

Stadium Shopping Centre: Community Feedback

Summary of Public Comments on the Proposed Area Redevelopment Plan

April – May 2013

LAND USE PLANNING AND POLICY

2013

Stadium Shopping Centre: Community Feedback

Summary of Public Comments on the Proposed Area Redevelopment Plan

Contents

WHAT WE'VE HEARD	2
WRITTEN COMMENTS.....	3
ON-SITE SIGNS:	3
ONLINE COMMENTS:	5
DRAFT ARP OPEN HOUSE:	43
EMAIL CORRESPONDENCE:	51
ADDITIONAL LETTERS	71
JOINT SCHOOL COUNCILS MEETING	76
TRANSPORTATION IMPACT ASSESSMENT FEEDBACK.....	79
DRAFT PLAN FEEDBACK	89

WHAT WE'VE HEARD

As part of City of Calgary's engagement on the proposed Stadium Shopping Centre Area Redevelopment Plan, the following information reflects engagement between April and June 2013. Within that time period there have been s main ways public input on the proposal has been collected:

- Signs on the Stadium Shopping Centre site where comments can be posted
- An online forum where comments can be posted (www.calgary.ca/stadium)
- An Open House on the Draft Area Redevelopment plan which included a questionnaire
- Email and telephone correspondence with members of the public
- Letters submitted to the Calgary Planning Commission

All comments submitted in writing are included below. In summary, the main things that The City has heard to date from the public are:

Height:	Some participants were concerned by the possibility of development beyond two, six, or eight storeys in height.
Density:	Concerns focus on the scale of change and particularly the traffic impacts of an increase in density relative to the current state of development.
Land use:	The current land use designation (C-C2f3h46), a version of which has been in place since at least 1970, is seen as inappropriate by the University Heights Community association and some members of the public, who would like to see a downzoning.
Character:	Some participants did not see additional development on the site, and particularly office or hotel uses as fitting with the low-density residential feel of parts of University Heights, as a neighbourhood activity centre.
Hotel:	The University Heights Community Association and some members of the public have raised concerns regarding child predators and more general crime and safety issues relating to the presence of a hotel and/or licensed establishments near schools.
MR:	The engagement process revealed diverse viewpoints on incorporation of municipal reserve lands located between the pad restaurants and 16 Avenue NW. Some participants preferred a central open space, while others would like the MR lands to remain as is, where is, with the potential for an on-ramp as part of a future interchange, if needed.
Retail:	There was a nearly unanimous and strong desire to keep local shops and services expressed by participants.

WRITTEN COMMENTS

The full text of all the written comments has been provided below. For events where written comments were not collected, a summary of comments has been recorded by City staff.

On-Site Signs:

Three signs were posted on the Stadium Shopping Centre site in early February to provide information about the proposed area redevelopment plan with an area where people could post comments. The comments received from April 1 to May 31 include:

#	Comment
1.	Really... why?
2.	Listen
3.	Nope
4.	Anyone who takes away the cat house can 'go meow themselves'; what I meant is keep the cat house.
5.	You know what, do not do a thing
6.	Cat house
7.	Train station
8.	The Keg! Family tradition!
9.	A Walmart. I'd like to see the crazy Americans you see on the internet. You know the ones I mean.
10.	Leave stadium Shopping Centre! It's our community.
11.	More food!
12.	Skate park
13.	Pedestrian light sign for Uxbridge Drive crosswalk
14.	Leave the bar and stores here
15.	Co-op or Safeway please
16.	Park
17.	Community centre
18.	Booze
19.	Love Wendy's
20.	Please leave the Wendy's, I live there
21.	Small grocery store and pet store please
22.	Two liquor stores
23.	Liquor store
24.	Take your time do it right

25.	Don't do it!
26.	A hotel? Are you kidding me?
27.	An amusement park
28.	Do not build!
29.	Starbucks, Opa, Jugo Juice
30.	Highest buildings near the intersection of 16 th and 29 th , low to the community
31.	Very concerned about traffic impacts
32.	More bicycle pathways please
33.	WTF
34.	Yes!
35.	Please leave the Wendy's alone
36.	We need shops and services that support the residential community so that we can walk to them
37.	Another X for the Cat House
38.	Keep Cat House please!!!
39.	Need liquor store!!!
40.	Please... no high density; too much congestion will occur
41.	Opa!
42.	Love Wendy's
43.	200 capacity hotel, 310 new residences; Uxbridge traffic chaos then two years building pay underground parking, shops will go
44.	Walkways
45.	Coffee shop would be nice; not another chain
46.	A community centre for University Heights
47.	Vegetable market
48.	Pedestrian overpass over Shaganappi at the Children's Hospital
49.	Pedestrian/bike overpasses over 16 th Ave at 29 th Street and Shaganappi at Children's
50.	Liquor store
51.	Liquor store, current amenities, easier bus access (stop on 16 Avenue)
52.	Very bad for this community
53.	Please provide sufficient parking to serve the merchants!! I shop here all the time and as much as our city council thinks I should walk or ride my bike, I live too far away, particularly considering our climate.
54.	Just renovate to the max

55.	This needs to be developed as a transit node; Foothills Hospital is the largest regional hospital
56.	Density concerns!!!
57.	Don't do it!!! Don't do it!
58.	If they build another one I will be happy
59.	Don't
60.	Skate park
61.	Where do I go when I'm hungry? This place is my life

Online Comments:

The website at www.calgary.ca/stadium allowed for public comments in a discussion forum. The comments received on the website from April 1 to May 31 include:

#	Comment
1.	<p>No hotel needed. There are plenty of motels nearby.</p> <p>No office space needed. It will add to the already busy traffic.</p> <p>Must bring a grocery store (Farmer's market style). Without this, everything else is useless.</p> <p>Pedestrian cross (above 16th street) is paramount.</p> <p>Small hardware shop.</p> <p>Classy wine shop would be a plus.</p> <p>Keep present businesses.</p> <p>Extend and improve the walk-in clinic.</p>
2.	<p>Dear City Planners,</p> <p>Re: Draft Stadium Shopping Centre Area Redevelopment Plan (ARP)</p> <p>Thank you for the opportunity to provide input on the draft stadium shopping centre area redevelopment plan. I have been a resident of University Heights since 2006. I am not opposed to development, but I have serious concerns with the current proposal.</p> <p>1. Traffic: Traffic and speeding are already considerable problems, both at the intersection of 29th Street NW and 16th Ave and throughout the community of University Heights. In no way does the current proposed plan incorporate any of the plans outlined in the City of Calgary's Traffic Calming Policy (http://www.calgary.ca/Transpor...). As a citizen of Calgary, a resident of the University Heights community, and a mother of three young children, this is of extreme concern. The casual handling of this issue in the context of the proposed development by City Planning Team has been frustrating. Statements such as "the city has initiated discussions with School Board, School, and School Council representatives" (http://www.calgary.ca/PDA/LUPP...) are not reflective of active plans to find a solution to this important and growing problem.</p> <p>2. Safety: In addition to the safety concerns due to traffic, the proposal of a hotel is completely inappropriate given the close proximity to 2 schools and a community playground. The City Planner suggestion that the "police were consulted" (http://www.calgary.ca/PDA/LUPP...) further underscores the cavalier attitude of the ARP process for the proposed redevelopment. City aldermen have already decided that school zone safety is a priority (http://metronews.ca/news/calga...) but this issue is not</p>

highlighted in the proposed development plan.

3. Livability: As highlighted in the Calgary Herald this year, Calgary currently ranks last in terms of walkability in Canada (<http://canada.com/calgaryherald...>). Furthermore, increased walkability is associated improved health outcomes as highlighted by Alderman Druh Farrell (<http://calgary.ca/Aldermen/Pag...>). The current plan will only further decrease the walkability and the livability of the community and Calgary in general. The University of Calgary has launched the “Eyes High” program with the aim to be one of Canada’s top Universities. We have the opportunity to redevelop Stadium Plaza into a dynamic, vibrant and vital end-destination that will only help attract world-class students and faculty, as outlined by a recent article from the University’s Faculty of Medicine (<http://medicine.ucalgary.ca/ma...>). The current proposal does not reflect any of these values and is simply another faceless development that completely detracts from the City, the University of Calgary and the local community.

In summary, the ARP process should allow for the opportunity for meaningful dialogues with the public to identify mutually beneficial and constructive solutions to build a stronger community and City, which as not happened to date. I am hopeful that the City will be open to hearing the opinions and suggestions from the community for this development.

3. Dear City Planners,

Re: Draft Stadium Shopping Centre Area Redevelopment Plan (ARP)

Thank you for the opportunity to provide input on the draft stadium shopping centre area redevelopment plan. While I appreciate the work that has gone into the proposal I would like to express three primary concerns as currently presented.

1. Mini Downtown in University Heights: I am disappointed to see the draft ARP propose a large (almost 800 thousand square foot, 14 story) medical industrial development that does not reflect the South Shaganappi Communities Area Plan. The building of large numbers of offices and a hotel may address the perceived needs of Foothills Hospital, but in no way contributes to the surrounding communities. In fact, the proposed development puts the surrounding communities at risk, replicating the “hollowed out” centre of many cities by encouraging business hour visitors (patients visiting medical offices and hotel guests) who retreat to their city perimeter homes. This is particularly disappointing given the public statements by both the major and chief city planner regarding their goals of building Calgary into a world-class city. Having had the good fortune to previously live in both the Annex in Toronto and in Brookline MA (two great communities with substantially higher densities than the communities surrounding stadium shopping centre) this is not how to build a vibrant community where people want to live, work, shop and socialize together.

2. Safety: The draft ARP proposal raises two important safety concerns. First, building a hotel in close proximity to two schools (one of which is an elementary school) is worrying and I believe will represent a long-term safety risk. Will it still be safe for our children to walk to school? Or will we now need to drive them the two blocks? Second, the increased traffic that will accompany the proposed development will increase the frequency of motor vehicle collisions. In the short time since Westmount Charter School relocated to University Heights there has already been one serious motor vehicle pedestrian collision. The increased traffic (unless there is a successful comprehensive plan to address it) will increase the frequency of these events. As a practicing intensive care physician at Foothills Hospital (second busiest trauma centre in Canada) I can tell you from personal experience that we are much better off to preventing injuries than trying to treat them after the fact. The draft ARP indicates that public transit is a key component of the redevelopment plan, but without the LRT stopping nearby (which would be a great redevelopment and could replicate the success of well designed public transportation at the University of Alberta & Walter Mackenzie Health Sciences Centre in Edmonton) it is hard to envision how traffic can be efficiently and safely managed.

3. ARP Process: I would like to thank the city planners for the opportunity that the ARP process has provided for members of the public to provide input. However, I have to say that unfortunately the ARP Process to date has felt like a formality designed to ensure that all items on the development checklist are legally completed and to provide “cover” for officials that a public consultation has been performed.

I base this comment on the timing of the process with its short timelines for providing feedback and scheduled culmination during the summer when many members of the public are away. In addition, I would like to express my disappointment with the casual handling of previously raised public concerns relating to traffic and school children safety. City Planner respective communication regarding these issues during the May14, 2013 open house (and through posted documents, <http://www.calgary.ca/PDA/LUPP...> that the “police were consulted” and that “city has initiated discussions with School Board, School, and School Council representatives” suggest that these public concerns have not been taken seriously. The ARP process should provide an opportunity for meaningful public engagement and identifying solutions to build a stronger community.

The Stadium Shopping Centre Area Redevelopment is a potential opportunity to improve our city. I hope that as the Stadium Shopping Centre ARP is evaluated and refined that city planners will address these concerns and foremost focus on helping us build a world-class community where people want to work, life, shop and socialize.

4. Sirs,

I have been following this development for some time and have a few comments based on the recent information from the city.

1. Traffic issues have not been dealt with. Particularly offensive is the vague way future Transit plans are supposed to help the obvious congestion problems of the development.

2. Safety is also not dealt with. With respect to a hotel immediately adjacent to an elementary and a mid/high school we are left with vague references about speaking with Police (what about the many other sources of information like social agencies or the schools in the vicinity?)

3. Traffic safety is also not dealt with. The city’s comment that traffic will increase regardless of the development is disingenuous at best.

4. Parking is to be reduced when the developer makes a case that other methods of transport are available is ridiculous – parking is already a problem and throwing a mini-market mall on the site will not make things better.

More disturbing is that the City is clearly taking the side of the developer. I was under the misapprehension that the City was supposed to be neutral. The City planners have been embarrassingly biased in their pro-developer stance both at the public meetings and their released information.

The community has made it abundantly clear that it is not any development they disapprove of, just a development that will surely damage the community by its completely inappropriate scope. At one point the City boasted that one of their guiding principles was that the development had “to have a positive impact on the community.” What happened to that?

The community has made its feelings about better directions for a development on the site and these have not been seriously addressed.

The City planners should be embarrassed of their role in this inappropriate development. I thought behavior like this only took place in Montreal.

5. I am writing to offer my support to the proposed ARP. Having attended the past walkabout with Rollin Stanley and yourself, I believe this ARP offers an exciting future to our neighbourhood.

I would love to see some innovative ideas from the developers once the ARP is approved, as I feel that the area lacks a certain sense of "age in place" and could become a great community hub.

6. Want C-C1 (267,000 sq. ft), 2-4 Stories max

Taking public greenspace and moving it into the development is nothing more than a public subsidy to a private development. It is a SCAM. The community will not benefit from green space in pieces and the idea of a 1:1 swap is just a way to sell it to the community. Keeping it in place and developing into a

park along with the greenspace all along 16th avenue is the better solution. How can the reserve be public when it is in a private development? It doesn't make any sense.

The real motivation moving the greenspace is for the developer to gain right of way access to 16th avenue by road or transit. It is being proposed so the development can be ridiculously overbuilt.

If the development were to be built on the more reasonable, C-C1 zoning, there would be plenty of opportunity to have planned into the development as part of the developer's land. No need to take city land for space within the development, that should essentially be the developer's responsibility!!

Moving the greenspace breaks up the beautiful strip of land along 16th avenue. We lost hundreds of trees when 16th avenue was widened. Keep the greenspace where it is and build a more reasonable, neighbourhood oriented development, to scale with the rest of University Heights.

