

## Community Association Submission



**Date:** May 2, 2018

**File Manager:** Ian Bamford

**Re:** Application LOC2018-0081

**Land Use Amendment:** I-G to I-C for 9515 Horton Rd SW and 9527 Horton Road SW

Dear Corporate Planning Applications Group,

The Haysboro Planning Committee, a division of the Haysboro Community Association has received and reviewed *Application Notice LOC2018-0081* (the "Application"). The comments included in the Application have indicated the owner is requesting the Land Use re-designation "to allow planned future development on the site with a higher and better use than the I-G land use will allow". Although we agree that the I-C designation does allow for higher and better use development than the current Land Use, we believe the site could further benefit from a Land Use that better aligns with the goals of the current *Municipal Development Plan ("MDP")* adopted by Council in 2009, and also align with Haysboro's own professionally prepared community improvement plans. Specifically, we believe a C-COR2, C-COR3 or MU-2 would be a better alignment to the goals of the *MDP*.

Haysboro, a developed and established residential Calgary community does not have an active *Area Structure Plan*. As such, for planning and development matters we rely heavily on the current *MDP*. Additionally, in 2017 the Federation of Calgary Communities in partnership with the Faculty of Environmental Design at the University of Calgary completed a thorough analysis of Haysboro and have produced four improvement plans for our community. These were completed by 12 master's level planning professionals who consulted Haysboro businesses, community members, developers, the City of Calgary, a local planning and design firm, and the EVDS Faculty over a 1-year period. So although these improvement plans are not official area plans from the City of Calgary, we recognize that the work completed reflects all relevant stakeholders in Haysboro, good planning principles and practices, and current City of Calgary related policies and plans including: the *MDP*, the *Calgary Transportation Plan*, the *Complete Streets Policy and Guide*, *Low Density Residential Housing Guidelines for Established Communities*, *Contextual Dwelling Guidebook*, *Large Retail/Commercial Urban Design Guidelines*, *Main Streets* and the *Southwest Transit Plan*.

**MDP Goals: Compact City, Great Communities, Good Urban Design, and Managing Growth and Change**

The requestor has indicated that the "intent for the site is to develop 2-3 storey office building and new light industrial and support commercial uses with associated parking". This kind of development is reflective of other developments built from 1969-1978 along the Horton Road corridor, with the only exception being the under developed I-G commercial strip across from the property that was constructed in 1995. As shown in *Appendix I*, there has been a shift to C-COR in this corridor. We further note, that there are three very significant DC districts along this corridor and a MH-3 district. In relation to the *MDP* goal of "Managing growth and change", an I-C Land-Use re-designation in this corridor does not consider stimulating growth and change across the city for the next 50-60 years. Furthermore, the



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*MDP* goal of "Good urban design" should bring into question how this site collaborates and coordinates with the neighbouring area. Instead of trying to revive an outdated industrial build-out for this established and developed area, the site should look to create a public place that integrates with the evolving landscape in this corridor and surrounding area, which is multi-use. This is evidenced by the built-out London Towers development, the Southland Crossing LOC2015-0194, the recently approved Elbow/Southland re-designation CPC2018-095 and the future DC 89Z2006 district development on Heritage and Macleod.

We should further ask, does approving a 3+ acre I-C district in one of the last-remaining undeveloped sites in an established neighbourhood encourage the *MDP* goals of creating a "Compact city" and "Great Communities"? From our community's perspective, we fail to see how another 2-3 storey office building helps us achieve a more complete community as we think about the long-term needs of our community.

### **MDP Goals: Good urban design, Connecting the city, and Greening the city**

The Application acknowledges the close proximity to the Heritage and Southland LRT Stations, being located in the middle of both ~800m away. Even though this does not fall directly into TOD guidelines, it is important we consider it's location from the perspective of the *MDP* goal of "Connecting the city" and look at what implications a land-use may have on this. This is something we explored in our community improvement plans as shown below:



*Subject Site*



*The red-dash indicates an ideal central area for pedestrian crossing*

As it stands, there is disconnect between residents on the west and east sides of the tracks, as both are forced to the absolute edges of the community on Heritage and Southland in order to reach the other side. This site being located near the middle of these major roadways offers an opportunity to bridge this disconnect by providing connectivity as suggested by the *MDP* goal of "Connecting the city".



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In the short-term we believe this could be achieved by an at-grade crossing to the west of the site. In the long-term there is an opportunity for a pedestrian bridge (shown below).



Related to connectivity and this location is the opportunity to meet the MDP goal of "Greening the city". To the east of the site is an undeveloped strip of greenspace between the Horton and Macleod commercial developments (see next page). With this, there is an opportunity to create a linear park for the commercial district who have no green space (see Appendix II). To the west of the tracks exists a linear dog park / walking path, if a crossing were created next to the site, the two green spaces could be connected (see next page).



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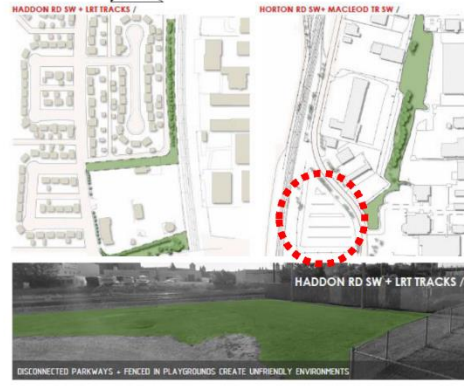
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Dark Green space shows existing undeveloped green space.



