As this parcel is not owned by ATCO and does not allow public vehicle access, it is not a feasible vehicle access route to the site. As mentioned previously, the proposed vehicle access to the site through Arbour Wood Mews NW will be reviewed for appropriateness by Mobility Infrastructure.

Thank you for bringing your safety concerns for the 85 ST NW public pathway to our attention and we will ensure this information is shared with The City for their consideration. As this is public property and not within the boundaries of the site, 8860 85 ST NW, improvements to the multi-use pathway would be the responsibility of The City. However, a lighting plan and strategy specific to the subject site will be developed as part of the Development Permit review process.

As noted in our application and outreach materials, the development vision is for 3-storey townhomes, which is reflected in the active Development Permit, DP2024-05929. This site is also unique as it only shares a property line with one residential parcel to the east. An additional 3.0m setback from the eastern property line with 2.0m Columnar Blue Spruce plantings and reduced east-facing windows are intended to mitigate overlooking and shadowing impacts.

Regarding open space and wildlife impacts, the active Development Permit, DP2024-05929, proposes 21 new trees and 63 new shrubs on the site which currently has 1 mature tree. Accommodating Calgary's growing population in established communities such as Arbour Lake that are already developed with existing infrastructure reduces the need to further develop intact natural habitats for wildlife and agricultural land on the edges of the city.

Thank you again for providing your feedback which is being considered by the project team and included on record in an Outreach Summary Report to be shared with City decision-makers. I've also copied Julian Hall, the Planner at the City of Calgary managing the proposed land use change (LOC2024-0186), should you have any questions on city policies or processes.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #3 (cont.)

I continue to this project. A) traffic - this is a residential street and perhaps it is within the guidelines but the guidelines don't take into account the safety and enjoyment of the residents. No one has dealt with the concerns I expressed.

The garbage is open and will be dug thru by the bobcats living in the area.

Modular housing does not fit with Arbour Lake.

The privacy of the existing neighbours is taken away.

There is no safe way to get to transit

The homes are too close together which affects the light entering their homes. Think of mental health issues.

There are no schools for the children to attend.

And they look like Atco trailers. How will they age, what will they look like in 25 years, who is responsible for the upkeep.

I will not support this project.

Project Team Response

Hi [REDACTED]

Thank you for providing additional feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted alongside your previous feedback and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process.

Verbatim Feedback Project Team Correspondence

The proposed development will use a private collections company for waste, recycling, and organic waste. Waste, recycling, and organics will be stored in a below-grade Molok system that is enclosed, secure, and screened from the street. The use of a private collection contractor ensures that waste, recycling, and organic waste can be picked up more often than the City of Calgary's public collection program, and pickup frequency can be adjusted over time to meet future resident demand.

A concurrent development permit, DP2024-05929, has been submitted by Project Architect, Kasian, which illustrates the sensitive interface tactics undertaken by the project team to mitigate privacy and shadowing concerns. Windows are strategically limited along neighbour-interfacing elevations and tree plantings are used to limit overlooking. Townhomes are separated by 7.5m shared courtyard spaces, exceeding Land Use Bylaw separation distances, to allow for greater sunlight penetration into the site and homes. The applicant team remains committed to exploring other means of creating a sensitively contextual transition to surrounding 2-storey homes, such as through window placement and frosting, tree and shrub plantings, and additional building setbacks where feasible.

While an increase in the number of homes can have potential impacts on school capacity, it is beyond the purview of individual land use applications to effect change related to school capacity issues. The Calgary Board of Education (CBE) monitors population growth and change to make recommendations to the Government of Alberta about opening or closing schools. The Government of Alberta (Alberta Education) is responsible for reviewing, planning, forecasting and funding school capacity. In recent years, Alberta has seen record inter-provincial migration and international immigration, which has had a great impact on school capacity. These organizations will continue to work together to plan school capacity in Calgary based on its growth patterns.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186. Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #3 (cont.)

Hi Nathan,

I appreciate you mentioning Molok systems as it was not something I was familiar with.

When looking at DPL1, I note there are two sites between the garages marked W, R,C, is this to be the location?

As well, what is the purpose of the retaining wall around the unit?

Will there remain a path for community residents to walk from the 85th street path to the school yard on the north side of the existing fence?

Thanks. I appreciate your continued conversation.

Project Team Response

Hi [REDACTED]

Thank you for the feedback and questions. I've provided explanations and answers to your questions below and your additional feedback will be noted in our Outreach Summary.

The "W,C,R" annotated on the DP2024-05929 Site Plan marks the locations of the proposed Moloks for waste, recycling, and organic waste.

The proposed maximum 1.0m retaining wall along the north and west property edges is required due to the existing site slope.

The informal walking path north of the subject site is located on a private parcel that is not owned by ATCO, and as such, I cannot comment on the future intent of this parcel.

ATCO is utilizing a standardized and repeatable off-site design-build-delivery system that decreases disruptive construction timelines and impacts. You mentioned that your street, Arbour Wood CL NW is currently cracked,

Verbatim Feedback Project Team Correspondence

and as with damage to any City of Calgary property, please contact 311 to report this.

Thank you for sharing your experience with winter driving conditions, and we will note this in our Outreach Summary for administration's consideration. Adjusting snow clearance routes is not within the purview of individual land use applications, but we can advocate for greater snow clearance through our Outreach Summary.

The proposed parking supply of 32 parking stalls for 16 dwelling units and 16 secondary suites exceeds the requirements of the proposed base M-CG District, and the parking supply is aligned with the parking requirements of the surrounding R-CG designated parcels, including your home.

The proposed Landscape Plan in the concurrent Development Permit, DP2024-05929, includes 6.5ft Columnar Blue Spruce and Prairie Spire Green Ash which can reach 50ft at maturity.

Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #3 (cont.)

Hi Nathan

Thank again for continuing the conversation.

I don't see where the on-site drainage will be. Would you advise please.

Thanks.

Project Team Response

Hi [REDACTED]

The proposed DC District, based on the M-CG District, requires a minimum of 30% of the landscaped area to be softscape. These regulations are intended to provide not just open space for residents, but also allow for appropriate drainage and ensure no overland drainage is permitted to leave the plan area per the Stormwater Management & Design Manual, except in conformance

with an approved Stormwater Management Report. Through the Development Permit review by Utility Engineers at the City of Calgary, it will be determined if the site can connect to an existing storm main pipe or if stormwater will be managed on-site through various techniques such as a dry well.

Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #4

Good evening,

Today I had neighbours tell me that, even though we were granted an extension until Sept 10th, as of Sept 7th, comments were closed. Was it closed Sept 5th?

As a good faith measure, I am requesting that it be reopened and extended until sept 30th.

Considering there is no new signage, that I have seen, nor have any neighbours received brochures informing them of this new development, I feel this request is more than fair.

More than half of our community has not yet learned of this proposed pilot project. We need more time to submit our comments.

We, the community, have been trying to get the word out, and encouraging neighbours to submit comments. Now I feel you have missed 3 days worth of comments. Please ensure you help inform the public by doing your part and keeping your word.

Thank you for your prompt attention to this matter.

Hope you all enjoy your weekend.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner at CivicWorks, the applicant team for the Land Use Redesignation,

Verbatim Feedback Project Team Correspondence

LOC2024-0186, on behalf of our developer-builder client, ATCO. Thank you for reaching out with your questions regarding the outreach process.

As part of the applicant-led outreach process, we installed custom on-site applicant signage and had hand-delivered information brochures delivered to residents living within approximately 200m of the site, 8860 85 ST NW. Due to feedback from community members, we will be doing another round of hand-delivered information brochures to an expanded catchment area, including all residences that use Arbour Wood CL NW to reach their homes. On behalf of requests from community members, the applicant team also requested that the public feedback deadline be extended from September 5th to September 10th which was granted. The applicant team promptly had the large-format signage located along the 85 ST NW Multi-Use Pathway and Arbour Wood Mews NW updated to reflect this.

