



Rutland Park Community Association  
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March 18, 2015

To: Calgary City Council Regarding LOC 2014-0109 Currie Barracks Proposed Amendment to the CFB West Master Plan

As part of the engagement process for the Currie Barracks Proposed Amendment to the CFB West Master Plan, we provided a letter (dated March 3, 2015), in which we described our participation in the engagement process and outlined our unaddressed concerns. Unfortunately, the engagement process, as good as it was, did not allow for an opportunity for the community association to review the final amendment application before it was presented to the Calgary Planning Commission. Consequently, we did not have the assurance that our feedback was incorporated, so our initial letter of March 3rd, 2015 outlined what were potentially still unaddressed concerns.

On March 11, 2015, we received access to the final version of the amendment application. Upon a thorough review of the amended documents, it has become apparent that, in fact, many of our concerns have not only been considered, they have actually been addressed—thus resulting in the need for this follow up letter commending Canada Lands and the City on the amended CFB West Master Plan development documents that have been submitted to the Calgary Planning Commission.

Community concerns in the March 3, 2015 letter focused on density, building heights, traffic impact, maintaining green space in Richmond Park and Richmond Green, public transit and accountability in terms of development guidelines. All of these concerns have been addressed in one form or another in the amended documents.

While the impact of the proposed density increase will not truly be known until such time as the development is well underway, the Administrative Report to the Calgary Planning Commission, the Currie Barracks Proposed Amendment to the CFB West Master Plan and the Customized Design Criteria (when combined to provide a framework for the development of Currie Barracks Phase 3) provide reassurances around building heights, specific areas of more intense density, and a proposal to address traffic impact (and potentially cap residential density if need be) as part of the build out. We are further reassured by the inclusion of these statements in the Administrative Report:



*While the proposed land use is considered appropriate, the application relies on aggressive transit ridership, walking and cycling, coupled with significant Transportation Demand Management (TDM) strategies and balanced mixed use development in order to ensure the ultimate vision for this community is achieved. If the mode split is not achieved, the TDM strategies are not implemented or the mixed use development is not attained, traffic analysis indicates there may be significant impacts to the future network. Recognizing the need for this development to build out between the minimum and maximum density conditions outlined in both the Direct Control Districts and CFB West Master Plan policy document, Administration requires continued monitoring of these elements as development is brought online.*

*The developer will enter into a Special Development Agreement for the transportation analysis prior to Council's third reading of the proposed Land Use Amendment.*

In addition, we feel that the height specific details provided in the DC Sites address many of the concerns around creating pedestrian-oriented and inviting spaces, and we are very appreciative of their inclusion.

The amended plans also promote Richmond Green and Richmond Park as “special places” and by all indications look to maintaining them as green spaces and limiting the impact of the 33 Avenue SW vehicular access point throughout both the design and the construction stages. We are also pleased to note, the “design and implementation of the Queensway Wood Dr SW connection to 33rd Avenue SW shall be finalized, and construction shall commence prior to any development permit approvals for DC sites 2 and 4.”

We are further reassured of the viability of the proposed development by the detailed plans that have been included with regards to public transit. While this is not typically addressed from a developer’s standpoint, we appreciate that it has been embedded in the application and that:

*The proposed plan ensures that all dwelling units are located within less than 400 metres from a transit stop.*

The amended documents also provide assurance of City monitoring of development applications to make sure they fit within the DC site guidelines, alleviating some of the concerns around accountability:

*Under customized design the municipality has to check that the proposed design meets performance criteria.*

In addition to addressing the concerns noted in the March 3, 2015 letter we submitted, we would also like to point out that a lot of other feedback was considered and addressed as part of the Currie Barracks Advisory Group meetings and Public Open Houses. This includes, but is not limited to, provisions for the following: a public school, a playground, expanded green spaces, only 1 direct connection between phase 3 and Sarcee Road, a dog park, connected pathways,



and underground parking for commercial and retail spaces. Other concerns have been duly noted in the policy document as well:

*The current Community Association services as well as the lack of recreation services in the immediate area are of concern and should be further studied by Administration and Council to ensure that services are provided or augmented in these infill areas*

Furthermore, we are delighted by many of the features contained within the Currie Barracks Customized Design Criteria, and are particularly supportive of the Tree Inventory Plan, and that the, "Officers Mess building and rose garden is envisioned to support an assisted living residential uses surrounding."

**We are thankful for the engagement opportunity Canada Lands provided, as well as the participation of all of the members of the Currie Barracks Advisory Group, who have helped create this vision. We feel that Canada Lands and (Calgary's senior planner) Craig Sklenar and his team have created amended documents which not only consider, but also address the concerns raised by our community residents. Accordingly, we commend them on the work they have done to mitigate the effect of increased density on surrounding communities and create a whole community which is vibrant, inviting and walkable. It has, no doubt, been a monumental task, but one very much worth undertaking. Congratulations on a job well done.**

Regards,

Leanne Ellis  
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