Existing green space on both sides of the tracks



Opportunity to link the community and green spaces



Connecting the city



Greening the city



Good urban design

Related MDP Goals



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Related to "Good urban design", "Connecting the city" and "Greening the city", we must consider what is being proposed here; the requestor has indicated they are planning to develop a 2-3 storey office building here. So we must ask ourselves, is this good urban design? Is this conducive to fixing the broken pedestrian link between the tracks? How does it help connect and green the city? From the perspective of the community, we believe the proposed re-designation does not lend favour to any of this. We do not want to see a 50-60 year small-scale office development on a rare 3+ acre site in our established community. We envision stronger place making strategies through a mixed-use destination that can then extend to solve connectivity and greenspace goals.

### Closing

Established communities such as Haysboro have few real opportunities to make impactful changes to the overall community. To us, the site in question for this Application is a rare opportunity to provide more than more employment opportunities to the residents of Haysboro given its context to the greater community and surrounding area, and its size at over 3 acres. We hope that the site owner and Planning Commission consider some of the ideas we have included when they think about this Application and site as it relates to great place-making. We see this site as an opportunity to create a public realm that can be used to connect the two sides of our community and achieve the goals of the MDP. In order to achieve this, a higher and better use than I-C can offer should be proposed.

In section 2.4 of the MDP the primary objective of Urban Design is given as follows:

*"Make Calgary a liveable, attractive, memorable and functional city by recognizing its unique setting and dynamic urban character and creating a legacy of quality public and private developments for future generations."*

This is something we of the community of Haysboro take to heart, we want quality private developments that make our community more liveable, attractive, memorable and functional. To simply treat this rare opportunity as a simple office development would be a disservice to our community and a failure to this primary objective of the Municipal Development Plan.

Thank you on behalf of the Haysboro Community Association,

**Jonathan Hamel, MBA**  
Director-at-large, Planning Committee  
Haysboro Community Association



**Kourtney Branagan**  
President  
Haysboro Community Association



**Sonja Sahlen**  
Director Planning & Development  
Haysboro Community Association



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### Appendix I – Horton Road Land Use Districts



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### Appendix II – Horton/Macleod Linear Park Proposal

#### MACLEOD LINEAR PARK.

##### EXISTING

A steep sloped unused space located between parcels bear the Macleod Trail commercial district. Due to its steep slope, this areas remains unused but the community. Near its south is a construction yard for storage utilized by a commercial business on Macleod.

##### PROPOSAL

The Macleod commercial district is an area that the community does not feel is within it. It also lacks any green space. Radix Consultants propose converting this space into a beautified green corridor with pathways and seating options. This linear park is aimed to become a destination that the community can visit. It can also be a place for respite for employees that work in the Macleod commercial district during lunch hours.

##### OBJECTIVES

**OBJECTIVE 1** - Develop a green corridor with multi-use pathways that allows pedestrian and cyclists to safely enjoy all commercial amenities without having to go to Macleod Trail.

**OBJECTIVE 2** - Create plenty of landscaping to create an impression that visitors are not within a big box commercial district.

**OBJECTIVE 3** - Create seating areas for employees in

the region and community members to respite during lunch hours and breaks.

**OBJECTIVE 4** - Create some paved areas with seating and ample lighting.

**OBJECTIVE 5** - Plant plenty of trees surrounding the park to give the impression that one is not within a big box commercial district.



Current state of unused green space



Construction yard



Location of Macleod Linear Park



BEFORE



AFTER

#### 1 INTERNAL PATHWAY SYSTEM



Multi-use pathways connecting commercial parcels district through park.

##### GUIDELINES

1. Pathways should connect to sidewalks at intersections and other pedestrian crossings.
2. Routes should be planned for scenic interest and/or ease of linkage between commercial parcels.
3. Where appropriate, routes may have sufficient lighting for safety and ease of visibility.
4. Trees shall be planted on either side of pathways where appropriate to provide a vegetative canopy.



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### Appendix II (continued...)

#### 1 LANDSCAPED OPEN SPACES



Calgary, Canada  
Open areas to allow for programmable activities.

##### GUIDELINES

1. Open landscaped area without any obstruction other than plantings.
2. Temporary spaces may be created in the spring and summer months when people want to pursue certain activities.

#### 2 AMPHITHEATRE STYLE LAWN SEATING



Les Jardins de l'Imaginaire, France  
Terraced seating to capitalize on natural topography of park.

##### GUIDELINES

1. Landscaped seating options would embrace the topography of the land.
2. Seats shall be low maintenance with some paved paths and stairs for pedestrian access.
3. Trees shall be scattered through the seating spaces to allow for shade.

#### 3 CREATIVELY PAVED AREAS OF RESPITE

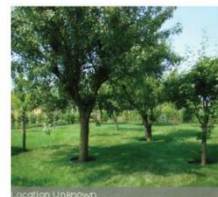


Location Unknown  
Creative seating areas with ample lighting for use in evenings.

##### GUIDELINES

1. Aim to create a unique and dynamic public space that does not follow traditional park design.
2. Use special pavement treatments for an aesthetically pleasing experience.
3. Areas with enough space may have flexible designs that can be redesigned throughout the year (e.g. food trucks, skating rink, ice skating rink).
4. Movable street furniture such as chairs, picnic tables, amphitheatre or stage may be placed to adapt to different programming needs.
5. Lighting must adhere to lighting guidelines and be plentiful for nighttime use.

#### 4 SURROUNDED BY TREES



Location Unknown  
Heavily surrounded by trees to block out sight of block like commercial buildings.

##### GUIDELINES

1. Dense trees shall surround the walls of all commercial parcels to ensure that sight of buildings from park is covered.
2. Trees shall be surrounded with landscaping such as grass to offer a natural vibe.



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