Hotel--If Foothills wants a hotel, let them lease out the land like West Campus and let the hotel be on the FMC side, complete with underground parking. Then the guests could walk to the hospital. FMC could make some revenue to help fund the new cancer clinic.. It isn't the responsibility of University Heights residents to have to accept unreasonable commercial oriented zoning to serve institutions around us. This is a neighborhood activity centre not a mini downtown

7. Want C-C1 (267,000 sq. ft), 2-4 Stories max

First, the ARP process is extremely superficial and misleading. It has been months and the city has nothing to show for their work, just some panels that shows 4-6 story buildings when you know that the proposal is for much more. When you tell the city you don't want so much density or don't want a hotel, they just tell you they are following the South Shaganappi Community Area Plan. What does that mean? When was the community consulted on the Stadium part of the plan? It means that a lot has been pre-decided and the ARP is just a way to give the developer's preapp a regulatory stick.

Keep the greenspace where it is. Better for the community to take control and be responsible for the green space than swap it with the developer. I like the idea of having a park along 16th avenue that goes all the way to West Campus. The community could raise money and put picnic tables there and everyone, including the folks from Foothills, the schools and community could use the park. It would be far better than to work it into the development as the developer wants.

Also, C-C1 is the way to go. 800,000 sq. ft, even if it is mixed use is crazy on that small site. What about all that traffic on Uxbridge? What about parking? If the development were to be C-C1, there would be changes, but it would be a good balance between something the community could live with, and profit for the developer, and taxes for the city. Besides, it is a neighborhood activity centre.

8. Want

Less than 267,000 sq. ft, 5-6 stories max

Hotel-None

Library

Existing businesses

	coffee shop
9.	<p>Want</p> <p>C-C1 (267,000 sq. ft), 5-6 Stories max</p> <p>Library</p>
10.	<p>C-C2, 5-6 Stories</p> <p>Hotel-Zero</p> <p>Keep current shops that are there. Add Wine Store</p>
11.	<p>Want 5-6 Stories Max.</p> <p>Community meeting and event space</p> <p>Daycare</p> <p>Medical offices that serve the established community e.g. Dr. Schmidt (dentist)</p> <p>Retail that serves the established community e.g. bakery, deli, meat/fish, small grocer, bank branch, dry cleaner, florist, coffee/tea house, etc. Not apparel retail as this is abundantly available at Market Mall.</p>
12.	<p>Percentage would vary depending on density. Residential should only have 10% retail. A predominate office development should be discouraged.</p> <p>Land use effects density which impacts parking. With no viable transit in place with the wrong use and density, parking and traffic will have a neg, impact on community.</p> <p>Enhancements - comments:</p> <p>Key downside I see with the redevelopment of Stadium Shopping Centre for University Heights is the encroachment of the Foothill Medical Centre on the neighborhood. This will occur if the dominate Uses cater to the medical center, which is not the case now. Focusing the redevelopment is not the intention of a Neighbourhood Activity Centre (NAC) as defined in the Municipal Development Plan and should not be allowed.</p> <p>The pre-application document provided by Western Securities show an “example” of their intended uses which clearly demonstrates they are focusing their development on catering to Foothill Medical Centre. In their full-building out scenario Western Securities propose 312,927 sq. ft. to office and 142,407 sq. ft. hotel (which my understanding is to serve people primarily using the hospital). One could expect that with such a predominate focus on catering to the hospital that much of the proposed retail would end up being hospital focused too i.e. sandwich shops for the medical office employees, and medical labs,</p>

drug stores, x-ray, imaging etc. This would represent about 60% of the development being purely for hospital uses. The meat and fish markets, and bakery would likely not survive in this mix. The proposed mix of use would require significant parking and result in generating significant traffic which could not be offset by any amount of Transportation Demand Management (TDM) strategies. With the number supplied in the pre-application document we can expect parking requirement in the order of 2500 plus parking stalls.

The traditional mixed use model is generally a ground floor of retail, with floors above being predominately residential. This is the type of mixed use that would add diversity and viability to our community. The focus on single use i.e. predominately hospital focused use will in my opinion have serious negative impacts on our community's living quality, and will take away from the complete community arrangement that we presently enjoy.

Although I feel that more density can be accommodated on the site than is the general view in our community (FaR of +or- 1.5 400,000 sq. ft) , I temper this with requiring to see a proper transportation assessment that uses proper inputs and that does not assign unrealistic predictions for TDM measures. This site is service by just one street and will require double left turning lanes in all four directions with sufficient stacking, and credible rapid transit has to be provided to the site and hospital before redevelopment can occur without significant damage in the community.

With regard to enhancements, I would see reinforcing the existing retail base. With a FAR of just 1.5 the developer could build a plaza in the interior of the site servicing more ground floor retail, and provide an informal community gathering place. I would like to see residential development that was primarily owner occupied, and not predominately rental. Owners are more invested in the community and more likely to enhance the social life of the community. Again the suggestion of a Senior home being the predominate type of residential is again too focused on the care aspect and hospital use to added vitality our the community. Although a portion of the residential could provide this type of residential use, it should be limited to no more than 25% of the resident floor area as we also need families with children to enhance and enliven our community and to fill out schools.

Again to make this a successful NAC the development focus has to be on the community and not on Foothills Medical Centre.

13. Want Less than 267,000 sq. ft, - 1 Storey Max.

Retail-Restaurant - have enough

Residential and general office - none

Medical Office - as is

Hotel - NO

Leave it as is!

14. Watn 120,000 + or - sq. ft. - up to 2 Stories Max.

In stages, to "rebuild" the existing shopping centre, up to the new medical clinic, and to provide enough parking.

15.	<p>Want 300,000 sq. ft. - SW & West - 3 story residential ; by 16th Ave - 6 stories;</p> <p>up to 10 stories and 10-14 stories - NO WAY.</p> <p>Bus Transportation Hub - No, No, No</p> <ol style="list-style-type: none"> 1. Keep all retail owners at all costs; 2. Need minimum of 5 exits and entrances; 3. Parking in front of retail stores; 4. Max. height of 6 stories only along 16 Ave. SW and West only 2-3 stories for residential apts. Backs facing SW and West towards school and mountains. Also must be high quality. No cheap stuff; 5. North side (Polish Church) can be 4 stories with retail on main floor; 6. Buildings to have atriums in middle so design for 8 months of winter (botanical); 7. No cheap exteriors like Childrens Hospital or apts on 24 & Crowchild to N.W.
16.	<p>Want less than 267,000, -5-6 Stories Max.</p> <p>Land Use: 0% for hotel</p> <p>parking . I have concerns about more traffic on the side street from school buses, parents picking up and dropping off (trying to avoid 16 Avenue etc.) Traffic on side street has increased dramatically already. The peak periods are 7:00 a.m. - 9:00 a.m; 3 p.m. - 5:30 p.m. weekdays. A huge increase in noise and dust.</p>
17.	<p>Want C-C1 Zoning (270,000 sq. ft.)- 5-6 Stories Max</p> <p>Stadium facilities that serve the residents of the various locales, e.g. University Heights, St. Andrews Heights, etc. Are only indirectly related to such neighborhood activity areas as sports facilities, parks or playgrounds. There are ample such offerings elsewhere - but in this limited space - already in an overcrowded, traffic- laden sector, what is needed are many of the same types of small businesses, shops, bank branch services, etc. already in place. A hotel should be out of the question. So should any thought of seeking "high density" under its current expectations.</p>
18.	<p>Want 128,000 sq. ft. Max, 2-4 Stories Max</p> <p>We appreciate and frequently use Bonton, Billingsgate, Cobs, Drug Store, Macs, Bank, Eclipse, Mooses, Hi Ball, Keg, Saigon Star. Several of these would be a shame to lose. We could use a coffee shop, "higher end" wine store (to avoid problems). Increased medical/office space might improve access to physio, lawyer, accounting services etc. Increased office could help support existing/new</p>

retail/restaurants. Some public/greenspace/patio would be very welcome, but safety could become a concern.

Keeping height down would be desirable. Perhaps 4 story office/medical and the rest 1 or 2 story retail.

19. Want C-C1 designation (270,000 sq. ft.) 2-4 Stories Max.

1 Improved appearance of the site with a fair balance of retail usage (e.g. present tenants **) with some residential spots. Even at 240,000 sq. ft. And 35% of that residential leads to 84,000 sq. ft or 60 fair sized apartments and 60+ new vehicles regularly into the area.

2 Ensure better ingress/egress at 29th/16th Ave. Do not under any circumstance permit direct access to 16th Avenue.

3 Restaurants/coffee shops provide a format for people to meet socially (not > chains like Starbucks)

4 ** Post Office/Bank

20. Want 300,000 - 400,000 Max. sq ft; depending on what it is. If it is offices/retain, then C-C1 designation would produce enough added traffic. If seniors' residential/hotel/retain, then traffic might be manageable for 400,000 max. 5-6 stories for one bldg only (hotel) (for the rest 2-3 stores max)

I would like to see a meeting place which would house a work-out facility (for yoga, art classes, tai chi, etc), an indoor garden, a coffee shop and a daycare. I see this "shopping centre renovation/redo as a real chance to create community, by having an attraction other than retail, where all ages can connect.

I visualize this centre as being more than square boxes; it can be made attractive and welcoming as opposed to ugly (as it always has been)

By having a hub such as this, and possibly a Seniors' Retirement Residence (for purchase), we could shift some of the population in the neighbourhood and have room to house younger families (if seniors move) ...and a place for all to meet.

21. Want C-C1 Zoning (270,000 sq. ft.) - 2-4 Stories Max.

22. Want C-C1 Zoning (270,000 sq. ft.) - 2-4 stories

public gathering space with shops - cafes - residential attractive (think Garrison Woods) architecture

green space - leafy streets - benches

similar types of local shops as opposed to chains (preferably the same shops)

a pedestrian overpass to Foothills for safety

residential - shops - no offices, no hotel

Let's make it an attractive community space that will serve the UH and people who work at UC, Foothills H.

23. S.C. Centre is not simply a local, neighbourhood centre. Most businesses draw from a wide area and from others - i.e. Foothills Medical Complex and University, stopping off after work.

#1 - So free parking is essential . Otherwise the shops will be killed off!

#2 - Any increase in density will add to the congestion on Uxbridge - 16th Av and will require a major interchange. Will the developer pay for this? High density development will create this problem. How can the planners ignore this basis point.

#3 - Ensure that low density is maintained to prevent shadowing of the school fields and park by high density buildings.

#4 (a) Installing a bus bay on Uxbridge so traffic can flow more easily;

(b) no parking on the Uxbridge Rd-Unwin to 16th Ave. to improve traffic flow;

(c) solve the rapid increase in grade to the S.S.C./Uxbridge Junction near S. Drug Mart.

#5 - The developer should sequence any buildings so that some shops can remain open as development proceeds.

(a) I am still very annoyed at what I can only describe as the pathetic level of information provided by the City Planners/Transport people. Their glossy questionnaire dealing with design was an insult to the intelligence of a concerned audience. I am complaining to the Chief Planner by letter.

(b) Try to postpone the ARP for as long as possible.

(c) Petition for a review of CC2 zoning status to a lower density. NOW.

24. Want C-C1 Zoning (270,000 sq. ft.) - 2-4 Stories Max

Enhancement comments:

Good mix restaurants (all ages)

Medical/Dental

Green space/pathways for walking/riding to areas for outdoor eating.

25.	<p>Want C-C1 Zoning (270,000 sq. ft.) 2-4 Stories Max</p> <p>Enhancement comments:</p> <p>Area for a farmer's market</p>
26.	<p>Want C-C1 Zoning (270,000 sq. ft.) 2-4 Stories Max</p>
27.	<p>Want 180,000 sq. ft. max. 2-4 Stories Max</p> <p>The primary purpose of Stadium Shopping Centre should be to serve the needs of the residents of University Heights. These needs will not be served by bringing more residents and visitors (and therefore traffic) to the area. The plan outlined contains far too much in the way of people and traffic generators which will only hamper the residents' use of the space. Also, the idea seems to be to restrict the residents to pedestrian access. As many residents of University Heights are seniors, this would render the area "off limits" to them.</p>
28.	<p>Want C-C1 Zoning (270,000 sq. ft.)- 2-4 Stories Max</p> <p>Less traffic through Community - i.e. no short cutting through Community;</p> <p>Less school traffic on Underhill Drive.</p>
29.	<p>Want C-C1 Zoning (270,000 sq. ft.)</p> <p>Car traffic is also an important issue.</p> <p>Enhancement comments:</p> <p>A business that sells fresh goods - e.g. organic market</p> <p>A common community activity area for activities such as games, music, presentations</p> <p>Retain current businesses - BonTon, Billingsgate, Pharmacy, Bakery, Post Office, Bank, Restaurants</p> <p>A good independent coffee shop</p>
30.	<p>Want 150,000 sq. ft. no more than 267,000 ; 2-4 stories - at 4 stories; no more than 5-6 stories at 6 stories</p> <p>Keep the current variety and diversity of retail outlets, especially BonTon, Billingsgate, pharmacy, Mac's, bank, beauty salon, bakery and other small businesses. Also current restaurants such as Redwater Grill, the Keg and fast food restaurant for young people A grocery store (fresh vegetables)</p>

would be great.

2nd: to be a “go to” destination; the space should include a developed sunny public park area where people can enjoy coffee and patio dining.

3rd: ideally, a space where community members can meet.

Our major concerns are density, traffic and building height. Please no building height near anything like 14 stories. The diagrams on pages 33-35 of the Pre-Application document are very worrying.

Planned related developments at West Campus, McMahon Stadium and Foothills Hospitals will make traffic congestion much worse than at present. Allowing high rise as depicted in the pre-application development will make traffic even worse.

To make Stadium Mall a destination for residents of U Heights and St. Andrew' Heights, New West Campus residents and Foothills Hosp. Employees. The pre-application plans fail because it is congested and lacks green space, wide sidewalks and cycling paths. In addition, young children walking to UE school Westmount school from St. Andrews will have to cross an extremely busy 16th Avenue intersection and Stadium Mall traffic connected with a hotel, high rise residential development and retail businesses.

31. Want less than 267,000 sq. ft. 2-4 Stories Max

It's already very busy in the area with 1 high school, 1 elementary school and 2 churches, plus the shopping centre.