Although the public feedback deadline is September 10th, members of the public may still provide feedback to the File Manager, Julian Hall, after this date which will be reflected in their report to Calgary Planning Commission and City Council. Additionally, community members are welcome to continue to provide feedback directly to the applicant team which will be captured in an Outreach Summary that will be reviewed by Calgary Planning Commission and City Council.

Thank you again for providing feedback on the outreach strategies to date. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #4 (cont.)

Good morning Nathan,

Thank you for getting back to me.

I'll be having a meeting this afternoon with the Community association. There is going to be changes. If there is anything to report, I'll let you know.

I have sent several emails so please forgive me that I'm not entirely sure which ones you have received.

With regards to the timeline extension, I understand that you are still planning to inform more community members.

I do appreciate that.

With that said, I am still requesting that the 21 day countdown begin after the entire community has been informed. This will give the entire community a chance to be informed, think and respond.

I know it wasn't you (yet) but this community has trust issues with developers. There's no way you could understand what we have already lost (43 acres of wetland with our beloved wildlife). We were steamrolled and still suffering because of it in ways you couldn't imagine.

We objected and presented reasons but the developer only tried to pacify us. Even when addressing our concerns the development went ahead. I think it was even the same time frame, during the summer, when people were on vacation, the spring wildlife had moved on etc. We feel this was by design, to get the least community engagement, the least traffic and the least push back.

I think the last development. even the closing date was Sept 5. This is de-ja-vu and we feel we have been steamrolled again.

Our concerns were ignored, all the things we said were going to happen, happened. I'd love to say we're not bitter, but we are. It's still fresh.

Right now we have no privacy, and are expected to be pacified knowing we are going to have a 4 storey pilot project towering over us.

Parking is a nightmare now, and you expect to pack more (low income) cars on our street. (FYI 30 years ago, the west side of arbour lake paid to have our own lane way paved. We paid for it so it could be put to use). It's not fair to expect us to give up our quiet cul-de-sac and lose our parking.

Verbatim Feedback Project Team Correspondence

We are not going to be pacified easily.

Residents believe developers only care about money, not people, not the happiness or peace of communities. That all they want to do is snatch up any green space they see and turn a profit with no concern for the happiness or well being of existing residents.

I'd like you to prove us wrong.

Your traffic study is based on some US text book based on a city of the same size as ours. It is not even based on our community, our traffic, our children or our residents. We are unique. We deserve better. I took the pictures, and another member counted traffic outside one school to show you just a brief picture of one day. U showed that with cars parked in either side of the street, there used to be only room for 1 driving car. 2 cars can't pass each other.

You need to have boots on the ground.

One thing I do know, there is a little red car that speeds down our street (3 times now). I'm certain it's someone from the development team, because we know our neighbours, and we know this car is not one of ours. A child is going to be hit on this street (not just this car, that is only an example of how traffic is going to affect us, as it has already started). We've been saying it for years. This is, was and we intend that it always will be a quiet cul-de-sac. This is what we purchased and envisioned for our future, our retirement, and our forever home.

This is a pilot project. I'm sure it's already crystal clear it will never have the support of the community. What if it fails after it's built? What happens to us then? We are fully aware that we are an experiment.

I understand your job is to pacify us. You have a job to do. I'm sorry to make your job difficult, but it will not get easier from here.

I also have a job to do. It's to convince you that this pilot project is not for our community.

Please re look at the map.

Directly north of the proposed site there is plenty of space. Parking lots and even a bus stop and getter

lighting. There is no need to infringe on the existing community.

This parking plan is absolutely the worst!

How many cars do you have in your household? Do you have kids that will eventually be getting cars? You don't need to answer that, but think about it. One parking stall per unit is not enough. Have you ever tried hauling in groceries or other items (kids?) from over a block away? Your parking plan was not distributed. Only a handful of people know. Seems like you are hiding it to prevent outrage. For good reason.

Calgary municipal act states a new development will not interfere with amenities, materially interfere with, affect use, enjoyment or value of neighbouring parcels of land. (I probably have that in the wrong order, but it's there). This new development infringes on each of those things, and more, as we have proven with our comments so far.

The bus stop is north of arbour wood mews. It just makes more sense that iv you must build this project, you move it further North by the other buildings. It would be better suited and better fit with your missing middle housing plan. You will still get pushback to be sure, but we may be more easily pacified.

We always imagined turning this space into something for the community, like a community garden where pedestrians and students walk. For years this has been a vital walkway for hundreds of students. Their parents will never know until it's too late.

I am one of the few people right now that understand this pilot project is intended to be low income. I haven't said anything yet because I don't want our community to be part of the 'NIMBY' class. But if you wait to tell us, it will be worse.

Trying to slip it in under our noses is the shady business we expect from developers.

I know i've stereotypically clumped you in with developer types, and I would love for you to give me a reason not to.

As I'm pretty sure you understand, I am a squeaky wheel. I have been quite restrained so far.

27

Verbatim Feedback Project Team Correspondence

I have the power to pacify too. So convince me. If I don't believe you, or I think you're being greedy or shady, I will tell you. If you are willing to listen and understand and work with the people, I can help you try.

I respectfully ask that you extend the deadline (publicly and indefinitely) until the entire Arbour Lake community has been fully informed. Then begin the 21 day count down and you'll not hear another word about it.

Before distributing brochures. Please correct errors:

28 units or 32?

3 storeys or 4?

What is the dumpster plan?

Make clear on the brochures that parking is to be taken from Arbour Wood Mews. Is 85st and arbour Wood Mews being opened up to traffic?

Some information includes a retaining wall, some doesn't.

We have a right to be presented with all of this information without having to find fine print or search ourselves.

We keep finding things you haven't mentioned. And it's hurting your cause.

Anything less than full disclosure would be hiding information. It would be a lie to put it bluntly.

We all value honesty. You could make a huge difference by working with the community.

Please inform us extensively, and give us time to chat with each other and respond.

Just be honest.

Don't give us a reason to fight, to hate.

In the meantime, please ensure your staff, crews, your team and anyone involved drives slowly and carefully on our roads where children play, pets roam and

pedestrians walk! There is only one sidewalk on one side of arbour Wood Mews.

Anyone who lives here would never drive like that on our street.

I'm sure, and I hope we will speak again shortly.

Thank you for taking this seriously. Our livelihood is at stake.

I do wish you luck.

Project Team Response

Hi [REDACTED]

Thank you for continuing the conversation and providing your feedback. As a community member, it is helpful to hear about your lived experience in the Arbour Lake Community and this helps inform the project team beyond what we can learn through our review. As the applicant team, it is our role to share information and offer opportunities for engagement with nearby community members and community groups. Since no single design solution can satisfy all community members completely, the project team cannot integrate everything suggested by residents and the community at large. Our promise, however, is that we are transparent about how we reach our conclusions, and we are committed to providing affected community members with quality information about the project, asking for your thoughts on key areas of the project, and sharing what we heard and our team's response to it.

I have provided responses below to the topics and questions you raised in your previous email.

The City of Calgary and the Applicant team have met their commitments to community outreach through various strategies including sharing information and offering opportunities for engagement with nearby residents, posting multiple signage directly on the site, and reaching out to the Arbour Lake Community Association, the Arbour Lake Residents Association, and the Ward 2 Office, and extending the public outreach timeline. That being said, the applicant team is exploring further outreach strategies to reach more community members directly impacted by the proposed

Verbatim Feedback Project Team Correspondence

development vision.

