



Rutland Park Community Association
3130 40 Avenue SW
Calgary AB T3E6W9

March 3, 2015

To: The Chair of the Calgary Planning Commission

Re: LOC2014-0109 Currie Barracks Proposed Amendment to the CFB West Master Plan

Canada Lands has invited us to participate in the planning process for Phase 3 of Currie Barracks. We have had both community and Board members on the Currie Barracks Advisory Group, and have had representation at each of the Advisory Group meetings. In addition, Craig Sklenar has made himself available for questions and feedback, and has always responded in a very timely fashion. We feel we have been given a voice as part of this process, and that our input has resulted in some revisions to the Currie Barracks proposal.

That being said, we still have a number of unaddressed concerns. We are still extremely concerned that the Crowchild/Glenmore corridor will be unable to handle the proposed increase in density that this application is intending. We are apprehensive that density calculations are being done in isolation, without any regard for the additional infrastructure and traffic impacts from either MRU (anticipating expansion to 20,000 students) or Lincoln Business Park (over 2,000,000 sq. ft. of commercial space to be added at the corner of Crowchild and Glenmore). While the proposed changes to the application will address some of the concerns with regard to built form, they do nothing to reduce the maximum allowable density.

We are also still extremely disappointed that the design plans CLC created for their Open Houses indicated that they were able to achieve their desired density with 90% of the building heights at 6 storeys or less and 10% of the building heights above 6 storeys. We feel that this would be much more in keeping with pedestrian scale and creating inviting, walkable, year round spaces. Even with the proposed restrictions that have been shared with the Advisory Group, the Currie Barracks application does not come anywhere near achieving that ratio.



We understand there will be a provision to reassess traffic impact and mitigate density (if needed) at 500,000 sq. ft. of commercial space. We would like to see this switched to 300,000 sq ft and factor in any housing units which have not been built. CLC would like to develop the commercial district sooner than later. There needs to be some provision in the plan to cap commercial development early, in the event that the traffic impact is extreme and CLC has not completed their residential component. If the commercial development gets capped because of its negative impact, CLC needs to build to its minimum residential density specifications in the other DC sites, as opposed to its maximum.

We would like to see a very clear statement of intent with regards to the Richmond Green Park and the Richmond Green Golf Course. These areas need to be preserved as green space. We are also concerned that proposed 18 storey towers overshadowing these areas will destroy the golf greens and create cold, uninviting spaces. Given that no public recreation facilities/fitness center have been mandated as part of the Currie Barracks development, we believe that the sale of the Roads Depot Land should be leveraged to make sure that such a facility is provided.

Public transit continues to be a concern. We would like to see the BRT route clearly defined and activated sooner than later, to encourage ridership from existing Currie residents and surrounding communities. Possibly CLC could subsidize the BRT route until final build out, and provide surface parking as a temporary measure, with the understanding that underground parking will be provided as retail and businesses are developed.

A Circle Bus route also needs to be established to connect existing communities (Marda Loop, Killarney, Rutland Park, Currie Barracks phase 1 and 2, and MRU) to the Westbrook LRT station. This would create a more transit-supported hub which would increase ridership.

The reality remains that this development is not on an LRT line, and that Calgarians are still very car dependent. As a result, we would like to see residential parking requirements set to a minimum of 1 stall per unit (not .7). We also need assurances that the 33 Ave SW access to Currie Barracks will be added as soon as possible, to minimize the impact on established communities. We would continue to support a traffic circle at that location.

We also want assurance that CLC won't make changes once the policy and amendments are in place. Developers will need to be very clear on restrictions, and that there will be zero tolerance for relaxations on permits for things such as height and setbacks, so that we don't waste volunteer time fighting something that should not have been submitted for consideration in the first place.



On pg. 97 of the original application, CLC included a clause which stipulated IF THE LEVEL OF DEVELOPMENT IS EXCEEDED....We do not see anything which declares that THE LEVEL OF DEVELOPMENT CANNOT BE EXCEEDED. The policy plan needs to include details of how this will be tracked (ie. a secure City spreadsheet which is updated regularly and includes a running total of floor area for commercial and retail space, and total housing units which have been approved, so that the maximums are not exceeded—this information should be available for public and Community Association review).

We have concerns around density and transportation, and their impact on the quality of life for current and future residents, not just with regards to the surrounding communities, but to the greater City as a whole. We trust that the Commission will weigh these concerns and add necessary policies and restrictions which will mitigate the negative impact. Thank you for your time and consideration.

Regards,

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