32. Want Less than 267,000 sq. ft. 2-4 Stories Max

Public/Park/Activity Space - 100%

Not to build at all.

33. Want less than 267,000 sq. feet 2-4 Stories Max

(1) Elimination of pay parking would enhance quality of all services. On a cold day especially, but also any day, even to get a two hour ticket is a nuisance (and for the old, a considerable inconvenience)

(2) Once upon a time a pool hall provided excellent recreation in this centre. It could do so again. It was located, I think, where Scotiabank is now.

34. Want less than 267,000 sq. ft. 2-4 Stories Max

hotel 0%.

Restaurants, good bakery, meat and fish market (already existing), some public space (do not take

away the walk-way along 16th Ave (we presently have campaigned to have that much park saved from highway construction.

Before any density enhancements happen we need to know how the traffic situation at 16th can be handled. We would then be able to consider whether more businesses and/or residential might be managed.

We agree that enhancement/updating is important. However, it should enhance quality of life for the community, not cause problems.

35. Want C-C1 Zoning (270,000 sq. ft.) 5-6 Stories Max

Traffic #1 issue

We have a great "Neighborhood Activity Centre" already - so I would like to see those current merchants in the new build (bakery, florist, meat, seafood)

A non-chain coffee shop/café

I realize unlikely - but a grocery store would add lots.

36. Want C-C1 Zoning (270,000 sq. ft.) 5-6 Stories Max

Biking/Walking paths in park area with benches for the community and especially visitors to the Foothills/CCB

Since we don't have a community center - a space that could be used for community events, rented out for community groups, etc.

It would be nice to have commercial development similar to what is there and consistent with the neighborhoods of St. Andrews and University Heights. We need to avoid the usual 16th Avenue development of seedy bars, pawn shops and hooker hotels.

37. Want C-C1 Zoning (270,000 sq. ft.) 2-4 Stores Max

NO HOTEL !!!

Leave green space.

38. Want Less than 267,000 sq. ft. 2-4 Stories Max

University Heights is a residential area. It is a small isolated and enclosed area. Being surrounded by a "mini downtown" of university, stadium and medical hub does not make us part of it and should not be taken into consideration in planning our neighborhood. Adding a bit more retail and pretty-ing up the area is all that is needed.

But it will not inconvenience me. If this monstrous plan is what happens I will not be patronizing the

area.

39. Traffic was the main reason that the previous development proposal was overturned at appeal.

In reviewing the previous appeal document File # CP 2006-3587 Appeal and Order No. SDAB2008-0221 it seems to me that everything is being done backwards. A full traffic assessment should be done to determine what increased would be realistic and how they could best be handled. The assessment must take into account the cumulative effect of all proposed developments in the area such as those for Foothills Medical Centre future development, West Campus lands and McMahon Stadium and City recreation facilities. The appeal document contains several statements relating to the fact that the Uxbridge Dr./29th St./16th Ave. intersection is already "over capacity" (p. 52, - #49), needs "a more comprehensive traffic impact assessment study" (pl.52, #51). See also note 41, p.50; note #20, p.47; note #14, p. 46.

40. Want C-C1 Zoning (270,000 sq. ft.) 5-6 Stories Max

Our greatest concern with the proposed preliminary drawings for redevelopment of the shopping centre (found on the web) is the proposal for building over 790,000 square feet on a relatively small property. The traffic that such a proposal would produce boggles the mind. Before any redevelopment is okayed, there must be a detailed traffic analysis done and proper entrances and exits provided from the property to make traffic flow smoothly - even now from 3:30 pm on, getting onto Uxbridge from the shopping centre can be very difficult.

The 14 story hotel and the 11 story residential block are definitely too high density. We would like to see nothing more than 6 stories at the most, preferably 4-5 stories.

For the University Heights community we would like to see good retail shops, restaurants (some with patios), residential development, some above the shops. Medical and business offices would also be okay - again above the shops. Good pedestrian access is essential. We definitely don't want to see the shopping centre turn into an extension of the Foothills Hospital complex. If a hotel has to be built, a boutique hotel of 2 or 3 stories might work (definitely not a 14 story monstrosity with its accompanying traffic and noise)

We would also like to see adequate above-ground parking so one doesn't have to park underground with the accompanying fees, in order to shop for a loaf of bread at Cobbs. Speaking of which, we love the merchants already at Stadium - Bon Ton, Billingsgate, Cobbs, Foothills Florist, a drug store and my bank - what provisions will be made to entice these merchants to stay on during and after the redevelopment?

I am not sure what a transportation hub involves? Buses to the LRT? Express buses? Wouldn't a transportation hub on Foothills Hospital grounds be more appropriate considering the number of people employed there?

I am uncertain about the best use for the green park reserve along the highway behind Wendy's and the Redwater Grill. I don't think it is of much use where it is, but I am concerned that if the developer is allowed to transfer that space into the new development, it may set a precedent for us to lose the green reserve further west along the highway.

We also wonder what the city plans for the Uxbridge/Hwy 1 intersection? It seems sensible to know what the plans are for traffic control at that very busy intersection before any new building on the Stadium site is decided.

To sum up, we would like to see a mix of retail, residential and business/medical offices with a maximum height of 6 stories, some above-ground parking and a detailed traffic plan (how to get into and out of the centre without traffic snarls already existing)

41. Want C-C1 Zoning (270,000 sq. ft.) - 5-6 Stories Max

(Hotel - none)

Library (or book exchange)

Community Centre (for University Heights) - yoga, book club, health lectures, etc.

*Third place: coffee shops

Farmer's Market concept like Granville Island Market in Vancouver

*Third Place: coffee shops would be in this facility

Underground parking

Senior Citizens' residence

Pedestrian friendly public spaces encouraging people to walk, meet and socialize

Inviting walkways from neighborhood communities to visit Stadium Shopping Center - it'll cut down on automobile traffic

Play area for children - it'll add exciting dimension to shopping center

Carol & Charan Dhillon

42. Want Less than 267,000 sq. ft. 2-4 Stories Max

North Hill Plaza has high end condos in a run down plaza. Lot of street people come up from down town to spend a day in plaza and library.

A redeveloped shopping mall done right would increase property values in University Heights, believe it or not. Dalhousie Mall is one of nicer one where Chapters is. Crowfoot Mall is a nightmare - congested and traffic nightmare. Would like to know why a hotel would ever be considered in this mall? For people who have sick relatives at hospital? A high price hotel is just what they need when parking is so expensive at the hospital. Build hotel on university or hospital property then.

Can't mix apples and oranges - if want retain plaza can't have office buildings or apartment buildings - decide what want to do. Apartments at Brentwood might work because of all other stores weren't torn down to do. Huge land area. Why in world would you need a transit hub by plaza, got enough traffic as is.

Stadium owners need to build good looking retail plaza.

University and hospital need to build more parking structures so not parking in front of

Polish church and wherever they can. No parking then chaos.

Don't get a City architect because they build ugly structures - e.g. pie shape apartments on 24th and Crowchild are an eyesore already.

Who built the chicken coops on 29th St? Apartments aren't attractive.

43. Want C-C1 Zoning (270,000 sq. ft.) - 5-6 Stories Max

No need for a hotel - we have big hotels complex a few blocks away

Green area/public space is the most important

44. Want C-C1 Zoning (270,000 sq. ft.) - 5-6 Stories Max

I would like to see a liquor store, pet store not exclusive to cats and more restaurant options including a Subway

Considerations around parking should be a high priority as well

Please include at least one pub such as Moose McGuire's

45. Want C-C1 zoning (270,000 sq. ft.); 5-6 Stories Max

The irony is that at one time, in 1969, the Stadium Shopping Centre had everything that made University Heights a totally walkable community:

Safeway, drugstore, bakery, bank, doctor, dentist, restaurant, fast food joint, dry cleaners, I think even a hardware store, and maybe a couple of other small businesses.

It was when the Safeway went that it became less convenient, and one could no longer live in the community easily without a car. A substantial food/grocery store would be the most useful addition to the business complement of the shopping centre, but I guess that's too much to hope for.

46. Want C-C1 Zoning (270,000 sq. ft); 2-4 Stories Max

Comments:

I am not sure what is meant by a "Neighborhood Activity Centre", but from what I can gather from the Pre-Application Document, this means a massive COMMERCIAL development that would include, inter alia, a 17 store 142,407 sq. ft hotel. To me that is not part of a neighborhood centre, neither are massive developments of office space. As for the residential portion, it is my opinion that this will be transient rental housing which already exists on the east side of Uxbridge Drive to University Drive,

and I can't see this as any big enhancement to our community. This is a density issue comparable to some areas in cities in China. The whole project is NOT geared to community land use and I have to disagree with Zeidler Partnership's statement on page 32 that higher density leads to safer communities. Higher densities in the Belt Line have not prevented crime or murder.

There is a visible lack of planning with regard to parking on the site and traffic issues. I have lived here since 1967. I see hardly any pedestrian traffic on the sidewalks or in the shopping mall. And as for a transportation hub - that is absolutely ridiculous. There is only one bus in this area (#20) with a stop at Unwin and Uxbridge and that creates a bottleneck when loading and unloading, and Zeidler and someone at City Hall think we need a transit hub here? I have invited the powers that be to come to Uxbridge north of 16th Ave. around 3 p.m. and see for themselves what is going on (Mr. Stanley included) but no one has deigned to reply.

And Mr. Stanley's statement that there will be no right turn out of this shopping centre has me wracking my brain as to how (and everyone else) is to get out of the shopping centre to get to (a) the Foothills Hospital complex; (b) the Foothills Professional Building (c) 16 Ave. both E and W; (d) Shaganappi Trail, (e) 29th St. to St. Andrews Heights and Memorial Drive E and W; (f) University Drive N and S (g) Crowchild Trail, etc. etc.

With this proposed development, City Planning is providing more taxation dollars to the City's coffers and the Developer is lining its pockets.

Has the Calgary Public School Board been advised of a 17 storey hotel next to public schools, kindergarten to grade 12? I am not aware of any school, public, private or separate that is adjacent to a hotel.

Elisabeth D. (resident since 1967)

47. Want less than 267,000 sq. ft. 2-4 Stories Max

48. Want twice as much (as present 64,000 sq. ft) or 128,000 sq. ft. 2-4 Stories Max

The shopping centre could house a Community Centre and a police station , possibly even a public library and/or an office of our MLA.

Please note - if the developer and the City go ahead with unrestrained density growth, the area will become dangerous for passers by, for children attending the neighborhood schools and for church goers. The number of vehicles will increase exponentially so much so that there will be constant gridlock and pollution - both by emissions and noise. Entry into the neighborhood will become troublesome.

A hotel will attract transients, criminals - individuals with no stake in the neighborhood's well being. Also, the city must respect our unique zoning strictures.

49. Want less than 267,000 sq. ft. 2-4 Stories Max

Too much density is my concern and traffic congestion for the walkability for the older residents.

Keep all present amenities but could add a green grocer

	Don't take away any more green space
50.	Want Less than 267,000 sq. ft. 2-4 Stories Max
51.	<p>Want C-C1 Zoning (270,000 sq ft) ; 2-4 Stories Max</p> <p>Keep current tenants especially Bon Ton and Billingsgate, drug store, Macs, restaurants. Prefer the Marda Loop area model to a mall type arrangement.</p>
52.	<p>Want C-C1 Zoning (270,000 sq. ft). 2-4 Stories Max</p> <p>Keep drug store, Macs, Bon Ton, Billingsgate, some restaurants (Redwater) if possible</p> <p>Community Centre would be great addition</p> <p>Keep green spaces and fields adjacent to schools !!!</p> <p>Make walk to stores across playground/park accessible and provide lights in winter to stop vandalism</p> <p>Esthetics of overall construction is important - e.g. Garrison Woods</p>
53.	<p>Want somewhere between C-C1 and C-C2 zoning. 2-4 Stories Max.</p> <p>I would like the green space to be kept as is. We have such a beautiful area - what a shame to fill it up with buildings . There were so many young families over here today enjoying the space and playground.</p>
54.	<p>Want less than 267,000 sq. ft. 2-4 Stories Max</p> <p>Comments: some children related services, perhaps day care, etc. Improvements in traffic flow/management.</p>
55.	<p>Want less than 267,000 sq. ft. 5-6 Stories Max.</p> <p>Enhancements: A retail mix similar to now but with grocery store and liquor store. Green spaces, access pathways to cross development in pleasant fashion. Try to keep traffic out of hood and maintain short access times for residents to major thoroughfares.</p>
56.	Want less than 267,000 sq. ft. 2-4 Stories Max

	Enhancements: either more professional offices, or a Sobey's food store or equivalent.
57.	<p>Want Less than 267,000 sq. ft.: 2-4 Stories Max</p> <p>Services provided today work for my family.</p>
58.	<p>Want Perhaps 200,000 sq. ft. 5-6 Stories Max. - No hotel</p> <p>Issues most important to me: Density (increased density implies increased pressure on traffic and parking); land use (should not be a hotel or "general office". Post office, bank, drug store of the present size, food stores, hairdresser; restaurants from "short order" to "elegant" - the facilities to supply the community.</p> <p>Whatever alterations may occur, we will lose what we now have in the process. The present centre provides a good selection of food stores of high quality, also restaurants and necessary services - a bank, post office, beauty salons, drug store, medical clinic (though there are clinics easily accessible close by). If the redevelopment provides suitable and economically viable spaces in stages, permitting the community continued access to such facilities, it might succeed. Otherwise I foresee that University Heights residents will find other centres and this space will cease to be a neighbourhood centre.</p> <p>Improvements: Restore the green space along 16th Ave; provide a paved path parallel to 16th Ave (already a much used trodden path). Re-grade present parking area to improve access and unloading areas. Create residential space in 2nd and 3rd floors up to 3 floors, perhaps partial business and residential.</p> <p>If parking is to be reduced, many residents will go elsewhere.</p>
59.	<p>Want Less than 267,000 sq. ft. 2-4 stories Max.</p> <p>Enhance the safety and character of the community and no charge for parking!</p> <p>We have lived in district 45+ years.</p>
60.	Want C-C1 Zoning (270,000 sq. ft.) - 5-6 Stories Max.
61.	<p>Want Max. 350,000 sq. ft. - 2-4 Stories Max.</p> <p>(traffic volume is #1 concern which can be related to density)</p> <p>-Concern of a large development is that it becomes a regional activity centre not a neighborhood one. So size of development is a significant factor.</p> <p>-Primarily independent shops as opposed to chains, that meet day to day needs similar to ones</p>

presently there - i.e. BonTon, Billingsgate, bakery, bank, drug store, flower shop, “convenience” store;

-Would like a “café” - coffee shop to meet friends;

-A seniors residence deserves strong consideration. Seniors and their families will contribute to the community;

-I do not want high density housing that will ultimately serve as a student residence. Students are transient and do not contribute to the community.