I understand your concerns regarding outreach over the summer months when residents may be on vacation. Although applicant-led outreach was launched in August, the applicant team is continuing to engage with the community through the entire application review process which spans several months.

I am unable to comment on your experience with previous developers in the Arbour Lake Community. ATCO and the broader project team are committed to being good neighbours and hosting open, honest conversations within the communities we work.

A concurrent development permit has been submitted by Project Architect, Kasian, which includes a 3-storey townhome development. It is not the intent of the applicant team to pursue a 4-storey building. Specific details of the development vision are included in this application for your reference.

These homes will not meet the City of Calgary Affordable Housing Criteria and are not intended to be non-market housing. Ultimately, ATCO will be able to use advanced off-site construction techniques at a total cost that is more competitive than conventional construction which provides the opportunity for more affordability than what is being delivered by other developers.

I am unable to comment on the class of vehicles you are concerned will be parked on the public Arbour Wood Mews NW roadway. ATCO and the applicant team are committed to providing a diverse mix of unit types that appeal to a variety of future residents across a range of lifestyles and stages.

The transportation study, completed by transportation engineers, Bunt & Associates, is reflective of a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. To further understand community concerns regarding the capacity of Arbour Wood Mews NW, the applicant team has conducted several site visits to observe and document the road and traffic conditions which will be included in our Outreach Summary Report.

I would like to clarify that 85 ST NW is a public-owned

parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW.

The proposed parking supply of 32 parking stalls for 16 dwelling units and 16 secondary suites exceeds the requirements of the proposed base M-CG District, and this parking supply is aligned with the parking requirements of the surrounding R-CG designated parcels. The proposed parking supply and plan have been included in all outreach materials.

The site, 8860 85 ST NW, is privately owned by ATCO, it is not a public open space and does not have a public pathway on it. ATCO cannot make decisions regarding land use and the development vision for adjacent parcels of land that they do not own.

The proposed development will use a private collections company for waste, recycling, and organic waste. Waste, recycling, and organics will be stored in a below-grade Molok system that is enclosed, secure, and screened from the street. The use of a private collection contractor ensures that waste, recycling, and organic waste can be picked up more often than the City of Calgary's public collection program, and pickup frequency can be adjusted over time to meet future resident demand.

The proposed Direct Control District is based on the Multi-Residential - Contextual-Grade Oriented (M-CG) District which has a maximum Dwelling Unit density of 111 Dwelling Units per hectare which would equate to a maximum of 28 Dwelling Units on this site as noted on the City of Calgary Public Notice. ATCO's development vision for this site and the active Development Permit, DP2024-05929, proposes 16 Dwelling Units and 16 Secondary Suites which is reflected in our application and outreach materials. A Development Permit Public Notice will be posted shortly on the site which reflects this development vision.

Thank you again for providing these comments and your remarks will be included on record in an Outreach Summary Report to be shared with City decision-makers.

Verbatim Feedback Project Team Correspondence

Respondent #4 (cont.)

Good afternoon,

I was almost impressed!

We got an updated brochure from atco today. Detailed. I feel like several concerns were addressed. There are still things have have not been fixed.

But most importantly, the website engageatco.com does not exist.

Great effort though

Arbour wood mews will NEVER agree to increased traffic.

Our quiet cul-de-sac is being turned into a road.

Not acceptable.

Does no one consider the existing residents?

WE paid for the laneway.

Thank you

Sent from my iPhone

Websites up!

I guess I was just early

lol.

While I do very much appreciate the efforts taken to pacify us, it still won't work. It is better, so I'll give credit where it's due.

I am proposing building this project north of the current plan.

There 100% needs to be a separate road for them to get in and out and park.

The bus stop is closer if it's built north. It would solve concerns on arbour wood mews regarding privacy,

30

shadowing, parking

We were desperately hoping for a community garden on this site.

Again, we bought a peaceful forever home on a QUIET cul-de-sac by design.

It also backed on to 43 acres of wetland that was taken, which has already affected our home values. Instead of mountain views, green space and wildlife, we see windows.

We haven't even had time to adjust to losing it.

As I have stated before, CMA restricts this project. It just won't work here!

" ... new proposed development would not unduly interfere with amenities of the neighborhood...Materially interfere with or affect use, enjoyment or value of neighboring parcels of land."

Thank you

Sent from my iPhone

Project Team Response

Hi [REDACTED]

Thank you again for providing additional feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted alongside your previous feedback and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process.

Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #5

Good morning Julian Hall and Atco

Verbatim Feedback Project Team Correspondence

Over the weekend the ONLY land use change sign was vandalized. This is not an acceptable way to protest. I am disappointed someone felt they had to do this to communicate how much this plan is upsetting our community.

You need to re open the portal so people can add their constructive feedback to you without spray paint. See picture.

This development is a bad and reckless idea. Please stop causing our community unnecessary distress and anguish by stopping this project now and forever.

Please leave Arbour Lake alone and help our community to deal with the harm that arbour

Lake West will bring when it's complete and occupied. Since school started over 300 new students have been added to the CBE Arbour lake school. I sent you a picture of the traffic the other day.

You need to stop this project now or open the portal and get more signs up in places people can see them with an extended deadline.

Thank you,

Respondent #5 (continued)

Good Evening Julian Hall and ATCO.

I am including Ward 2 Councillor Wyness as an addressee for my objection to document my submission before the extended deadline of September 10, 2024. The DMAP Comments Portal was closed before September 7, 2024.

Since I am unable to submit comments to the portal, I am writing to voice my strong opposition to the land use development plan LOC2024-0186 for the following reasons:

Opening 85th Street NW to traffic to become an active roadway is extremely thoughtless and very dangerous. Already, it is difficult for those living on properties that exit onto Arbour Lake Road NW because of all the traffic (Over 300 cars in a 75-minute period on September 9th). There are 300 additional new children attending the CBE

Arbour Lake School this year, never mind the additional schoolchildren attending St. Ambrose Catholic School, which shares the playground zone. The 85th Street NW has a steep grade and the top of the hill where vehicles are supposed to exit is where the school zone is located. This proposed new traffic will see very large back us daily for those who wish to exit into the Arbour Lake Road school zone because of the sheer volume of automobile and pedestrian traffic. You do not seem to care that the applicant will literally be endangering the lives of schoolchildren if any development is allowed in this area, and that is not an exaggeration. The large hill that is 85th Street will be icy and the inevitable traffic back ups in winter will be detrimental to the people who's bedrooms and living areas are aligned right beside a busy street that serves as a roadway for your 28 households and vehicles.

The walking path that is 85th Street sees constant foot traffic. Vulnerable residents in the area feel safe using this path as it is always busy, peaceful and offers a quick route to a calm nature environment. You will be removing this special area forever, and for nothing more than seeing profits to cover up your applicants gas line. We cannot lose this path. Previous Councillors have PROMISED that 85th Street will NEVER become an active roadway. Please have integrity and keep your word.

The current Arbour Lake West Property development is not yet complete. This development will eventually have over 850 households and all of their vehicles. No matter when the applicant completed a traffic study - if they even did, until Arbour Lake West is fully occupied and complete, they cannot possibly be able to adequately assess the impact on Arbour Lake Road NW traffic, playground zones and pedestrians and damage to our neighborhood. This project should not be allowed to be considered at all, and if someone is still so ill-advised as to think it should, no more planning should be allowed until all construction and occupancy is completed in Arbour Lake West. Once the destruction of that meadow is complete, you will be able to see if additional housing is actually required and if the real risk of killing children and our community with vehicles is worth a test project that will make your applicant richer at our great expense. As you can already see with the horrible apartment buildings in Arbour Lake West, once the unsuitable housing is created, it is for us to live with these monstrosities that will forever change the make-up and sense of community. Forcing a 4 storey building

Verbatim Feedback Project Team Correspondence

into a community that is comprised of tiny starter homes on the quiet cul-de-sac is not the answer and we do not want it.

