

Updated Community Association Letter



Date: October 18, 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

On October 10th Kourtney, Jon and Sonja from the Haysboro Community Association met with Kate van Fraassen, Lisette Burga Gheri, and Ian Bamford from City of Calgary Planning, James Scott PBA Land & Development, Erin Shilliday Architect (Riddell Kurczaba), and Councillor Jeromy Farkas. There was unfortunately no one from City Parks present. The meeting was in regards to a pause put on the land use amendment application that went to council on September 12/13th. It was our understanding that the extra time was given in order to have a conversation and explore the opportunity to address some of the connectivity, green space, and vibrancy challenges that plague Horton Rd. and see if any improvements could be explored within and around this site to make it more in line with what the community has envisioned.

As a community, and as part of a larger 6 community coalition, we have done a lot of work over the past 2 years to try and look at the areas around the LRT stations of Heritage and Southland and the Macleod Trail commercial/industrial strip particularly. Our original comments to this application addressed the challenges of the area surrounding this site and presented some solutions that we support. Jon did a fantastic job of articulating how these solutions feed into current strategies and guidelines for the City of Calgary.

Our community plans have come from some extensive and on-point work from bright minds guided by seasoned professionals incorporating the unique knowledge and lived experience of residents. We are extremely proud of the work that has been done and we are desperate to see implementation and re-investment as a result.

However, we understand this isn't the work of one land owner or one application. We need a larger area plan in order to accomplish real change. Last week we had one conversation, it was a positive and hopeful conversation, but really a partnership is what we want. A commitment from the City that all departments will work with us to create a holistic plan that will encourage innovative, healthy, beautiful, vibrant, and successful development in Haysboro.

We have done our best in the past to comment on one application at a time, mindful of a larger vision. We have welcomed higher intensity (London Towers, Southland Crossing, Minnacle, Pinnacle) density to an area that has no green spaces, no parks, no playgrounds, no sidewalks, no connection to an established community. The train tracks (LRT & CPR) are a huge barrier and this site has been identified as nearest to the ideal location for a track crossing which would be a game changer for connectivity. The larger vision being to connect the Reservoir to the Bow River through the heart of both Haysboro and Acadia communities. Connecting residents to businesses, greenspaces, schools, rec centres, community centres, library, and waterways. We require the City and its resources to work with us so this vision becomes an actionable plan. The economic case to support our plan is driven by innovative (creative and sustainable) re-development and additional density (both commercial and residential).

We want more people living and working in Haysboro. We know this is what we need to support businesses. The fear and pushback comes from residents who see each application as simply the compounding of existing

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1204 – 89th Avenue S.W. Calgary, AB T2V 0W4
Ph: 403-253-1563 | Fax: 403-253-6524 | Email: info@haysboro.org
www.haysboro.org

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problems.

Our commitment is to our residents, land owners, businesses and visitors. We need to see your commitment to our community.

Back to this application. We are stuck needing to comment on another application without an overall plan for how to make this area the best it can be. Fortunately, the land owner has a lease opportunity that seems fine, easy, a solution for now that will pay their taxes. They have been offered a temp situation and will be submitting a DP soon for something we can support in the shortish term. They are encouraged by our vision and our ideas for the area. They are more cautious and guarded in what their dreams for the site are. They don't necessarily see themselves as the catalyst that we do.

Likely the I-G to I-C will not change much. We would still like to see more for this site than these districts offer. How do we get this site to be the example that the rest could follow? How do we start the re-development of an entire area by putting the expectation on one land owner? Without the answers to our questions we approve this application because we believe the land owner will work with us, they are invested in our community. It is not fair to use them as leverage when it is the City who we want to persuade.

Build it and they will come. But who builds what first?

We are challenged to comment on one application, an application that falls short in our eyes of what we want it to be. We have a community that has done a lot of planning and visioning work. We have a developer who needs to build something that will attract someone who will sign a lease and and and. That's fine but what route will those employees take to work. How will they get there? Where will they go during their coffee break? Will they visit a nearby business? What about their customers, how do they arrive? Do they visit just the one shop or the ones nearby too? Do the people living down the street walk over to check out the business? How often do customers return? Do they travel from all quadrants? Do they stay for a while? Does this business become a staple in the community? Does it become well loved? Does it have loyal employees and customers? Is it a success? What gives it the best chance? Does it become part of a community or is it just in a community?

We will support and work with this land owner to try to make this site and the area surrounding it a developmental and socially responsible success, in both the next 5 years and the next 50.

I hope we can all agree that there is more value to us all if this land becomes more than just an address on Horton Rd. We honestly believe that the only way that can happen is if the City commits to be the builder first.

Sincerely,

Kourtney Branagan
President, HCA
president@haysboro.org

Sonja Sahlen
Director of Planning & Development
play@haysboro.org

Jon Hamel
Director at Large, Planning Committee Member
jonh@haysboro.org