62. Want max 400,000 sq. ft. - Up to 10 stories only on 16th Ave.

#1 Traffic/Traffic/Traffic

Hotel- Zero

-Enhanced retail with more selection - include more food stores, e.g. fruit, veg market

public gathering space, café, some green space

-Increased residential of the type that would attract residents that would be part of the community - i.e. not student housing with small apartments like the new Brentwood development

-Substantially improved transit that would help decreased traffic through community at Uxbridge 16th Ave. intersection

-Seniors residence

-Improved intersection at Uxbridge and 16th

-Improved signage to discourage cut through traffic.

63. Want C-C1 (270,000 sq. ft). 5-6 Stories Max

A good mix of retail/restaurant to reflect the diversity of the surrounding communities. No transient housing, development like hotel/ motel near communities and schools.

64. Want Less than 267,000 sq. ft. 2-4 Stories Max.

More green space and low density retail/restaurant is best to keep it in the character of the neighbourhood.

65. Want Less than 267,000 sq. ft. 5-6 Stories Max.

We need a community centre where people can meet for functions and can get to know their neighbors. After all it is identified as a neighborhood activity centre but we have never had a place to have any activities.

66. Want C-C1 (270,000 sq. ft), 2-4 Stories Max

Hotel - none - Motel Village and those near COP should be adequate

With access to the schools and churches rooms on a rental basis - why would an activity centre be needed? Plus the University has rentable spaces. We hope the "public consultation" process is simply not a charade similar to what we experienced with the Childrens' Hospital and University Reserve Lands.

67. Want Less than 267,000 sq. ft. 2-4 Stories Max.

Hotel- Zero

Land Use - C-C1 or less

Building form/character - architecturally pleasing

Bus transportation hub - NONE!!!

What about parking?

68. Want C-C1 zoning (270,000 sq ft) , 2-4 Stories Max.

Retail/.Restaurant - 25%

Medical Office -25%

General Office -25%

Public/Park/Activity Space.-25%

Hotel- ZERO

69. Want 500,000 sq. ft. 2-4 Stories Max.

The issues most important to me are entry and exit traffic, density, parking, building form/character

70.	<p>Want Less than 267,000 sq. ft. 2-4 Stories Max.</p> <p>Enhancements to serve the needs of University Heights -</p> <p>Upmarket Retail - ie. Bonton Meats; Food/Veg. Market; Coffee Shop</p> <p>Parking Privileges - for residents (permit holders etc.) At the stores</p> <p>Green Space/Landscaping - the Uxbridge/16 Ave. Access to University Heights needs to be attractive not just another strip mall. We are being surrounded by huge institutional buildings. Our charming neighborhood is being smothered. We need an Oasis!</p> <p>H E L P.</p>
71.	<p>Want C-C1 zoning (270,000 sq. ft.), 2-4 Stores Max.</p> <p>Retain the municipal reserve land. Do not allow the developer to drurlod the land on the reserve.</p> <p>If the City doesn't approve the right hand turn onto 16th Ave., the City needs to come up with an alternative exit.</p> <p>Can't say how a hotel would enhance the needs of the community.</p> <p>Change the land use from C-C2 to C-C1</p> <p>Add measures to deter Foothills Traffic from using Unwin Road.</p> <p>Restrict the number of pubs/restaurants in the complex</p> <p>Widen 16th Ave. to handle the added traffic</p>
72.	<p>Want C-C1(270,000 sq. ft.) , 5-6 Stories Max.</p> <p>Retail/Restaurant: 80%</p> <p>Hotel: No No No</p> <p>Public/Park/Activity Space: 20%</p> <p>Grocery Store- there is enough demand in the area for something like a Safeway.</p> <p>Green Area - we need green space incorporated 100%</p> <p>Garrison - we need something like what they have, a great community focal area</p> <p>Hotel - No, no, no! There is Hotel Village and Alma at the U of C, this should be enough.</p> <p>Tall Office Buildings- No, no, no! We are not a mini-downtown. If more office space is needed, this can</p>

be provided by AHS on the Foothills Campus.

Traffic - We need a reduction to the current flow, not more. With Westmount traffic is already bad at peak times.

73. Want Less than 267,000 sq. ft., 2-4 Stories Max.

Retail/Restaurant

General Office (for the dentist who is already there)

A reduction in traffic would help. We have a dangerous amount already.

There is no community centre for groups to meet. This would be great. An outdoor ice skating rink would be great!

We do not need a hotel in that area. There are some in Montgomery, Motel Village and Hotel Alma nearby. If Foothills Hospital needs a hotel, let them build one on their land (they won't because they know they don't need that!)

We do not need more office space, medical or not. Foothills Professional Centre has a "For Lease" sign up for years, and there is more medical/non-medical office space in the new buildings near Shaganappi near the post-office where EFW has set up. If Foothills doctors need more offices, let Foothills Hospital build it!

74. Want C-C1 (270,000 sq. ft.) , 5-6 Stories Max

Residential - Seniors

Green space for neighborhood activities - i.e. play ground, walking paths, small but nice common centers, tennis courts. University Heights has always been a close friendly neighborhood and it would be nice to expand these qualities. A community center could unite the young and growing older populations. The concept of a senior retirement centre has great appeal and long term benefits. If density was equal to or less than Garrison Woods that would be ideal. We do not want a mini-downtown, but rather an upscale development that has a great "village feel. Think brick, stone, wood, and not glitzy metal construction and advertising facades.

75. Want C-C1 (270,000 sq. ft.), 2-4 Stories Max

At present, the shopping centre is a well used retail/restaurant area with the parking area being used by University and Hospital traffic. I would like to see it redeveloped with an emphasis on small businesses and restaurants as are currently there, but not for hotels and office and a residential use. This has long been a desirable and quiet area and I don't wish to see that changed with high density housing (backing onto a school yard) or hotels. While the density of the retail can be increased, it is not desirable to have the huge density problems that will occur with offices, residential and a hotel.

76.	Please let the neighborhood know the time schedule of the beginning of demolition to the completion of the project. Air quality and safety are first.
77.	<p>1 It is long past due that the redevelopment of this area commences.</p> <p>2 Western Security has been an eyesore in our community for years.</p> <p>3 TRAFFIC is going to be the biggest issue in the absence of an overpass at Uxbridge and 16th A</p>
78.	A major upgrade of the 16th Avenue and Uxbridge Drive intersection in concert with this site development is far more important than the content of the site.
79.	Want C-C1(270,000 sq. ft.) - 5-6 Stories Max.
80.	<p>Want C-C1 - up to 2-4 Stories Max.</p> <p>Enhancements</p> <p>Meeting space</p> <p>Park and trees and plants</p> <p>Benches</p> <p>Coffee shop</p> <p>Gym</p> <p>Easy access to retail that is relevant to the district:</p> <p>Bon Ton</p> <p>Billingsgate</p> <p>Pharmacy</p> <p>Convenience Store</p> <p>Bakery</p>

Comments:

The major requirement as I see it is the traffic entrance and exit to the site and on level parking for shops.

Following from that is the curtailment of traffic through the district which is essential for protection of the district.

I would like many of the same shops to remain - which they will not unless there is good and easy access and on level parking.

I have met for community functions for so long at UES that a community center doesn't really matter to me. A gym and a good coffee shop would be great.

I would prefer residential and retail to the constant traffic of medical offices.

I would like the building to be aesthetically pleasing and the site to be well landscaped.

81. Want C-C1 - 2-4 Stories Max.

Continuation of BonTon and Billingsgate as tenants and drug store.

I'd like to also see a good bakery, good deli, coffee shop, all small but good to serve as an attraction for the community to visit.

Land scape the parking lot with rows of trees rather than "blank" parking, like U of C lots off setting 32 Ave. which are an attraction rather than this eyesore

82. Want C-C1 - 5-6 Stories Max.

- Garrison Woods type development with 2-4 story buildings, landscaping and green space is preferable;

- Condo private ownership rather than rentals will connect owners close to community;

-Do not bring Foothills Hospital into community;

-To ease future traffic congestion, contain density of development.

83. Want 500,000 sq. ft. - 5-6 Stories Max.

-Shopping - currently there is a great selection of stores for retail; would like to see this continue;

-Destination walking spot for coffee/ restaurants;

-Green space to try up the University Heights green space to appropriate levels;

-Absolutely no hotel/apartment space due to transient nature of occupants and proximity to schools;
Possible community centre space.

84. Want C-C1 - 2-4 Stories Max.

Office space that is used to serve the local community NOT draw people from other areas of the City.
This adds traffic and contradicts your emphasis on pedestrian and cyclist.

Delete Hotel addition - again contradiction

Residences - definitely

Retail - yes - a variety that allows for surrounding communities to shop and buy goods here and not have to travel to big box stores.

85. Want C-C2 - 10-14 Stories Max.

-Like to see a good size shopping centre with major grocery store like Safeway.

-Prefer parking underground.

86. Want less than 267,000 sq. ft., Preferably 3 Stories Max.

-This is a shopping centre which is very important for our community. If we lose this - it means this whole area has to drive elsewhere.

The issue most important to me: THE MOST IMPORTANT ISSUE IS TRAFFIC . If they increase the size of the shopping centre - then the traffic will become too heavy for the intersection and Uxbridge Dr.

We need to have the retail outlets, restaurants and services that a community needs.

If the City keeps redeveloping all the small neighbourhood centres, they will destroy not only our neighbourhood, but the whole City of Calgary. A large City needs its small neighbourhoods to give the City its character - or it will become an impersonal, high rise cement city like New York - WHERE NO ONE WANTS TO LIVE.

It is wrong to attempt to redevelop all the small communities in Calgary.

87. Want C-C1 Zoning (270,000 sq. ft.) - 2-4 Stories Max.

-Better green space and flow for walking

-Focus on creating safe traffic flow around 16th Ave.N.W. and Uxbridge

-A slight increase in density would be beneficial to all, but within reason given the very small/tight physical space and limited traffic flow options. A doubling could be reasonable - an increase 10 fold is not.

88. Want 400,000 sq. ft. 5-6 Stories Max.

Restaurants/Retail

Additional services to include gym

89. Want C-C1 zoning - 2-4 Stories Max.

Retail - people space, restaurants, shops, boulevards, green space, trees, garden benches.

Senior apartments, gym, recreation centre, gathering place.

Attractive buildings 3-4 stories at most, with shops and restaurants ground level,

Ample parking in front of shops.

90. Want C-C1 zoning - 5-6 Stories Max.

Restrict traffic cutting through University Heights and a restriction on bus traffic thru University Heights community.

91. Want Between C-C1 and C-C2 zoning ,4 Stories Max.

Issues most important to me: (1)Density (traffic) (1A) land use; (2) safetyEnhancements

Improved existing retail outlets (wine store, mini market).

Allow some residential development.

Consider assisted living/palliative care.

Consider transit as a low priority.

Health and Wellness Centres okay.

Doctor's offices/treatment facilities a "no go": there's enough close already.

	Underground parking as opposed to surface.
92.	Want Between C-C1 and C-C2 zoning, 5-6 Stories Max.
93.	<p>Want Less than 267,000 sq. ft , 2-4 Stories Max.</p> <p>I like what is there now and will stay away from Stadium Shopping Centre if it is overdeveloped - e.g. Hotel, Offices.</p> <p>I am also concerned it will increase traffic on my street which has had problems with cars cutting through and using Ulrich Road as a "short-cut".</p>
94.	<p>Want C-C1 zoning (270,000 sq. ft) - 5-6 Stories Max.</p> <p>Hotel - ZERO</p> <p>-Current shops and services are a good mix.</p>
95.	<p>Want C-C1 zoning (270,000 sq. ft) - 5-6 Stories Max.</p> <p>I assume the Municipal Reserve will not form part of the proposed development. Accordingly it does not form part of the 20% land use percentage I'd like to see for public/park/activity space</p> <p>I believe we are already well serviced in this regard by virtue of our proximity to the U of C, Market Mall, North Hill Mall and Brentwood Mall. Any enhancement to the C-C1 designation would only increase traffic and density to the development and would further detract from the "true value centre" the development proposes to build.</p>
96.	<p>Want C-C1 Zoning - 5-6 Stories Max.</p> <p>Hotel - NO</p> <p>bus transportation hub - NO;</p> <p>-Page 9 shows University Heights as "imbedded" in the Major Activity Centre as being a good thing. What other district in this City is completely surrounded by commercial activity. UH is a community of peoples' homes .. Not an industrial or commercial centre in the City. We already lost a lot when the prairie lands of West Campus were taken.</p> <p>The plan in any form increases the density of the community - traffic, crime and everything else that comes along with population density. Too bad UH is here ..the City could have a heyday with all the space. Maybe the City should just buy out the community and we could all relocate. What an absurd</p>

idea — just about as absurd as what is currently being proposed.

This is a residential area where people live, work and play. The City and developers are greedy. Condos are going up everywhere along Crowchild already. Measure the effect of the already approved development of Brentwood before blindly moving into more development. Big mistakes are very hard to undo.

97. Want C-C1 zoning ; 2-4 Stories Max. Should not need an elevator

Issues most important to me: safety (traffic and risk of motor vehicle collisions and pedestrian injury)Enhancements - Comments

(1) Traffic: Uxbridge Drive has heavy traffic with community commuters - by-pass University Drive to 16th Ave. , two schools and one church. Development cannot make this worse;

(2) Integration with community. Development should foster integration with the community and between neighboring - (i.e. St. Andrews Heights) communities . For example, residences with long term residents (owner occupied or rental) will look integration with the community while a hotel or short term rental will not;

(3) Shops;/businesses, to enhance community. These would include businesses used on a daily basis by members of the community and others (e.g. grocer, butcher, baker, fish monger etc..) but not services targeted to select aspects of the population (i.e. office);

(4) Walkability: Development to get people out of their cars and outside. Ideally to green space.