Arbour Lake Mews is not interested in becoming a parking lot for the applicant's land use proposal. While the applicant owns a plot of property with a dangerous gas line running through it, it doesn't mean it needs to be developed as a pilot project for low-income individuals to live on and get sick from. There are other plots of land you can exploit that already have a main road and amenities, especially in Scenic acres or any of the community baseball diamonds with parking already attached. We have enough housing in Arbour lake. If you must hide your dangerous gas line and pretend your motives are altruistic towards poor people, please allow them to use it to place raised garden beds to grow food on it.

Please STOP Land USE CHANGE LOC2024-0186 immediately.

There is no good reason to put our neighborhood through more unnecessary construction and trauma.

Thank you,

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner at CivicWorks, the applicant team for the Land Use Redesignation, LOC2024-0186, on behalf of our developer-builder client, ATCO. Thank you for reaching out with your questions regarding the outreach process, traffic, and parking. I understand you have reached out through several emails, and I will attempt to address all of your questions and comments below.

As part of the applicant-led outreach process, we installed custom on-site applicant signage and had hand-delivered information brochures delivered to residents living within approximately 200m of the site, 8860 85 ST NW. To reach more community members, we will complete another round of hand-delivered information brochures to an expanded catchment area, including all residences that use Arbour Wood CL NW to reach their homes. On behalf of requests from

community members, the applicant team also requested that the public feedback deadline be extended from September 5 to September 10 which was granted. The applicant team promptly had the two large-format signs located along the 85 ST NW Multi-Use Pathway and Arbour Wood Mews NW updated to reflect this.

I agree that it is disheartening to see vandalism on these signs, and we are currently working to replace the damaged sign as soon as possible.

Although the public feedback deadline is September 10, members of the public may still provide feedback to the File Manager, Julian Hall, after this date which will be reflected in their report to Calgary Planning Commission and City Council. Additionally, community members are welcome to continue to provide feedback directly to the applicant team which will be captured in an Outreach Summary that will also be reviewed by Calgary Planning Commission and City Council.

Regarding traffic and parking, I would like to clarify that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW. The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Thank you again for providing feedback on the outreach strategies to date. I encourage you to stay up to date

Verbatim Feedback Project Team Correspondence

with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #5 (continued)

This is a TERRIBLE idea. There is no need for this development. Move the plans for this development to another location. There is no room for more students in the schools. We do not have the access you require on the roadways and there is no capacity for any more housing in arbour lake. Stop this development at least for another 10 years when you can see the actual impact of the overcrowding expected when all of the inappropriate buildings in arbour lake west are built and occupied. I am disgusted with ATCO and I will never use them for utilities because of this. Any goodwill I had for your company is gone. Do not proceed with this project. You will ruin our walking path and detract from our neighborhood. Build your experiment elsewhere.

Project Team Response

Hi [REDACTED]

Thank you for providing additional feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted alongside your previous feedback and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this multi-use trail.

While an increase in the number of homes can have potential impacts on school capacity, it is beyond the purview of individual land use applications to effect change related to school capacity issues. The Calgary Board of Education (CBE) monitors population growth and change to make recommendations to

the Government of Alberta about opening or closing schools. The Government of Alberta (Alberta Education) is responsible for reviewing, planning, forecasting and funding school capacity. In recent years, Alberta has seen record inter-provincial migration and international immigration, which has had a great impact on school capacity. These organizations will continue to work together to plan school capacity in Calgary based on its growth patterns.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186. Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #6

Hello,

I am a resident of Arbour Lake, in Calgary, AB. I am writing you today to oppose the Arbour Wood Development. I don't live directly in Arbour Wood, but I live in Arbour Crest.

My main opposition is traffic and safety concerns. The intersection of John Laurie Blvd and Arbour Lake Drive is, particularly at drop off and pick up times with the catholic school on the corner and Arbour Lake Middle School, a bit of a disaster. That intersection, as well as the one at Arbour Crest Road and Arbour Lake Drive NW, are places where I have been almost hit by a car too many times to count. (As well as my kids/husband). People don't obey the stop signs and right of way, go through red lights, are right at kids crossing while in the crosswalk, etc. People are parking in driving lanes to get their kids from school creating more issues. And the traffic in arbour lake has already increased due to the Arbour Lake West Development. Our community cannot handle another increase in traffic, particularly if the city won't listen to us on how we need some safety initiatives in our community. Some pedestrian crosswalks for when people are significantly speeding down Arbour Lake Way NW where myself and kids cross to the library, YMCA and the high school, etc.

I have already submitted one of the intersections

33

Verbatim Feedback Project Team Correspondence

above to the city, with no changes. And another area in Arbour Lake I felt needed to be safer, with no changes by the City (where we need a pedestrian crossway with lights). Plus others, again no changes. Our voices are not be heard, and these are significant safety concerns. It shouldn't take someone getting hit to deal with the traffic issues in our community.

I want our voices to be heard to have these intersections and pedestrian crosswalks safer. We need better flow to the schools for pick up/ drop off so people don't stay parked in driving lanes (also submitted this to the city with no changes). This development will negatively impact us and things are already quite bad with traffic and safety. Let's put in a green space and picnic tables/ gazebo/park, and let our kids have a neighbourhood over a development.

And while we are discussing all the safety issues, let's have those addressed as well. I am happy to chat with anyone who can help with the areas I have submitted via the city app.

Thanks

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for reaching out about the proposed land use redesignation and providing your feedback regarding traffic.

I hear your concerns regarding the traffic and safety concerns along Arbour Lake DR NW, and these have been shared by other community members as well. This feedback will be captured in our Applicant-led Outreach Summary that will be shared with Administration and decision-makers at The City of Calgary, and we will be sure to note these specific concerns.

The applicant team did initiate a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand local traffic capacity near the subject site in Arbour Lake. This study identified the proposed development will generate a maximum

of 18 new hourly trips over the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW, will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Thank you again for providing your feedback which is being considered by the project team and as I noted earlier, it will be included on record in an Outreach Summary Report to be shared with City decision-makers. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #7

WE DO NOT NEED ANYMORE DEVELOPMENT IN OUR COMMUNITY, WE'VE ALREADY HAD A TON OF GREEN SPACE REMOVED FROM ARBOUR LAKE WEST. Our community cannot handle more people.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding density. Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit

Verbatim Feedback Project Team Correspondence

move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #8

I'm in support of this project because it is a high density housing close to existing LRT station. We need these kind of middle housing that is transit oriented.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing your support for the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your support and feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #9

Entrance and exit to this development should be separate, from the path side and Arbour Lake Rd, and not from Arbour Wood. This new development will include many additional residents which will negatively impact Arbour Wood traffic. As residents, it's already very congested during school drop-off and pick up

times from the school.

This development should be serviced by a new road and not through Arbour Wood. Thanks

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW. The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbours-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

Verbatim Feedback Project Team Correspondence

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #10

To whom it may concern,

I believe that this new development will add too much traffic to the already busy area between St. Ambrose and Arbour Lake School. We already have a large development under construction and I do not think another one will benefit the neighborhood. The new road also takes away part of a frequently used walking path. I am not in favour of this new development and think the land could be better used for a park or community garden.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this multi-use trail. The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbours-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and

Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #11

I just Wanted to find out when this project is expected to start ?

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in Arbour Lake on behalf of our client ATCO.

The proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, are both currently going through a review process at the City of Calgary which can take approximately 6-8 months. Following a final decision of the Land Use Redesignation and subsequent Development Permit, the project team will be able to start construction in 2025 if they receive approvals.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and

Verbatim Feedback Project Team Correspondence

reference LOC2024-0186.

