



THORNCLIFFE GREENVIEW COMMUNITY ASSOCIATION

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April 30th 2018

To Troy Gonzalez

Re: April 30th Item 7.2 Local Growth Planning in North Central Greenline
Communities PUD2018-0347

Dear Sir,

Thank-you for taking the time on Friday to brief us on the above item and for keeping us apprised these last several months. We have since taken the time to review the recommendations in PUD2018-0347. Please accept these comments for the committee;

As per our earlier conversations TGCA does not feel our total inclusion into the study area is essential but appreciates that the borders of the study area are somewhat malleable and that we are happy to participate in any engagement that is relevant to how we might be impacted. That would consist of residential areas of TG along the Edmonton Tr and Centre St corridors as well as adjacent to proposed redevelopment of the golf course lands. That interfacing will be particularly important.

We also have significant interest in Greenview Industrial Park (which is completely within the study area). Our conversations about planning exercises with both the mature Greenview Business Association on the east side Nose Creek and the recently formed BIA which encompasses Greenview Industrial Park on the west side found them very interested in any engagement coming forward.

That Mcknight Blvd is partially on the northern edge of the pilot study area (#16) proposed, we believe is prudent. Its potential widening and subsequent land use ramifications would be of huge import to residents and businesses in both Thorncliffe and Greenview but would be better included in a future area plan (#17). It's widening was dismissed in 2006 by council as a low priority

because of its high expense and consequence compared to its traffic flow improvement gain.

That vehicular volumes have since been stable and perhaps even dropped continues to keep it on a relatively distant horizon. Furthermore evolving attitudes about roadway expansion in existing communities and greater consideration of crosstown transit routes add to a less than certain outcome. Being on the edge of area #16 allows this planning exercise to be mindful of Mcknight possibilities without wasting too many resources on it.

In general we are extremely pleased with the recommendations before PUD. Community specific ARP's tend to be too parochial, often rife with contradictions (to city policy & even within themselves or against adjacent ARP's). They are often dated, sometimes to the point of irrelevancy. As such we have not actively pursued one as a CA.

Corridor and Greenline planning while providing higher vision has been overly linear. We feel that for the North Central segment of the Greenline to perhaps 64th avenue the issues are at least, if not more about land use than transportation and require a wider girth of study than done to date. With the addition of crosstown BRT routes the need to broaden only increases. These factors make study area #16 especially pertinent to the communities of Crescent Heights, Mt Pleasant, Tuxedo, Winston Heights/Mountview, and Capitol Hill.

That C2017-0521 which arose from the land use change for the old golf course lands will be absorbed into the greater NM2017-029, we believe will be of higher overall planning value than standing alone as originally conceived. It meanwhile serves as highlighting a small community variable within the greater context.

We find this new approach exciting and area #16 as pilot with its many complexities, a perfect place to start. We urge PUD and council to approve it.

Sincerely;



Marvin Quashnick
TGCA