98. Want C-C1 Zoning - 2-4 Stories Max.

-In my opinion the needs of the community are adequately serviced by the present facilities

-In spite of M. Rollin Stanley's suggestion (at the March 13 meeting) that we do not worry about C-C2 land designation, I believe that is on of the most critical guide lines. Preliminary proposals from the developer appear to take full advantage of the C-C2 designation. Reduction of the guide line land designation is the best (and possibly only) way to limit development. Otherwise we are doomed to the mass development of the type proposed in the preliminary plans.

99. Want C-C1 zoning, 2-4 storeys

Redesign should enhance residents and sense of community for residents

Hotel, low cost retail, long term care facility would NOT enhance community

Traffic concerns

Enhancements-pedestrian friendly walkways, restaurants, locally owned shops, green space

100. Want Less than 267,000 sq. ft, 2-4 Stories Max

I couldn't find (on the Internet) what a "Neighborhood Activity Centre" is or what they look like.

Obvious enhancements are green areas, perhaps with dining tables adjacent.

101. Want less than 267,000 s. ft, 2-4 Stories Max

- specialty grocery store (i.e. Sunterra Market);

- liquor/wine boutique;

- smoothie/frozen yogurt bar;

2 storey buildings - shops/stores on bottom - office space on top;

continue with charging for parking after ½ hour free.

102. Want Max. 400,000 sq. ft. 5-6 Stories Max.

1 Max. density should not exceed 400,000 sq. ft.

2 Modified 16th Ave. and Uxbridge interchange;

3 Max. height of buildings restricted to 6 stories;

4 A green area must exist in the development area;

5 Some short term parking for retail and restaurant users.

103. Want max Around 200,000 sq. ft. - 2-4 Stories Max.

- should include:

- some basic retail stores (small in size);

- banks;

- medical offices (dental, medical, etc.);

- several restaurants;

- general offices (insurance, post office, etc.);
- more trees, better landscaping;
- good traffic controls (e.g. traffic lights, etc.);
- a small neighborhood police dept.

104. Want C-C1 zoning - 2-4 Stories Max.

-Unless you are putting up a very high end hotel, you are OUT OF YOUR MIND putting it close to the schools with 16 Ave and the transients walking our neighborhood already! In fact NO HOTEL AT ALL !!

- comments:

- A market. Not a chain grocery store, not a convenience store but a proper market where you can pick up produce, meat, dairy, etc.

- A liquor store. I know it has to be so many ft. away from school property. I'm sure you could figure it out.

- Maintenance of the "green space". We don't want to see dead trees after a few years!

- Family friendly dining AND less family friendly dining.

- A pub.

- Keeping a pharmacy.

Making the space inviting for everyone with shops for everyone. These new communities have such useless shops. NO CHAIN STORE AND RESTAURANT CHAIN!

- Bike racks and not just "a few".

- Affordability (reasonable)

- Less "cookie cutter" design.

105. Want C-C1 zoning - 5-6 Stories Max.

bus transportation hub - we don't want this - keep at U of C and hospital where it belongs

We would recommend that development serve the needs of the University Heights community rather than service the needs of the hospitals and the university.

It is crucial that we do not lose any more green space and enhance what little we have.

Please no more student housing !!

-Traffic calming measures are already long overdue. The Uxbridge/Unwin shortcut is already extremely dangerous and needs to be dealt with.

106. Want Less than 267,000 sq. ft, 2-4 Stories Max.

107. Want Less than 267,000 sq. ft. development; 2-4 Stories Max.

- Retain current mix of retail and restaurants, especially

drug store

BonTon Meat Market

Drycleaners

Hair Stylist

Bank

- Ensure adequate and easy, short term parking;

Would be nice to have some green space, coffee shop;

Retain low density - already there is too much traffic in the neighborhood.

108. Want max. 400 - 500,000 sq. ft. development Up to 10 Stories Max,

Issues most important to me: TRAFFIC,

-No office spaces - they promote rush hour traffic issues and contribute nothing to the residential community. We are already surrounded by major roads and major institutions

- increased residential dwellings and support services (restaurant/café/retail) would be a positive for a community already in crisis (we are the major interchange for Highway 1 and Highway 24!).

109. Want C-C1, 2-4 stories

Designation as 'Activity Centre' is problematic. Suggests a sports centre or community centre which this community needs.

Strictly opposed to any 'activity' that would draw increased population

More development like the green space along 16th Ave with trees, shrubs, benches

110. Want C-C1 zoning; 5-6 Stories Max.

-a grocery store;

-Lots of trees, walkways, benches, outdoor eating;

-The overall proposed design of Stadium Shopping Center seems appropriate and a nice “village” feel, but I object to the heights of the apartment building in the NW corner and the hotel in the SE corner. Apartment building should be 3-4 storey row housing and the hotel should mimic Hotel Alma at the U of C or Village Park Inn (6-8 stories);

-Preserve green spaces around Westmount Charter School and University Heights Elementary .

-The 11 storey building located in the northwest corner of the proposed development and the 14 storey hotel located in the southeast corner of the proposed development (as shown in paragraph 4.2.2, page 32, of Stadium Shopping Centre Pre-Application Development Document) would exceed the 46m height zoning limitations. Current zoning limits building height to 46m = 150 ft. Such building would have an average height per storey of 12-18 feet. Based on these estimates, current zoning would limit building heights to between 8.3 and 12.5 stories.

Park/character area (shown in paragraph 4.2.3., page 33, of Stadium Shopping Centre Pre-Application Discussion Document) as well as interface between the site and the green space to the west (shown in paragraph 4.2.8, page 41 of Stadium Shopping Centre Pre-Application Discussion Document) contemplate encroached use or access to lands otherwise relied upon by Westmount Charter School and University School will adversely impact students attending these learning institutions. These lands need to be segregated from the Stadium Shopping Centre.

Increased access between Westmount Charter School and the Polish Catholic Church will increase inappropriate traffic along this route and hamper access to the rear portion of Westmount Charter School.

Disturbance of green space at the 16th Ave. boundary would adversely impact the esthetics of the facility.

111. Want less than 267,000 sq. ft; 2-4 Stories Max.

-To maintain the shopping centre as a “Neighborhood Activity Centre”, it is imperative that the density be maintained at a low level and that non of the green space on the southern edge of the community, adjacent to 16th Avenue be disturbed.

-It must be recognized as “public space’ with controls to affect the privacy and well-being of the neighboring community.

-Proximity to the Foothills Hospital and the University, both public areas, require that safety for the community must be of paramount significance.

-Any development must be modest and any significant increase in traffic will be immediately disruptive

to the “Activity Centre” and the entire community if adequate free parking isn’t available.

-A fine balance must be maintained between private “profit” and the communities’ best interests.

112. Want Less than 267,000 sq. ft. , 2-4 Stories Max.

I feel we need more time to think about alternatives which will be shown to us at the Strip Mall Exhibit this week and next.

The people I’ve spoken to in the neighborhood want no increased density; they want low rise, plus convenient parking.

I lived in San Diego for 2 years 30 years ago and at that time “prosperity and progress and expansion” sounded good on paper until the San Diegos saw what it brought - crime, increased traffic, overcrowding , less “small town” feel.

113. Want C-C1 designation; 5-6 Stories Max

Maintain a mix of retail services suited to the community in general, not only to specialist medical needs (given the proximity to Foothills)

114. Want C-C1 zoning; 5-6 Stories Max.

(1) a mix of retail, commercial and restaurants like we already have in the centre, particularly Bon Ton and Billingsgate, bank, pharmacy;

(2) good accessibility in and out of the centre;

(3) safe ground level (free) parking;

(4) underground parking viewed as unsafe by most women.

115. Want development to be Less than 267,000 sq. ft ; similar height to what exists now

We would love to see a walking and bicycle path with trees cutting through the parking lot, linked to our park where the children's' park is.

116. Want development to be around 150,000 sq. ft. 2-4 Stories Max.

-Keep development “community oriented” - i.e. - not too big

- not too much residential (Brentwood is a disaster but at least is on the LRT line)
- Expand services for the community, not for a huge number of new residents, not for the hospital, etc..

117. Want Somewhere less than 267,000 sq. ft; similar to

what exists now - 2-4 Stories or less

No enhancements - leave all as is

118. Want C-C1 designation of 267,000, 2-4 stories

We love our mall, butcher, fish market, dry cleaners, convenience store, bakery, multiple restaurants, sorry can't list them all, it's great.

Reasonable development is welcome and needed. The place looks a little dumpy, and all the merchants will appreciate the improvements.

Parking Lot development, with underground parking is a real answer to the owners getting a better return, the mall being spruced up, and still retaining the character of this inner city mall.

119. Want Somewhere Between C-C1 and C-C2, 5-6 stories

Local shopping

Walkability for the community to access services

Esthetics and integration with community

Park connecting from stadium dev. To west campus dev. (walking path)

Local enhancements such as streetscape improvements

120. Want C-C1 designation of 267,000, 2-4 stories

Preserve green space of surrounding area

Local markets, stores and businesses

Pub! Restaurants

Community centre/rooms

Recreational facility

Community gathering, centre/courtyard/BBQ

121. Want Less than 267,000 sf, 175,000 sf, 2-4 stories

Besides the usual and existing activities of retail/postal/pharmacy/restaurant, additional space for community type activities would generally be appreciated. That may include ie, space for day-care, for community meetings, for community gatherings (multi-generational) so that we meet and hear the concerns of others in nearby areas and just socialize for activities to enhance preventative medicine (space for yoga, pilates, qi-gong etc.) for low costs musical performances, etc.. Community (including staff at hospitals/schools etc.) would be enticed in enjoyment/good health by easy access/low cost alternatives for all, picking up groceries as they leave or stopping for coffee with friends.

The developer has had benefits for many years as the owner/operator and has been a good neighbour.

Increased density is inevitable, however, even C-C1 is going to cause further parking, traffic, pedestrian, school bus, cut-through problems for the community as a whole.

122. Want C-C1 designation of 267,000 sf (or less of course 150,000 would be ideal but probably not enough of a compromise., 2-4 stories.

It would be very nice to have a portion of area allocated to a community centre or at least a community office with space to lease or rent for occasional community activities. There could be a community billboard, etc.

A nice retail area would be essential

Having some green areas with benches where residents could gather - maybe around a coffee shop

Protection of existing businesses so they can remain viable and a part of our community

Adequate parking areas and smooth traffic flow.

123. Want Less than 267, 000 sq. ft., 2-4 Stories

The present shopping centre is good for community

124. Want Less than 267, 000 sq. ft., 2-4 Stories

Food store, supermarket

Hardware store

125.	<p>Want Somewhere in between, 400,000 sf: 2-4 stories</p> <p>Attractive integrated green space and walkways</p> <p>General architectural theme</p>
126.	<p>Want C-C1, 2-4 Stories Max</p> <p>Possibility of having a community meeting place</p> <p>Transition to the park</p> <p>Similar services to what presently exists</p> <p>Mitigate existing impact of traffic</p>
127.	<p>Want C-C1 designation of 267,000 sq. ft.: 5-6 stories</p> <p>Making functional retail opportunities available (grocers, bakery, butcher, florist, etc.) encourage engagement in the community and foot traffic throughout the community. Many residents have already bought in to a walking lifestyle and already walk to work at FMC, ACH and UofC so ensuing useable retailers is a safe bet as opposed to more car centric communities.</p> <p>Overhead wheelchair accessible pedestrian walkways over 16th Avenue are necessary for safety as development will just increase an already busy/dangerous pedestrian crossing.</p> <p>Some control of retail leasers should be maintained given proximity to FMC. As a resident I would love a liquor store, however a liquor store within walking distance to FMC would be very dangerous to staff and patients at FMC and likely have a large financial cost to healthcare delivery just du to the vastness of FMC.</p>
128.	<p>Want C-C1 designation of 267,000 sq. ft.: 5-6 stories</p> <p>We would very much like to see the area developed with building heights limited to 5-6 stories.</p> <p>The plan seems to satisfy a lot of different viewpoints and should be a unique neighborhood upon completion.</p>
129.	<p>Want less than 267,000 sq.ft, 5-6 stories</p> <p>Our prime concern is access to our home in University Heights</p>

130. Want somewhere in between: 400,000-450,000 sq.ft.: 2-4 Stories

density creates both problems and opportunities. Traffic and parking will increase and there has to be a way to accommodate this issue. Underground parking is a must.

I do not want to see buildings crammed together. The Garrison Woods development is an excellent model to follow. High rise buildings are not suitable for a residential area. However low rise development can be attractive. We would like to see a neighborhood hub, not a development like market mall.

131. Want Somewhere in between C-C1 and C-C2, 2-4 stories

Maintain the existing stores and services

add trees

132. Want Similar to what exists now (64,000 sf) – two stories max.

Create a park like setting similar to Central Park. Residents of the area should be able to access the area without difficulty and extra costs (parking \$)

Clean up existing traffic issues in and around the University Heights subdivision.

Restricted Right Hand turns on 24th Ave and Udell Rd should be eliminated. Residents require access from the West

Although traffic lights presently control the University Drive and Unwin Rd (& Usher Rd) intersections. The area can be quite congested with traffic movements flowing east on Unwin Dr to University Dr It is further stressed with “University Dr” right turning movements to Unwin Rd. Bus Stops, Mail Box issues only intend to aggravate the issues.

Traffic Density of the Shopping Centre and the Trans-Canada Highway will worsen these conditions with time.

133. Want C-C1 Zoning (270, 000 sq. ft), 5-6 Stories Max.

Walking and Cycle Area (pathways)

Green Space

Meeting Space- benches, coffee shop

Community Center?