Respondent #12

What about all the extra traffic to Arbour Wood Close. This complex appears to be only accessible via Arbour Mews, which means traffic has to go through Arbour Wood. Arbour Lake West is a mess with too many condos and apartments. This development will do nothing to help the community.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #13

The building design looks "low rental" and Arbour Lake is not a low rental neighborhood. Plus, irrespective of what the City's guidelines are, PARKING IS A HUGE PROBLEM !!! Don't turn a beautiful neighborhood into a ghetto.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing your feedback for the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, however, I am unable to comment on the class of the proposed development or your community, Arbour Lake. ATCO and the applicant team are committed to providing a high-quality, diverse mix of unit types that appeal to a variety of future residents across a range of lifestyles and stages.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Verbatim Feedback Project Team Correspondence

Respondent #14

The new dwelling is close to school. Every school day, the traffic is already terrible. Adding more traffic will make it worse.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

38

Respondent #15

I have lived in Arbour Lake for 27 years. It has developed over the years however the roads are now jam packed with cars and not enough safety around the 2 schools. With the horrendously over developed previous Hawkwood farm area Crowfoot cannot support anymore infrastructures. There little to know restaurants with enough parking and there are only 2 grocery stores and one is highly overpriced. I do not support this development

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if

Verbatim Feedback Project Team Correspondence

you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #16

Please don't do this to the community.

This is an older neighborhood with lots of space and charm. By adding this comes more people and more traffic that this community does not want or need. If we wanted it we would go to a new development area. Please don't go through with this.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and

Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #17

To whom it may concern:

Today we received a pamphlet describing the intent of ACTO to continue to pursue the development of 3 story condos at 8860 85 St Nw. I would like to share some of my thoughts and those of some of my neighbours re this matter.

The continued pursuit of this development continues to show the lack of common sense and the tone-deafness of ATCO and the city of Calgary. The opposition to such a development is high amongst the citizens of Arbour Lake and especially from those it will immediately effect in the connecting neighbourhoods, but yet in classic city of Calgary Fashion, the city feels it knows better and chooses to go against the wishes of its citizens.

The permitted allowable structural height of the homes in this quaint neighbourhood community of Arbour is 2 stories, or as far as I know, was at one time. Having a 3 storey condo unit put right in the middle our neighbourhood will not only not structurally fit in with the character of this community but add an element of claustrophobia. It's simply too many structures in such a tight spot.

The pamphlet stated that the townhomes will be facing towards each other and will limit, but yet not completely eliminate the overlooking of neighbourhood homes. This is unacceptable. Our homes and yards are meant to be places of privacy if we so choose, and should not

39

Verbatim Feedback Project Team Correspondence

have to worry about people gazing into our lives from above. Noise pollution will also be of concern if one of the condo units decides to have a party or other loud events on the third floor. Sound travels, and with it being the only 3 story structure in the neighbourhood, could disrupt the cohesiveness of this quiet community. I'm also not convinced the lighting will not be disruptive to our neighbourhood. Again, this is due to the fact that these are 3 story structures and any light emitted on the top floors will have an effect on surrounding homes, as will any light emitted from the ground parking on neighbouring homes.

The study conducted by the transportation engineers is not only laughable and does not in any way reflect reality, but is based on outdated methods and generic models. But when these same engineers, city planners and ATCO work close in proximity to each other, I'm not surprised at the results. These engineers are not from our neighbourhood and do not see the everyday occurrences and issues we have with the transportation corridor through our neighbourhood. The school zone can get extremely busy on school days and cause a lineup of sorts on those wishing to exit our community. There is only one way in and one way out of our community, that consists of a variety hidden closes and culdesacs that require skillful maneuvering around the many blind corners and turns that one must take care as to not hit the vast amount of parked cars lining our streets, people walking and children playing. Adding this large 4 unit, 3 story condo unit at the end of a small street in a quiet residential area will only add to the congestion, pollution, noise and danger to those in our neighbourhood. The study you conducted says otherwise but this could not be more wrong. Do the math. Proposed are 32 units with 32 parking stalls. Most if not all of these units will have 2 occupants, with a possibility of 3 or more occupants per unit. This is common and I dare you to prove me otherwise. That being said, we could have anywhere from 64 to 100+ additional vehicles coming in and out of our small neighbourhood, single file, some speeding (this is already an issue) creating a lineup of cars in front of our homes. Even if it's an extra 32 cars or even half of that, where will these people park? Our streets are already at their max with vehicles. This will create a very uncomfortable, resentful and even dangerous situation if there is ever an emergency (such as a large fire) at these complex's or one of the homes on this already overburdened, small, street.

ATCO is trying to sell this as a gift to Arbour Lake, believing they are our saviours bringing much needed homes to our city. We are not fooled. This is all about ATCO's ROI and greed. These units will be sold at a premium and will do absolutely nothing harbouring the real issue at hand. The lack of affordable housing. This is not an area meant to be developed into high density housing. It is a small greenspace at the end of a small, nearly single lane residential neighbourhood. If ACTO really cared about the residents of Arbour Lake it would make this spot into a small park, adding to the value of our community and to the City's much preached about green initiative. All this has done is given the already exasperated citizens of Arbour Lake and the citizens of this city more reason to distrust ATCO and the city. If this development goes through, I can guarantee you this distrust will turn into resentment, and that is not a healthy place to reside in.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. I have provided responses below to the topics and questions you raised in your previous feedback.

When considering the appropriateness of a development vision, the project team considers the immediate and surrounding neighbourhood context, including similar development. When looking at the subject site and the surrounding land uses, there is an eclectic mix of 2-storey single-detached homes, 3-storey townhomes, and 6-storey apartment buildings, all within 350m of the site. The project team has carefully tailored the development vision of 3-storey townhomes to be compatible with this diversity of building typologies and create a considered interface with adjacent residential homes.

A concurrent development permit, DP2024-05929, has been submitted by Project Architect, Kasian, which illustrates the sensitive interface tactics undertaken by the project team to mitigate privacy and shadowing

40

Verbatim Feedback Project Team Correspondence

concerns. Windows are strategically limited along neighbour-interfacing elevations and 21 new tree plantings are used to limit overlooking. The applicant team remains committed to exploring other means of creating a sensitively contextual transition to surrounding 2-storey homes, such as through window placement and frosting, tree and shrub plantings, and additional building setbacks where feasible.

The lighting strategy, included in DP2024-05929, proposes downlights and wall sconces that are oriented towards the site and away from neighbouring properties to mitigate interference. As currently proposed in DP2024-05929, there are no downlights or wall sconces proposed on the third-storey of any building.

The transportation impact study by transportation engineering firm, Bunt & Associates, is reviewed by Mobility Infrastructure at the City of Calgary to assess roadway capacities and the proposed parking supply. Decision makers at the City of Calgary and the project team take into account both the findings of this technical study as well as feedback provided by community members through the outreach process when considering the appropriateness of the proposed increase in traffic and parking.

While these homes are not intended to be non-market housing, ATCO will be able to use advanced off-site construction techniques at a total cost that is more competitive than conventional construction which provides the opportunity for more affordability than what is being delivered by other developers.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #18

This visual plan does not indicate where residents of the new development would access a street. If the pathway to Arbour Lake Rd. is intended to be that street, that is very problematic for the community, the schools and residents of Stonecroft Condominium Development.

Project Team Response

Hi [REDACTED]

Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this multi-use trail.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186. Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #18 (cont.)

That's great. I will let my neighbours know this. Thank you for providing this information.

Respondent #19

I object to having a high density project built in this area, especially when this will increase the traffic flow on Arbour Wood Close. Currently this road has a high traffic especially with the Mews residence and Arbour Wood Close residence. Add another 30 vehicles to this area will make it not safe for pedestrians and children who live in

41

Verbatim Feedback Project Team Correspondence

this area or who walk to the 2 local schools close by.

Reducing the complex to maybe 2 storey or townhomes and transferring traffic on to 85st down to Arbour Lake Rd NW maybe more beneficial and feasible. Having it go through an established area now is bad.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and

reference LOC2024-0186.

Thank you for your time,

Respondent #20

I feel the City Planning Department may have lost their mind. We are already living in cramped quarters due The Hopewell Development. This really is The Straw that broke the camel's back. This announcement has created great unrest in our Community that was once livable. Consider this an invitation to reconsider building in another area. This site is more suitable for Community Garden, Children's Park or Trees with a Gazebo Garden. Thank you for listening

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding density. Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #21

Please abandon these plans. The traffic study data is outdated and is not taking the hundreds of unoccupied units in the Arbour Lake West development into account.

The community resources are going to be stretched

Verbatim Feedback Project Team Correspondence

thin as it is and parking is already challenging before the addition of even more units being built without adequate parking. How many single car families do you know?

This community needs green space. The residents want more trees. Turn that small corridor into a nature path or community garden.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic and parking.

As you are aware, the applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity and parking trends in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study considers the surrounding road network, and Mobility Infrastructure at the City of Calgary is also reviewing the study in addition to the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply. Through the outreach and application review process, the applicant team is taking into account a balanced consideration of first-hand accounts from community residents and findings from technical studies.

The proposed parking supply of 32 parking stalls for 16 dwelling units and 16 secondary suites exceeds the requirements of the proposed base M-CG District, and the parking supply is aligned with the parking requirements of the surrounding R-CG designated parcels in Arbour Lake.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #22

Arbour Lake has experienced development in the form of thousands of units in West Arbour Lake. This development requires the pavement of an Arbour Lake pathway artery between residences and the schools further north. Furthermore, hundreds of people use this pathway for exercise and I see elderly and school aged children utilizing it. To pave it, and eliminate that artery for the sake of so few units when already thousands of units are being built is a slap in the face of Arbour Lake residents. Lastly, the pavement of the pathway was not advertised and I think that's shamefully inaccurate of both the COC and ATCO.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding the public multi-use pathway.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this multi-use trail.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application

Verbatim Feedback Project Team Correspondence

details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #23

Will you be restricting residents to one vehicle per unit? Will existing residents be forced to get permit parking on our street? The paved alleys should not be used for vehicular traffic as many children play and used these alleys to ride their bikes. Have you considered what you are doing to existing property values by adding these units to an already crowded street as there is no off street parking on our street? Are these units going to be rental units or condos? Your lack of consultation with our community is insulting.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding parking, property values, future tenants, and the engagement process.

The proposed parking supply includes 32 parking stalls for 16 Dwelling Units and 16 Secondary Suites. The proposed parking supply of 1 parking stall per Dwelling Unit or Secondary Suite exceeds the parking requirements of the proposed base Multi-Residential - Contextual Grade-Oriented (M-CG) District. This parking supply is also aligned with the parking requirements of the surrounding area, which is designated under the Residential - Grade-Oriented Infill (R-CG) District. Although the site is in Residential Parking Permit (RPP) zone XX, there are no parking restrictions near the site that would restrict public on-street parking for existing or future residents. I will also note that the proposed development vision and site access will not impede the existing public on-street parking supply on Arbour Wood Mews NW. Regarding the rear lane, this is a public right-of-way and it is not possible to restrict public use of

the lane. Arbour Wood Mews NW is the primary vehicle access to the site and connects to the private internal lane and on-site parking stalls.

While potential impacts on surrounding property values from new development are not a consideration of decision-makers through the land use redesignation process, the project architect, Kasian, has taken special consideration into the architecture, building materiality, and landscaping to create an aesthetic and high-quality design that is a contextual fit within the community and contributes to the public realm.

The proposed development has been specifically designed to operate as purpose-built rentals. ATCO will manage these rental units and is committed to being a part of the Arbour Lake community in the long term. As such, the developer has a vested interest in maintaining their asset and being a good neighbour over time through property upkeep and selecting reliable tenants.

Regarding your comments about the lack of community consultation, the project team engagement strategies included ±135 hand-delivered bi-fold mailers to residents living within ±200m of the site and custom on-site applicant signage. Both of these materials provided project information and invited community members to share feedback with the project team through a dedicated engagement email and voicemail box. The project team also reached out to the Arbour Lake Community Association, Arbour Lake Residents Association, and the Ward 2 Office to share information and offer opportunities for engagement including invitations to meet. In response to feedback heard from community members, the project team advocated extending the public feedback deadline an additional 5 days, created a dedicated project website with detailed information, project materials available for download, and an online feedback form, as well as completed another round of ±387 hand-delivered tri-fold mailers to a greater catchment area that included project updates and directed residents to the project website. Through this outreach process, ATCO and the project team are committed to hosting open, honest conversations with community members and groups. As our outreach process draws to a close and we approach key decision points in the application process, an Applicant-led Outreach Summary will be shared with the area Ward Councillor's Office, community groups, and The City, while also being advertised through custom on-site

Verbatim Feedback Project Team Correspondence

signage and hand-delivered mailers for broader public access. Most importantly, this Applicant-led Outreach Summary will highlight key feedback themes, verbatim feedback from community members, and how we responded so decision-makers at the City of Calgary are informed of the outreach process.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #24

This is terrible news. Our neighbour will change to the negative. It's crazy that instead of keeping our streets and residents safe, we will have more traffic in a playground and an elementary school!!! Not wanted!!

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #25

Hello,

I'm a resident just down the street from the proposed development at the north end of Arbour Wood Mews NW and I had some comments on the project.

I'm looking forward to more dense housing being built along with more trees being planted, however, I'm concerned about traffic. I understand a transportation impact study was done, which I appreciate, but I'm wondering if it would be possible to have enforced guest parking in the area. Many of my neighbours park on the street which makes the road more narrow. There are also many children in the area and with limited front yard space, they inevitably play on the sidewalk and near the road. More vehicles driving through and parking on an already narrowed street would make it even less safe. I would also suggest expanding and extending the multi-use pathway to connect Arbour Wood Mews NW and Arbour Lake Road. Though I've heard there has been some protest to this in the neighborhood, it would make a much more convenient route to John Laurie Boulevard NW and reduce the number of additional vehicles driving through Arbour Wood Mews NW.

Thanks for your time,

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding parking and traffic.

To first address parking, the project team has carefully catered the proposed parking supply of 32 vehicle parking stalls to exceed the parking requirements of the proposed base Multi-Residential - Contextual Grade-Oriented (M-CG) District, and align with the parking requirements of the surrounding area, which

45

Verbatim Feedback Project Team Correspondence

is designated under the Residential - Grade-Oriented Infill (R-CG) District. Both the M-CG and R-CG Land Use Districts do not require visitor parking to be provided for Dwelling Units or Secondary Suites, and it is not possible to provide additional vehicle parking stalls with the current site plan and constraints. I will also note that the proposed development vision and site access will not impede the existing public on-street parking supply on Arbour Wood Mews NW.

Thank you for sharing your feedback regarding the 85 ST NW multi-use pathway. This is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. As such, it is not within the scope of the development vision and applications to propose opening this parcel to vehicle movement. All vehicle traffic to and from the site will be through Arbour Wood Mews NW.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #26

In 2020 the community of Arbour Lake lost the entire Hawkwood meadow, levelled to make way for high density housing, 800 units, soon to be fully occupied as Arbour Lake West. ATCO's new proposed development at 8860 - 85 St. NW is completely unnecessary. Adding yet another multi unit dwelling, and on top of a now defunct release station to boot, makes NO SENSE at all! The citizens are clearly telling you NO. The message is the same regardless of the point of concern - they don't want "inner city modular housing" dropped into an established residential NW neighborhood! What our community needs now more than ever is greenspace.