	<p>Attractive & pleasing architecture</p> <p>Entrance and exit safety and ease of entrance and exit to our community</p>
134.	<p>Want Less than 267, 000 sq. ft., 2-4 Stories Max.</p> <p>Grocery (fresh produce)</p> <p>Banking</p> <p>Drug Store</p> <p>Restaurant (Not Fast Food)</p> <p>Senior Residence</p>
135.	<p>Want Less than 267, 000 sq. ft., 2-4 Stories Max.</p> <p>I would like to see an architecturally attractive square with buildings of no more than 3 stories to let in the sun with space for outdoor dining/lingering in the summer.</p> <p>Business with apartments/lofts above which are are spacious and might appeal to seniors</p> <p>Senior apartments would not contribute significantly to increased traffic which is one of the major negative factors in greater density.</p> <p>Business should be major value to local residents. eg. a market where fresh produce and foods are the emphasis-bank-pharmacy etc.</p> <p>Fast food, pubs etc. should be discouraged.</p>
136.	<p>Want C-C1 Zoning (270, 000 sq. ft.), 2-4 Stories Max</p> <p>Public/park/ space</p> <p>pedestrian friendly space</p> <p>restaurants & coffee shops</p> <p>Retail-bakery, fish, meat, green grocer, convenience store, bank (similar to current shops)</p>
137.	<p>Want C-C1 Zoning, 2-4 Stories Max, (5-6 Stories absolute max)</p> <p>When I hear the words “Neighborhood Activity Centre,” i do not think that a high density commercial</p>

area with a 14 story hotel seems appropriate.

I agree that the current shopping centre is much lower density than the site could reasonably support, but I think it's important to maintain a neighborhood atmosphere of low rise buildings with walking areas and retail, including such things as meat market, fish market, pub/restaurants, take-outs, convenience store etc, as well as some medical services and other commercial uses. I also feel some level of tasteful, low rise residential &/or office is also reasonable.

138. Subject: Stadium Shopping Centre Development

I'd like to comment on the information distributed by the city of Calgary Thursday, March 14th at the workshop regarding the Stadium Shopping Centre Redevelopment Plan. Most residents protest the incorporation of the green space between 16th Ave, Redwater Grill, Wendy's and the Keg. The city suggests replacing the green space elsewhere on the shopping site. If the illustrations presented on the questionnaire we answered (March 14th) are indicative of the green space replacement they have in mind, we will be sorely disappointed, especially if the replacement is "piece-meal" as inferred.

The inaccurate and misleading information concerning who will shop at Stadium must be addressed. To suggest that retail services are intended to serve just the local area shows total ignorance in assessing the larger number of patrons who shop in this mall for quality merchandise. Bon Ton and Billingsgate attract customers from the entire city- from suburbs west of the city and from "week-enders" leaving the city- and have done so for many years. We can also expect more shoppers from the West Campus development.

It is misleading to suggest that office space will not impact this mall. If this mall includes medical services (clinics, offices), a laboratory, lawyers, offices, etc. parking will be very problematic. To envision a mall of 74, 250 square meters and not equate this size in a small space with congestion, traffic issues, noise and pollution is irresponsible. This project is moving too fast to allow us to further assess and implement our wishes.

We residents are not opposed to redevelopment. We are opposed to the projected size of the development. We want a development that compliments the environment of this small neighbourhood and assures us of no further loss of quality of life.

Draft ARP Open House:

On May 14, 2013, City staff held an open house at the University Elementary School to present the outcomes of the Public Design Workshop and preceding engagement. A questionnaire was circulated to participants with headings that corresponded to the topics covered on the information boards; so participants were asked to comment on the information presented on the boards.

Building off of the work done in small groups around maps at the Public Design Workshop, the nature of the comments collected at this Open House focus more on site-specific solutions. The comments collected on those questionnaires were:

Summary of public feedback from the Stadium Shopping Centre Area Redevelopment Plan Questionnaire

1. Property Edges

Ideas and concerns about edges to the School and playfield

- residential against the school edge
- ground level residential along park for safety at all hours
- Concern for residential use next to schools
- CBE needs to be aware of proposed changes to lane and parking lot UES & Charter School
- buffers to the community - place park space between community and development

Improve North alley

- Concern about the North alley exiting onto Uxbridge Drive re: traffic capacity?
- Value extending Unwin into site (North alley) to create more access (4 comments)

Improve Uxbridge

- Property along Uxbridge to be continuous to site entry
- Buildings set back from Uxbridge
- Buildings along Uxbridge having access and active edges
- Value residential buildings with private entrances along street edge to create a safer and friendlier environment

Improve 16 Avenue

- Value tallest buildings along 16 Ave to maximize sunlight
- Value green space along 16 Ave (3 comments)
- Concern for sufficient room for bus (3 comments)
- Concern about the usefulness of a path along 16 Ave given the traffic noise

General comments about edges: minimal intrusion, visual improvements to edges, maintain a sense of a residential community and commercial area, setbacks and green space to avoid edges looking too urban (ie like downtown) (2 comments), sunlight preservation and value the information that was presented on property edges (3 comments).

2. Building Design

Built form across the site

- Higher buildings along the Uxbridge and 16 Ave sides & taper down to residential (2 comments)
- Building design shown in the pictures (4 comments)
- Value low rise & open feel (2 comments),
- Value building heights 3 stories or less, heights 4 stories or less (6 comments) or heights 6 stories or less (4 comments)
- Concern that a building height of 14 stories is too high (5 comments)
- Concern that more height equals more traffic impacts

Quality or Character of the development

- Value street-oriented buildings and an attractive & street level presence (3 comments)
- Value information presented on building design (2 comments)
- Concern that development cannot deliver the level of quality shown
- Value attractive building design (3 comments)
- Value the qualities of Garrison Woods

- Concern that building design does not resemble the community
- Concern for high rise buildings being not consistent with community character, or appear out of place (4 comments)
- Concern that development will be unattractive: institutional-looking (1 comment), or like the apartments on Crowchild & 24 Ave NW (2 comments)
- Concern about level of detail: wish to see likelihood of hotel, maximum heights & density (2 comments)
- Request to see a few different proposals for building style, materials & exterior facades, and to decide on what is acceptable

Sunlight preservation and openness

- Concern about parks and schools being affected by building height
- Value shadow studies to visually show impacts of tall buildings and to address community concerns (3 comments)
- Value green space/landscaping/openness in between buildings (3 comments)

Shaping or scale of Buildings

- Value small footprint design (2 comments)
- Concern that buildings portrayed cannot be accommodated – meant for a larger site
- Value placing large buildings, density, offices on large parcels to handle congestion
- Value step backs to retain human scale (4 comments)
- Value addressing the needs of business – cold storage capacity, loading/unloading

3. Land Use

- Value mixed-use (2 comments) and NAC's community focus (2 comments)
- Value SSC being residential in feel

Ideas about density

- Concern for high density (6 comments)
- Value higher density – seen as useful for school and children's hospital growing demand for proximity to accommodation and services (2 comments)
- Value existing density as enough
- Value higher density but adapted to context

Ideas about non-residential land use

- Concern for hotel (traffic generation, site area too small, do not need or want hotel) (11 comments)
- Value the information that was presented on land use (2 comments)
- Value increased residential and services of use to residents to improve quality of life (2 comments)
- Concern for impacts of land use on community
- Value current retail stores (2 comments)
- Value having a market and current food retailers
- Concern that neighbourhood cannot support a grocery store
- Concern about pawn shops being allowed (2 comments) and auto-oriented uses - auto-shops or funeral parlour (2 comments) and liquor stores being allowed

- Concern about more bars & restaurants being added
- Value more restrictive land uses
- Value land uses that benefit the neighbourhood
- Value clinic and lab in area – but not at SSC
- Concern for medical offices creating traffic impacts (2 comments)
- Value housing over medical offices with retail below
- Concern about office space
- Value having a small central meeting place for friendly gathering - a Coffee House/fitness centre (2 comments)

Ideas about residential uses

- Value limiting non-residential uses
- Value limiting residential uses due to parking concerns
- Value the idea of condos
- Value accommodation for seniors (2 comments)
- Value affordable housing that supports transit & pedestrian traffic
- Value assisted living so local people can move out of homes and stay in the community
- Value seeing accommodation for families (rowhouses, 3 bedroom apt's) so community is more inclusive and plan for future generations (2 comments)

A desire to know what the future development will be

- Value seeing a detailed plan showing land uses, heights, density, parking
- Concern that development will be an annex of FMC (2 comments)
- Proposing that FMC parkades should go underground with a hotel above

Concerns about land use designation or wish to reduce allowable

- Concern that current land use designation remains - not appropriate with adjacent residential areas (2 comments)
- Value having 400,000 or 50% less square feet than allowable (3 comments)
- Concern about zoning being a mismatch with given site area
- Concern that current zoning exceeds what the community can handle (2 comments)
- Concern about redevelopment fitting into the larger community
- Value clarification on whether parking is included in development space

4. Park Space

Ideas for people places

- Value having places for people to meet - request for a community gathering space (3 comments)
- Value for space in front of restaurants so you can eat outside
- Value pedestrian safety and comfort
- Value not having a huge parking lot

Concerns about relocating the MR space

- Concerns on incorporating the MR space into the development: will result in the community's loss of control of the space, or will benefit only residents of the development or the developer (3 comments)

- Concern that land swap will not be park space but rather converted to hardscape (3 comments)
- Concern that a relocated green space will be smaller or lost (2 comments)
- Value green space in current location (4 comments)
- Value allocating a portion of MR to create a central park/meeting space
- Value having a central park or green space (2 comments)

Qualities of park space

- Value a well-integrated, attractive and safe park space (3 comments)
- Value incorporating trees and seating into the development (3 comments)
- Value the information that was presented on *Park Space* (2 comments)
- Request to hear more details about park space
- Concern that proposed densities will make park uninviting
- Value multi-use space for recreation for all ages
- Concern about park on 16 Ave due to noise and pollution

Ideas about the amount of park space

- Value park space to be increased (2 comments)
- Value retaining same amount of open space (2 comments)
- Value current parks in community and retaining park space (4 comments)
- Concern for adequate park space for each new resident – should come from current property

Ideas about pathways

- Value a walking path along 16 Ave to connect to pond, Children's Hospital, West Campus, playground, soccer fields
- Value connecting public spaces along 16 Ave, to connect to bike and pedestrian paths (4 comments)
- Value having safe pathways to school grounds (from Uxbridge, & beyond) (2 comments)

5. Transportation

- Concern for increased traffic movements and congestion (17 comments)
- Concern that increased traffic could result in short-cutting through neighbourhood (6 comments)
- Concern being able to get out of community in a timely manner (3 comments)
- Concern that high density equals more traffic impacts
- Value an evaluation of the land use to determine impacts on local traffic patterns
- Value having transportation functioning well in advance of any redevelopment (3 comments)

Concerns about area-wide traffic

- Concern about traffic impacts from area-wide development (FMC, SSC, Children's Hospital, UofC, Endowment lands, Market Mall, Foothills Professional Building, Shell Stn/Tim Horton's site) (4 comments)
- Concern that capacity on 16 Ave & 29 St is at maximum – discourage more traffic (2 comments)
- Concern about on traffic at 24 Ave & Crowchild Trail
- Concern that FMC's Cancer Centre plus expansion will require dramatic traffic control/solutions to avoid detracting from the community
- Concern for McMahon Stadium overflow parking
- Concern for ambulances entering FMC

Ideas about the Traffic Impact Assessment

- Traffic studies need to account for the entire neighbourhood & will exacerbate traffic issues (4 comments)
- Value having TIA determine the amount of development on the SSC site
- Concern that TIA captured only non-school days during Teacher's Convention
- Concern that modal split from community shows work trips only
- Concern that better indication of future vehicle volume is needed

Ideas about regulating traffic

- Value turn restrictions along north side of University Heights
- Value moderating and controlling automobile traffic
- Request crossing light on Uxbridge Drive
- Concern that Unwin is too narrow (from parked cars in front of duplexes) to provide good access to SSC

Cycling & Walking

- Value a supportive walking environment including traffic calming measures (2 comments)
- Concern that cold weather affects cycling & walking (2 comments)
- Value cycle lane for school kids
- Concern for cycling safety on existing roadways
- Value pedestrian bridge

Ideas about parking

- Value on-site parking
- Value free parking
- Value parking that is not underground
- Value underground parking with short-term street level parking for access to businesses
- Request for controlled parking in University Heights neighbourhood
- Value right business mix to have adequate parking
- Concern for parking during construction
- Concern for construction of underground parking being disruptive

Ideas about the effects of traffic on the neighbourhood

- Value the information that was presented on *Transportation*
- Concerns that traffic will affect the character of the neighbourhood
- Concern for lower property values due to traffic issues
- Concern for traffic affecting businesses (2 comments)
- Concern for emergency vehicles into University Heights

Ideas about transit connections

- Value improved shuttle bus to connect LRT, SSC & FMC (3 comments)
- Value good, frequent public transit (2 comments)
- improved connectivity to LRT
- Value improved mass transit to SSC

- Value having an LRT stop for hospital students closer than Banff Trail
- Request for more information about what a high quality transit stop looks like in Calgary
- Concern buses are not adequate to manage traffic concerns
- Concern about the source of funding for transit improvements

6. General Comments about the Proposed Plan

- Expectation to see plan or development proposal (6 comments)
- Expectation to see City's plans to address traffic - more specifics needed to show how density affects traffic – wish to see final proposal presented by July 22 (4 comments)
- Concern that the ARP plan is too vague or general, guidance will be difficult to enforce, would value having a discussion about specifics (7 comments)
- Value more exacting density restrictions
- Concern that data is not sufficient
- Value the proposed plan & ready to see the development plan

Density

- Value limits to height, density and traffic
- Value current services provided by SSC and wish for continued access to those kinds of services
- See C 1 zoning as appropriate but make it feel like a part of the community not a business park or mini-mall
- Concern about how much is planned for site - overbuilding the site? (3 comments)
- Expectation to reduce scale of development
- Concern for high density & traffic congestion (3 comments)
- Value more residential density and services, not land uses for work and medical
- Concern for high density (3 comments)

Concerns about traffic and mobility

- Concern that traffic solutions need to be in place in advance of development (2 comments)
- Value addressing the traffic issues to ensure the community is not affected that much by parking
- Concern that plans for parking are not adequately addressed (3 comments)
- Concern about road capacity to receive density (2 comments)
- Request for speed bumps along Uxbridge and Underhill

Concerns about being heard

- Concern about unfulfilled promises leading to lack of trust – during West Campus expansion – trees and raspberries were to be replaced
- Value that City has heard community concerns and is acting or responding on them (2 comments)
- Concern that community concerns are not addressed
- Concern that May 14 posters do not show concerns incorporated (2 comments)
- Concern that ARP is a band-aid solution