Clearly ATCO is trying to push this project as "feel good" PR stunt. So do the right thing and plant trees, create an

outdoor exercise circuit. We don't want more housing.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding future green space.

Through the concurrent Development Permit, DP2024-05929, a total of 21 new trees and 63 new shrubs are proposed on the site as part of the landscape plan that will replace the 1 tree on the site currently. A combination of Prairie Spire Green Ash, Columnar Blue Spruce, Honeyberry, Alpine Current, Gold Current, and ornamental grasses are proposed that are resilient to Calgary climate and will increase the natural vegetation on the site from current conditions.

Thank you again for providing your feedback which is being considered by the project team and included on record in an Outreach Summary Report to be shared with City decision-makers. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Verbatim Feedback Arbour Lake Community Association



September 22, 2024

Nathan Steffox
Civic Works
460-5119 Elbow Drive SW
Calgary, AB
T2V 1H2
nathan@civicworks.ca

Dear Nathan,

RE: Proposed Land Use Change LOC2024-0186 and Concurrent Development Permit

The community of Arbour Lake is concerned regarding the proposed Land Use Redesignation application, and Concurrent Development Proposal submitted by ATCO.

Members of the Community Association have spoken with numerous community members and the consensus is that residents have several concerns about this development.

We refer to the **Municipal Government Act (CMA) Section 640 (6) (page 401) which states**

- (a) The proposed development would not
 - (i) Unduly interfere with the amenities of the neighbourhood, or
 - (ii) materially interfere with or affect the use, enjoyment or value of the neighbouring parcels of land.

The Community Association herewith submits the concerns of its residents on the ATCO proposal for the following reasons:

PO Box 68006 Crowfoot RPO, Calgary, Alberta T3G 3N8
www.arbourlakecommunity.com

47

Verbatim Feedback Arbour Lake Community Association

Traffic

There is considerable traffic experienced daily by the Arbour Wood Community. A resident volunteer Marilyn Vrooman-Robertson counted traffic on September 9, 2024. Please see the traffic counts below.

9/9/2024
7:15 - 8:30 am

Time	Traffic at the corner of Arbour Wood Close & Arbour Lake Road		
	South onto Arbour Wood Close	East on John Laurie	West on Arbour Lake Road
7:15 - 7:30	8	68	27
7:30 - 7:45	8	112	46
7:45 - 8:00	22	182	166
8:00 - 8:15	91	117	42
8:15 - 8:30	72	49	36
Total in 75 minutes	201	528	317

Sept 9, 2024
2:15 - 3:15 pm

Time	Traffic at the T-intersection in Arbour Wood Close near St. Ambrose School	
	Entered Arbour Wood Crescent and drove East or West	Picked Up Children on Arbour Wood Close & Left Community
2:15 - 2:30	13	1
2:30 - 2:45	16	26
2:45 - 3:00	24	33
3:15 - 3:30	21	26
Total in 60 min	74	86

Parking

ATCO had Burt and Associates prepare a traffic report on the affected area. This report is based on Washington DC Institute of Transportation Engineers (ITE) Trip Generation Manual 11, A study based out of Washington because they have 1.8 million people. Not only was this study completed with several errors such as AUBURN Wood Mews throughout and claims there are 22 dwellings on Arbour Wood Mews. In fact, there are over 50 homes are on the Mews. This study does not consider that many residences have more than one vehicle. Has anyone considered that cars may need to be plugged in during Calgary's winter months?

PO Box 68006 Crowfoot RPO, Calgary, Alberta T3G 3N8
www.arbourlakecommunity.com

48

Verbatim Feedback Arbour Lake Community Association

The streets are rarely plowed and become difficult to maneuver due to snow and ice. When plowed, the snow is deposited at the north end of the cul-de-sac by the existing fence which is the entrance to the proposed development. This results in the snowplow blocking us into our spots because of large rows of snow. Residents need to shovel out their car from these windrows.

After a snowfall, residents that park on the street must clear the snow from around their vehicles to leave for work. It would be discouraging to return at the end of the workday to find that someone from the proposed development had parked in their cleared spot to park or plug in your car.

We request it be noted that residents on the west side of Arbour Wood Mews paid a minimum of \$10,000 per household to have their back lanes paved.

Transit

The City's Calgary Transit Friendly Design Guide recommends that bus stops be within 400 meters and not require walking up steep inclines and be along a secure, well-lit path. The closest stop would require a walk up a steep incline along 85th Street or a 1.1 km walk along a uncleared utility corridor with no lights to the Crowfoot Train Station.

Density and Amenities

The 2021 census reported 10,335 residents. The completed Arbour Lake West development will add 2,200 new residents to the area, resulting in a density of 2,985 residents per km.

We do not yet understand or appreciate how this increased population will affect the use of streets, commercial areas, and amenities of Arbour Lake yet. Is it prudent to increase its population again without this understanding.

The schools in Arbour Lake are full. Children living in the area are transported to schools outside the community.

Views and Value Impact

The homes on Arbour Wood Close and the Mews that back onto these proposed spaces will experience a reduction in value. Their private yards will no longer be such.

Residents living on Arbour Wood Close trying to collect their mail will encounter even more traffic as they try to cross the road to pick up their mail. The mailboxes are located on the east side of the street where there are no sidewalks.

PO Box 68006 Crowfoot RPO, Calgary, Alberta T3G 3N8
www.arbourlakecommunity.com

Verbatim Feedback Arbour Lake Community Association

Conclusion

We encourage the city and the developer to consider our comments and concerns. As you may be able to appreciate, Arbour Wood has experienced development, noise, garbage issues with the Arbour Lake West Development and hopes that a solution that serves all residents might be negotiated.

We want to be a partner in these decisions. Might a community garden be a potential solution? A local resident recently enquired about food insecurity in the three schools in the area. It was discouraging to learn that the teachers and the office are purchasing food for children and the high school offers the brown bag program. A community garden could make a real difference in our community.

We look forward to continued discussions that will serve the community now and in the future.

Yours truly,

Arbour Lake Community Association

info@arbourlakecommunity.ca

Page 4 of 4

PO Box 68006 Crowfoot RPO, Calgary, Alberta T3G 3N8
www.arbourlakecommunity.com

50

Verbatim Feedback Community Petition (Sept. 25)

change.org Start a petition My petitions Browse Membership Q Log in

Petition details Comments

Stop the new ATCO subdivision at walking path on 85 St. NW



Started August 20, 2024
Petition to Ward2@calgary.ca (Jennifer Wyness, Ward 2 Councillor) and 2 others

702 Signatures 1,000 Next Goal

55 people signed this week

Sign this petition

First name

Last name

Email

Calgary, T2T
Canada

Why this petition matters

Started by [Concerned In Arbour Lake Community](#)

UPDATED September 18, 2024

Thank you for adding your name to this petition.

The [ATCO Website](#) is also available to accept comments. Please forward any response you receive from the Applicant, Mr. Steffox, to the the City of Calgary File Manager (Julian.hall@calgary.ca) and Ward 2 Councillor (ward2@calgary.ca).

If you wish to comment directly to the City of Calgary File Manager please email your comments to oppose LOC2024-0186 directly to julian.hall@calgary.ca and cc. Ward 2 Councillor at ward2@calgary.ca.

ATCO's application to the City of Calgary promotes the addition of "Missing Middle" housing on their surplus natural gas utility site adjacent to the Arbour Lake walking path at 85th Street NW.

ATCO defines this proposed development as: "a broad range of 2 to 3 story buildings with multiple units and a variety of unit sizes, located in a walkable inner-city."

ARBOUR LAKE IS NOT AN INNER-CITY.

For years, the walking path on 85 Street NW in Arbour Lake has served as a gateway to nature, a haven for healthy living, and an essential walkway for the school children, seniors and other residents of our community. However, recent Land Use Rezoning Proposals by the City of Calgary and ATCO threaten one of the last remaining and important walkways in the neighborhood. They plan to build along this serene pathway to support a new, overcrowded 3-story complex of 32 households and vehicles, forcing significantly more vehicles directly into existing and busy school and playground zones in front of St. Ambrose School and CBE Arbour Lake School.

"... it is beyond the purview of individual land use applications to effect change related to school capacity issues." - Land Use Change Applicant Nathan Steffox, ATCO

The traffic study that was conducted on behalf of ATCO was completed in June 2023.

01

Verbatim Feedback Community Petition (Sept. 25)

Kevin Smith 2 weeks ago
Of all the reasons listed previously

Shelvia Akbar 2 weeks ago
This is really irresponsible of the city to even consider this project

Shelvia Akbar 1 week ago
I think the link in the update posted here on Sept. 26th for Comments to the City should be https://map.ca.gov ... [Read more](#)

Lucia Marotta 2 weeks ago
Deplorable

Shelvia Akbar 2 weeks ago
Every citizen in Arbour Lake needs to respond to this proposed land use change. Terrible idea that will cause the residents (of all ages) to be adversely affected by traffic, as well as the loss of the nature corridor!

Scott Baumgardner 2 weeks ago
I am opposed to still more families being crowded into a neighborhood where the lake is as big as a little pond!!

Lisa Green 2 weeks ago
I agree do not disturb the peace of the area.

Tracy Wilson 2 weeks ago
Local park areas are going to start being taken up by this blanket rezoning of the city in all quadrants.

Leah French 2 weeks ago
Let me get this straight...the councilwoman these residence owners elected is voting against them? Time to set these elected incompetents offish straight.

Leah French 2 weeks ago
Excessive immigration and the needed housing is quickly transforming our communities in terrible ways.

DEAN MOWERS 2 weeks ago
You know, cars can't dominate if there are still a few people walking. Real estate profits won't soar without more density. If you're ready to fight, be organized and loud, and raise a stink, you may get somewhere. However, Sorbin and his cronies have already made plans, can smell the ... [Read more](#)

Scott Baker 2 weeks ago
Squeezing a 3 story 4 building complex in a tiny greenspace in the middle of a residential neighborhood at the end of a cul-de-sac that has only one way in and out on the smallest of streets in this quiet neighborhood has 0 common sense and is completely driven by greed ... [Read more](#)

Kevin T 1 hour ago
I believe this development will negatively impact our community of Arbour Lake. It will take away a vital green space, remove property value and put far more stress on our small streets which could result in fatal accidents and emergencies.

Shelvia Akbar 2 weeks ago
I was just thinking about the new information that says there will be no basements at the new proposed development. No digging. I can understand not wanting basements given that the development is at the base of a steep hill potential flooding from water run off and ... [Read more](#)

Shelvia Akbar 2 weeks ago
Parking in Arbour Wood and traffic in residential neighborhoods. We already have enough development since Arbour Lake West. The apartments are too high for area. We do not need more development.

Jeffrey Havel 2 weeks ago
I'm signing as this is a treasured area in Arbour Lake which must be maintained as is, the city is putting it's agenda on citizens that live in established areas.

Lynette DeBelle 4 weeks ago
I live on Arbour Wood Mews and the added traffic would turn our small hill heavily cul de sac into a nightmare.

ET 2 weeks ago
There are 2 schools in the area and congestion is unreal with parents picking up and dropping off kids. I have witnessed many near accidents many times with people/kids crossing the streets when I had to drive back to my house just on the other side of 85 St. Imagine if that ... [Read more](#)

William Johnson 2 weeks ago
So many children walk this path to and from school.

Neil Marie McLean 1 month ago
It's important

Shelvia Akbar 2 weeks ago
Parking on Arbour Wood Mews and it's alleyways which are adjacent to this proposed development are already congested. Many vehicles parking on the street and in the alleys. The proposed development does not allow for enough parking spaces for tenants with two vehicles ... [Read more](#)

Verbatim Feedback Community Petition (Sept. 25)

Armine Belek 2 weeks ago
Of all the reasons listed previously

Elizabeth Mabel 2 weeks ago
This is really irresponsible of the city to even consider this project

Wendy Becker 2 weeks ago
I think the link in the Update posted here on Sept. 26th for Comments to the City should be [https://www.ca.gov/](#) - [Read more](#)

Leona Braxton 2 weeks ago
Deployable

Donation Dadi 2 weeks ago
Every citizen in Arbour Lake needs to respond to this proposed land use change. Terrible idea that will cause the residents (of all ages) to be adversely affected by traffic, as well as the loss of the nature corridor

Sally Braxton 2 weeks ago
I am opposed to still more families being crowded into a neighbourhood where the lake is as big as a little pond!

John Stone 2 weeks ago
I agree do not disturb the peace of the area.

Heidi Mahon 2 weeks ago
Local park areas are going to start being eaten up by this blanket rezoning of the city in all quadrants.

Leona Braxton 2 weeks ago
Let me get this straight...the councilmen these residence owners elected is voting against them? Time to get these elected incompetent officials straight.

John Becker 2 weeks ago
Excessive immigration and the needed housing is quickly transforming our communities in terrible ways.

John Braxton 2 weeks ago
You know, cars can't dominate if there are still a few people walking. Real estate profits won't soar without more density. If you're ready to fight, be organized and loud, and raise a stink, you may get somewhere. However, Belex and his cronies have already made plans, can't undo the - [Read more](#)

John Baker 2 days ago
Squinting a 3 story 4 building complex in a city greenspace in the middle of a residential neighborhood at the end of a cul-de-sac that has only one way in and out on the smallest of streets in this quiet neighborhood has 0 common sense and is completely driven by greed - [Read more](#)

John Baker 3 days ago
I believe this development will negatively impact our community of arbour lake. It will take away a vital green space, remove property value and put far more stress on our small streets which could result in fatal accidents and emergencies

Elizabeth Becker 2 weeks ago
I was just thinking about the new information that says there will be no basements at the new proposed development. No digging, I can understand not wanting basements given that the development is at the base of a steep hill potential flooding from water run off and - [Read more](#)

Alan Mason 2 weeks ago
Parking in Arbour Wood and traffic in residential neighborhoods. We already have enough development since Arbour Lake West. The apartments are too high for area. We do not need more development.

Armine Belek 2 weeks ago
I'm signing as this is a treasured area in Arbour Lake which must be maintained as is, the city is putting it's agenda on citizens that live in established areas

Lynne Braxton 4 weeks ago
I live in Arbour Wood West and the added traffic would turn our small kid friendly rd de sac into a nightmare.

LL 4 weeks ago
There are 2 schools in the area and congestion is unreal with parents picking up and dropping off kids. I have witnessed many near accidents many times with people/kids crossing the streets when I had to drive back to my house just on the other side of 85 St. Imagine if that - [Read more](#)

William Johnson 1 month ago
So many children walk this path to and from school.

Neil Marie Mitchell 1 month ago
It's important

Elizabeth Becker 1 month ago
Parking on Arbour Wood West and it's alleys which are adjacent to this proposed development are already congested. Many vehicles parking on the street and in the alleys. The proposed development does not allow for enough parking spaces for tenants with two vehicles - [Read more](#)



460 - 5119 Elbow Drive SW P 403.201.5305
Calgary, Alberta T2V 1H2 F 403.201.5344

civicworks.ca