Miscellaneous concerns

- Value change to create safety and provide the community with more
- Concern that inner City communities are at risk
- Concern about reduction of SSC service during construction

- Concern about motivation of developers not being community-minded, focused on financial self-interest
- Concern about the cost of maintaining infrastructure and value development funding the cost of infrastructure improvements (2 comments)
- Value work- live-recreate-shop environment in community setting
- Concern that SSC is a TOD (2 comments)
- Concern that NAC has become a MAC

7. **General Comments about format and materials at the Open House**

Expectations of the ASP

- Concerns that expectations were not met – expectation of draft proposal of recommendations based on all the feedback from all parties on the boards tonight
- Concern that residents don't understand that a development proposal has not been created
- Concern that presentation of materials is superficial – does not show what will happen on site
- Concern about the authenticity and sincerity of the engagement (7 comments)
- Concern about rezoning and land use – expectation of compromise on these issues
- Concern that “should” statements are unable to enforce policies

Depiction of plans

- Value good overall depiction of plans: comprehensive (3 comments)
- Value materials & poster boards presented were informative and helpful (3 comments)
- Concern that not enough information was provided - information and details are sparse (2 comments)
- Value seeing diagrams of proposed land use instead of photographs
- Concerns about what information will be presented to Council – plan is very high level
- Concern that posters were too close together – difficulty to get near to read them because of crowds
- Prefer big screen to show the development and a commentator to answer any relevant questions

Value being heard

- Value that the community is being heard and how community concerns were addressed (2 comments)
- Concern that development needs have been addressed above the community (2 comments)
- Concern that community has not been heard
- Concern that content is disappointing (2 comments)

Miscellaneous comments

- Concern that planning is 20 years behind
- Value SSC serving the community (2 comments)
- Concern that traffic information not dealt with adequately & request for clarification (2 comments)
- Concern that redevelopment does not benefit University Heights & St. Andrews residence
- Value redevelopment that is moderate in scale and fits with the community (2 comments)

Effort by City Staff

- Value amount of time investing in bring information up to date and presenting it in a comprehensive manner
- Value having the opportunity to talk to representatives from City Planning Staff (2 comments)
- Value presence of large numbers of City/Planning Staff
- Value City Planners as engaging, patient and willing to be direct with explanations
- Concern for Planners voices heard at planning meetings

Email Correspondence:

Member of the public were encouraged to email comments to City staff if they were not comfortable with the other methods of commenting. The emails received from April 1 to May 31 2013 include:

#	Comment
1.	<p>I wondered what the "sum and substance" of the Stadium Shopping Centre Area Redevelopment Plan so far in terms of how things are coming together. I am interested in knowing this, in case I couldn't get out to any of the coming City sponsored "information and update forums" for any reason. By the way, this is the main comment I possibly would have made at the Design Workshop back in March, is that I wanted the redevelopment to be largely devoted to retail with a mixture of "established" and new businesses and I may have been skeptical about any sort of "densification" experiment.</p>
2.	<p>Please find enclosed results of the community survey on Stadium Shopping Centre the high lights of which were presented to City Planners at a recent South Shaganappi Area Strategic Planning Group (SSASPG) meeting. Both the results of the survey, and the University Heights General meeting of April 11th gives a very clear direction to the UHCA executive and the City of Calgary planning department of what the residents of University Heights are acceptable levels of development in their community. The most important outcome of the survey and the meeting is that the community has achieved a consensus on the critical issues related to Stadium Shopping Centre.</p> <p>Density:</p> <p>76% support C-C1 zoning (270,000 square feet) or less as a max density for Stadium Shopping Centre. Currently, the property has 64, 000 Sq feet.Green</p> <p>Building Height:</p> <p>97% would not accept C-C1 with a building height above 6 stories, with a majority of 63% willing to support C-C1 with no more than a maximum height of 4 stories.</p> <p>Municipal Reserve:</p> <p>At the April 11th meeting, attended by over 100 people, there was unanimous support to keep the municipal reserve in front of the Keg, Red Water Grill, and Wendy's (Block 159JK) in place and develop it as a gateway park. This will involve enhancing the existing informal pathway as well as upgrades to add park benches and picnic tables. The community intends to fundraise and apply for grants to achieve these goals.</p> <p>Traffic:</p> <p>Traffic is a major problem now. The consensus is that traffic will not improve with this development. The development needs to be scaled appropriately.</p> <p>Thank you to everyone who contributed volunteer hours to create, and compile the survey and also those who attended the General Meeting.</p> <p>As always, it is very important to continue to provide written feedback to the city planners and our</p>

	Ward Alderman.
3.	As far as the "green space" question in relation to the Stadium Shopping Centre Area Redevelopment Plan is concerned, the question concerning one of the "shop cats" at the Cat House may have to be raised: "what about Margarita and her "prime mouse hunting grounds?"
4.	I want to tell you thanks for your response to these questions and I hope you wouldn't mind my passing your responses on to Peter Khu, the University Heights Community Association president.
5.	Thanks again for your response to my question and I hope you wouldn't mind passing your response along to Peter Khu, the University Heights Community Association president and also Joanne Wegiel, the owner of the Cat House.
6.	This is my \$0.02 concerning the Stadium Shopping Centre Area Redevelopment Plan. I find that the issue / concern about the "established businesses" happened to be one of the "biggies," since I heard the manager of the Cat House say that if the Stadium Shopping Centre was ever redeveloped in any way, shape or form, that the "established businesses" such as the Cat House would most likely relocate elsewhere, since they may find 2+ years of construction to be "just too disruptive" to their businesses. I believe that once those businesses have relocated, there may be no guarantee that they would ever return.
7.	I ask that you please find as an email attachment, a copy of my letter to our area alderperson concerning my concerns and those of University Heights in regards to the Stadium Shopping Centre Area Redevelopment Plan, in which I had attempted to give my own unique "takes" on those issues and concerns. Considering how bodies and groups such as the City Of Calgary Planning Department and University Heights Community Association have suggested that people consider making their views and concerns about the Stadium Shopping Centre Area Redevelopment Plan known to their area alderperson in addition to possibly even Mayor Nenshi as well, I ask that everyone please tell me what they thought of my attempt to do just that by emailing me back.
8.	I wondered how many favored a Stadium Shopping Centre redevelopment with the "best features of the Stampede Grounds circa 1970 - 1980 or 1971 - 1981," namely a community centre and a fairly innovative children's playground.
9.	<p>Thanks very much for sending the draft ARP.</p> <p>It appears that it has been distributed only to members of the South Shaganappi Area Strategic Planning Group. Given the extremely short time allowed for feedback, less than a full week, it is important to get this out to the affected residents of University Heights, and other communities as soon as possible. This is particularly important since this is a long weekend and many people will be away.</p> <p>Will this be posted today?</p> <p>We need a link to the city's website because many residents cannot receive attachments of this size by email. There wouldn't be a way for them to receive it without a link. Can you also make it clear on the website, the deadlines for feedback?</p>
10.	This is my TIA feedback though I couldn't make it to the "open house forum," as one who gets around by transit, I was suggesting improving transit in some way as a way of addressing traffic concerns.
11.	<p>I understand that you have sent out a copy of the draft Stadium ARP Policy document to interested parties. Regretfully, we were not included on this distribution. I'm sure this was a simple error, as I think you will agree we have demonstrated that UES Council is an interested party, particularly as University School is immediately adjacent to the proposed development.</p> <p>I would be most appreciative if you could forward me the draft ARP, and, given the tight time-lines involved, would you also be able to specifically point out the exact locations in the document when I will find information regarding:</p> <ol style="list-style-type: none"> 1. Policy recommendations regarding the municipal reserve,

2. Guidance re: traffic and suggested development size (specifically the recommended ration),
 3. Natural surveillance opportunities overlooking the playground.
- Many thanks!

12. This may be my main Area Redevelopment Plan related comment, I find that the "biggie" as far as community concerns are concerned had to do with the "established businesses," since I heard from the Cat House's manager, some gal by the name of Candace, that the Cat House if not most of the other businesses would end up moving or their owners would end up retiring the minute they found out construction is set to start if not sooner, since I'm sure they'd face "big time disruption" by 2+ years of construction.

13. Wow - I didn't expect a reply over the weekend!

Thanks very much and have a great long weekend!

14. My concern was that the Area Redevelopment Plan did seem rather "vague" in those areas. Here's hoping there won't be the possibility of any "established businesses" having to "scatter to the winds like just so many dandelion seeds" the minute the development permit was applied for, since the community association would be able to work to get their development appeal in high gear and even any individuals who wished to appeal the proposal would be able to do likewise. I wondered if you thought I should also take any general Area Redevelopment Plan concerns with the Ward 1 alder person.

15. Here are my comments concerning the TIA (Transportation Impact Assessment) that you asked for. Considering how I usually get around by taking transit, I thought improving transit and "cyclist and pedestrian friendliness" would go to great lengths to improve the situation traffic congestion wise.

16. I ask that you please find as an email attachment, a copy of my sample ideal Area Redevelopment Plan for the Stadium Shopping Centre that would hopefully take some of the community's concerns into account. I ask that you please bear with me since this is just my initial attempt at coming up with an Area Redevelopment Plan and it is just a "work in progress." I ask that you please tell me what you thought of this "sample ideal Area Redevelopment Plan" by emailing me.

17. I presume the main thing we could do about the whole Stadium Shopping Centre Area Redevelopment Plan affair is to first make our views known to the Mayor, Ward 1 alder person (and a few of his council colleagues,) and the City Of Calgary Planning Department, in addition to the community association, and then after that making our subsequent views and concerns known to just the community association. I find I am okay with making my views known just to the community association, since I have shown my first bit of "due dilligence." My main concerns were also what the community is to do between now and by June 6th when the Area Redevelopment Plan goes to the Calgary Planning Commission and to do between then and by July 22nd when the Area Redevelopment Plan goes to the Calgary City Council.

18. Concerning the time frame from May - July, I wondered as to what the community is to do between now and by at least June 6th when the Area Redevelopment Plan goes to the Calgary Planning Commission and between then and by at least July 22nd when the Area Redevelopment Plan goes to City Council.

19. I was wondering are we going to get any comments back on our comments on the TIA? It would seem that the TIA (despite not including all the background traffic, and assuming this project is a TOD with a reasonable mixed-use component and suggesting that the majority of the redevelopment's office use is for general office use as opposed to medical office use, and with extensive upgrades to the road system) still puts the intersection at Uxbridge and 29th near failure and with the sensitivity analysis of increased traffic put the intersection into full failure. Is the TIA going to be revised prior to finalizing the ARP? Can you comment on how you intend to proceed with the ARP without the TIA comments satisfactory resolved? Perhaps a meeting with the author of the TIA, the City of Calgary's transportation department, and our concerned citizens could alleviate some of our misgivings or result in the author adjusting the TIA.

Should I be talking to someone from the transportation Department. If so can you provide me with a

	contact name.
20.	<p>I've had a chance to review the proposed arp policies. So far, it is looking like our chief concerns of pedestrian/cycling safety, schoolyard/park safety, and sun shadowing have been heard clearly by the city and incorporated. Thank you very much!!</p> <p>I did not see the map attached to the arp. Is this accessible elsewhere? (I want to make sure I am looking at the correct map.)</p> <p>As well, in the proposed arp, it sounds like the proposed policy in section 6.2.5.1 means that there will be a section of land across the Southern edge (the municipal reserve or at least a narrower section of it) without a roadway cutting through it. In other words, pedestrians/cyclists traveling along the Souther edge of the SSC would NOT have to cross over a roadway. Is this correct? If so, is it possible to make this more explicit (as otherwise, it might be interpreted that a path crossing over a road is still a path).</p> <p>Thank you again for getting us this information and, most importantly, for hearing and valuing our concerns.</p>
21.	I would also take what I meant about "showing due diligence" to mean having everyone make their views and concerns known to Ald. Hodges
22.	I would also take what I meant about "showing due diligence" to mean having everyone make their views and concerns known to Ald. Hodges as well as his colleagues who happened to be on the Calgary Planning Commission or Alds Lowe and Farrell as well as the community association by June 6th, and possibly making their views and concerns known to the FULL City Council by July 22nd, in addition to constantly making them known to the community association. I presume it would also include researching what an "Area Redevelopment Plan" is supposed to be, which according to the Avenue Magazine is a "framework" for redevelopment that is supposed to facilitate the process with whatever a community values the most in mind.
23.	I presume that "showing due diligence" meant constantly raising our views and concerns with the community association and with our ward alderperson and possibly other alder people whenever the "right" time comes up (i.e. just before the Stadium Shopping Centre Area Redevelopment Plan goes to the Planning Commission or even City Council.).
24.	I'm aware that if traffic and road upgrade considerations could lead to the community APPEALING any proposal YET AGAIN, since I was aware that that happened last time, since in 2008, they did manage to appeal things on the issue of traffic congestion.
25.	<p>I have read through the DRAFT Stadium ARP and wanted to provide you with my comments.</p> <p>I am disappointed that the City is recommending that the existing land use be used to direct the development of the attached ARP. The current zoning would allow maximum height of 14 metres and maximum floor area ratio of 3.0, which means the total square footage of all the buildings combined can be up to 3 times the total square footage of the property (or 799,220 square feet).</p> <p>University Heights community feels density and maximum height of the current zoning is far too great. I do not believe City staff will adequately express our concerns to Council when the area redevelopment plan is presented.</p> <p>The current zoning (C-C2) has been grandfathered into the South Shaganappi Community Area Plan to the detriment of University Heights and other surrounding communities. C-C2 is used for parcels of land greater than 3.2 hectares and no larger than 12 hectares. Currently the land use bylaws would not allow this land to be designated as C-C2 because it is only 2.46 hectares. This disconnect has alarmed residents and created most of the angst, as the current zoning allows 12-14 story office towers and hotels which would almost certainly detract from the small neighborhood feel enjoyed by local residents. What we want to see is a Garrison Woods or Bridges (found in Bridgeland) style of redevelopment which will greatly reduce the density of the site from its current zoning. The redevelopment should be conducive to a community gathering place with retail services.</p> <p>The "Scope and Intent" found on page 2 of the attached document states that the ARP is to "provide policies to be used for the evaluation of planning applications, including guidance for the interpretation</p>

of discretionary elements in the site's existing land use (C-C2f3h46);". The City needs to reevaluate the Stadium Shopping Centre's existing land use by ensuring it meets today's criteria for assessment. I do not believe this parcel of land would be granted its current land use if it were reevaluated today.

It is my belief that if this ARP is presented to Council in its current form it will almost certainly be vigorously opposed by community residents.

26. Thanks for posting the draft ARP on line. In your original post to the South Shaganappi Area Strategic Planning Group (44 persons notified), where the city first disclosed the draft ARP, it was not clear whether this draft ARP would be shared with the the public. I am glad that you have chosen to make the draft ARP available and to advertise the link.

However, I would like to point out that the city's deadline for submission for policy comments is Midnight, May 23rd (less than 10 hours away), and this fact is not clearly communicated in your newsletter. Surely, given the extremely tight timelines, it would be critically important for those who might be interested in commenting to be made aware of this deadline.

27. To all those to whom this is directed:

I have reviewed the City document "Stadium Shopping Centre/Area Redevelopment Plan" and have the following comments and queries:

- 1 Page 3 states there were community workshops held by the landowner Feb & Dec, **2011**. I have nothing on this. Where were they held and were they relevant to the current 2013 application?
- 2 Page 4 - Does the Municipal Development Plan and Calgary Transportation Plan relate to "**REDEVEOPMENT?**"

The way I read it, it applies to "NEW Development"

- 3 Page 5 – Proposed Land Use Policies and the requirements:

The document states that assisted living and ground floor residential units ARE ENCOURAGED and in the next sentence it states that retail, restaurants and services SHOULD go on the ground floor... and offices, residential or other uses MIGHT go above." and a further one "there MUST be no less than 250 residential units " - = Further statements such as "short term parking **should** be provided; "Landowner WILL be required to provide adequate parking, including **some** surface stalls". Some? How many? I was told by a popular tenant at the shopping centre that the developer offered to provide 11 surface parking stalls and this particular business had 700 customers on this last Easter Saturday, almost all driving vehicles. Statements in Land Use Policies and Requirements that say encouraged, should, might, some are very nebulous – there is nothing definitive or directs what MUST be done.

Page 6 – para 1 states the landowner has to show the City that land uses are a good fit for the site before approving it. I understand the developer DOES NOT have enough land to justify what it wants to build, but if some municipal reserve green space is transferred **by the City to the Developer** then there will be enough area to put in buildings totaling 799,220 sq. feet.

While the City takes the position that municipal reserve green space is not dedicated park land, that it can make some sort of a swap with the Developer to allow this massive development. This is unethical, a bad precedent for the citizens of Calgary and certainly not in the best interest of our community who have already lost green space to the Shaganappi Interchange built as a result of the Children's Hospital site. The Developer does not have the required land for its proposal and why is the City even considering this "swap"?

Page 8 – Property Edge Policies. –

Along Uxbridge Drive :

'Buildings ...SHOULD ...allow people to get in and out of the site **easily**. **Again – should – not HOW. In the present development you can't get in and out easily.** The street SHOULD be pedestrian friendly. There is no WILL or MUST for the Developer to do this.

Along the North Alley

This alley is to be upgraded to a street, and the word **MUST** is used twice in upgrading the alley to an extension of Unwin and the upgraded alley **MUST** be one of the two main gateways into the site. These **MUSTS**, then imply acknowledgement by the Planning Department that this site needs better access.

There is nothing said about what the upgrade is to be. Is the alley to be widened? If so, where is the land coming from?;

Will this alley be a one way in street? The document states the alley is a main gateway **INTO** the site and doesn't state it is also an exit from the site.

Will the alley t be a two way street? According to various drawings set out in the Zeidler Partnership Document the proposed north property is to be retail with residential above. If this alley is upgraded into a two way street, where and how are the service vehicles, garbage collection trucks etc. to go? Is there enough width presently in the alley to accommodate this?

And the last paragraph says "Buildings along the edge (referring to the north alley) should (another should and not a must) be placed .. to allow people to get **IN AND OUT** of the site easily", so now there is the inference that it is, in fact, to be a two way street.

And who is to pay for the upgraded alley – the taxpayer or the Developer? If it is the taxpayer, why should we be footing the bill for a developer's project?

Building Design Policies

Here, finally, a statement that retail stores on the ground floor **MUST** have an entrance from street or sidewalk. Looking at the proposal showing retail on the bottom facing Uxbridge where presumably there is an entrance to those retail stores, then the only way to enter them from Uxbridge (which is a street and has a sidewalk) would be by foot., unless, of course, one chooses to park 5 stories down in an unsecured, unsafe parkade, walk the stairs or take an elevator to get out of the parkade, wend ones way to get on to Uxbridge and to the front entrance of a store. **NOT LIKELY.**

FURTHER GENERAL COMMENTS

This document shows that because of the proposed Stadium Shopping Centre Area Redevelopment Plan, Uxbridge drive is to be rebuilt; improvements to 16th Avenue and Uxbridge **WILL BE NEEDED**, new turning lanes and pedestrian bridge across 16th Avenue will be required, intersection improvements are required to mitigate the forecasted traffic impact on the 16th Avenue interchange, the City recognizes that more supporting infrastructure is needs, **AND WHO IS TO PAY FOR THESE MASSIVE PROJECTS?** Is the Developer kicking in money as all of these projects are a result of its re-development proposal? Or is it the taxpayer who will be stuck with these costs? Are not developers in new areas required to pay for some or all of the infrastructure required? And why not in re-developed areas?

As for the Foothills Hospital wanting to see medical offices on the site **FOR THEIR STAFF**, is the Stadium Shopping Centre to become a satellite of the Foothills Medical Centre?

Finally, has the Planning Department taken into consideration the flight path of Stars Ambulance into the Foothills?. When coming in for a landing, as I observed yesterday afternoon, they fly right over the Stadium Shopping Centre , at a low altitude in preparation for the landing. With proposed 11 and more storey buildings –to fly over – your guess is as good as mine. **DISASTROUS.**

I look forward to all of your responses to my queries, and I thank everyone to whom this Email is sent, for your attention to these matters.

28. I am very disappointed in the draft Area Redevelopment Plan.

It appears that City planners did not hear any of the comments from the stakeholders other than Western Securities.

To wit:

1. The density is vastly too large for the site and completely changes the nature of the land use of the area and the surrounding community.

2. The safety of the community in terms of the traffic and the land use (i.e. a hotel) has been largely ignored.

3. No one looking at this plan could interpret it as having a 'positive impact' on the community.

I had to read long and hard in the draft plan to see anything was not in complete agreement with the excessive plans of the developer.

Shame on the City planners for drafting this atrocious plan and not hearing the community concerns.

29. I have read the ARP for the above area of land. It is disappointing that the city does not see fit to zone the land (only 2.46 hectares) according to its own guidelines of today, which would make it C-C1. Even that density of zoning in its location is high, considering its unique location in Calgary.

The ARP does mention some of the specific 'neighbours' that the community, however, nothing mentions the increasingly intensive/dense use of the land all surrounding our small community. The Foothills Hospital has constantly built and is continually building for its usage, for research, for the University Medical and Veterinary Schools. The University site itself has/is increasingly building for additional residential students, new buildings for more students, more parking for students, and including a whole new community (West Campus Lands) to earn for cashflow. There is the Alberta Children's Hospital as well- all of the above having their own substantial heating plants, sort of placing us in an industrial zone regarding air quality. Even the McMahon Stadium, baseball fields and Foothills Athletic Park have expanded in a way not accounted for- their upgraded loudspeaker systems (no one consulted with the neighbours) intrude into our lives during Spring/summer/fall. And what of the STARS helicopters? As Calgary population increased, more flights come especially to the Foothills Emergency Department. Despite flight pattern directives, they constantly fly directly overhead. This is much more intrusive than the usual ambulance sirens. Delivery trucks, service vehicles, hospital visitors and staff, university students and staff- this traffic is either on our community borders and/or cutting directly through the neighbourhood. Across 16th Ave. NW, also sits an office complex housing medical and business offices. All around University Heights, we have multi-use, intensively developed complexes.

University Heights is a unique location in Calgary and its (and its 'neighbours') shopping centre development should possibly not be used to set policy standards for other neighbourhoods. It is true that 'guidance for interpretation of discretionary elements in the existing land use' must be used here, as the use of discretion is very necessary. This specific land use situation is unique within Calgary and deserves a unique response. In regards to the community, we also have existing multi-storied apartments and duplexes which increase the residential density. We have been a well balanced community within our northwest area.

My point is to highlight the present and near-future increasingly intensive development immediately adjacent to our community on all sides. My point is to highlight the increasing intrusiveness of this development - including airspace- and to plead that it does not have to now be encouraged to jump the boundaries and be allowed to continue shoulder to shoulder with our homes. Our community may cease to be viable as it succumbs to future development of office towers/hotels.

By allowing the C-C2 standard of development at the Stadium Shopping Centre location, or even a C-C1, now, the city opens our community to losing attractiveness to long-term residents and promoting the dissolution of University Heights. We are a small residential community with intensely used land area developments encroaching upon us on all sides, at risk of being overrun or driven out. I ask for your discretion.

30. Although I appreciate the opportunity to respond to the draft ARP I am concerned that the community meetings and processes to date have been mere window dressing in terms of actually incorporating community residents' recommendations into the ARP. You asked us for feedback, we showed up in large numbers in good faith and gave it, but there is little evidence that we are going to have any meaningful impact on the redevelopment plans for the Stadium Shopping Centre. In spite of the developers' denials, obviously there is a "plan" given the information in the pre-application document and its use in the TIA. I strongly believe that the City of Calgary has a duty to protect its

neighbourhoods from unrealistic and unfettered development that could seriously impact quality of life for residents and visitors. The development of the site seems to be far more oriented toward the Foothills Medical Centre than the surrounding neighbourhoods.

The zoning of the land parcel as C-C2 is inappropriate for its size and the context of the surrounding development. The original zoning might have been appropriate in the 1960s when the Stadium Shopping Centre was built and the Foothills Hospital and the University of Calgary were both new institutions with much smaller footprints. The parcel should not have been allowed to be grandfathered when the zoning was changed in IP2007. The community has strongly indicated that the zoning should be C-C1 and not C-C2 which is how the land parcel would be zoned if the new bylaws were applied consistently and fairly. Area residents have stated that we are in favor of low to medium density development in keeping with the size of the land parcel and taking into consideration the existing and future development in the area on all sides from the Foothills Medical Centre, the University of Calgary, proposed West Campus lands development, the Foothills Park and McMahon Stadium, and further afield, the Brentwood TOD.

This community already has serious traffic concerns. The Transportation Impact Assessment confirmed the problems at the Uxbridge Drive – 29th Street/16th Avenue intersection with lengthy waits and queuing at peak hours. It also showed the impact of traffic on Unwin Road. Unfortunately, the short-cutting issues which led to the controversial restricted turns at 24th Avenue/ Ulrich Road and 24th Avenue/Udell Road were not seriously addressed in the TIA or in the draft ARP. These problems will all be exacerbated with increased density at the Stadium Shopping Centre, especially if it is allowed to be developed to the maximum allowed under the current zoning. Although the city may have the laudable goal of being less car oriented, the TIA showed that most people access the shopping centre by car. People come from all over the city to access businesses such as BonTon, Billingsgate, and the restaurants. The TIA also showed how few people access the area by transit during peak hours, and most of those were probably students attending Westmount Charter School.

I am in strong opposition to a hotel given the proximity to two schools and a playground, and proximity to motel village and Hotel Alma. This is not in keeping with the definition of a Neighbourhood Activity Centre. There is no detail about the consultation with police regarding safety. Previously, the schools were not in favour of a liquor store on the Stadium Shopping Centre site either.

I hope the city and the developer will take our concerns more seriously and create a win-win situation for this redevelopment.

31. So you believe that there was no guarantee that the "established businesses" wouldn't stay throughout the construction process. I wondered if the city had any provision for assisting them in relocating to areas that were nearby to their former locations.
32. Thank you for your prompt and polite responses to my email. However, the rebuttal points written by Mr. Blik do not address my concerns and are in fact misleading. They point to subsections of the draft ARP giving the illusion of precision. When comparing the Draft to my comments, the ARP in fact shows the opposite meaning. I trust that the City will address these important concerns and be advocates for the people they are representing.
33. Appreciate your reply, Desmond. We will continue to participate, as you suggest.
34. Thank you for your response to my letter.
 1. Mix of Land uses: Thank you for clarifying that the draft ARP includes policies intended to provide for a mix of land uses. However, my concern is that while the draft ARP may be intended to provide for a mix of land uses it lacks specificity and as such provides the developer with a wide range of development options including density and mix of land uses. In this sense I am acutely worried that the draft ARP may be potentially misleading to members of the public. Because the project is such a large development (up to 800 thousand square feet & 14 stories – taller than portions of Foothills Hospital) getting the mix of land uses wrong will have a huge impact (just as having the right mix could have a very positive impact).
 2. Safety concerns: Thank you for clarifying that the safety concerns raised by members of the public are being treated seriously by city planners. Thank you for your suggestion to contact the Crime

Prevention Unit to express my concerns. I will do this. It is essential that redevelopment of Stadium Shopping Centre not put members of the public at risk. That would be a tragic legacy.

3. Process: It is reassuring to hear that one of your jobs is to put together the “best and soundest recommendation with respect to proposing a plan” that is ultimately decided by Council. The documentation provided by the City indicates that an ARP must reflect “existing city policies, plans, legislation”, “landowner needs and rights”, “community’s needs and wants” and “technical expertise”. Hopefully that plan can be revised to incorporate feedback from the public so that the development can also reflect the needs of the community, which unfortunately are currently not well reflected in the proposal.

I appreciate your time and look forward to seeing a revised ARP that reflects input from the public.

35. I'm sure that it's true enough that there was no guarantees about anything even about whether or not the established businesses would even stay through the construction process.

36. I have been following the proposed development at the Stadium Shopping Centre in NW Calgary for several months.

Recently I have seen that the City has made public its draft ARP for the development.

I am stunned that virtually none of the community input has been heard. The City planners have spoken of ‘input’ but none of it is reflected in the planned development – quite the opposite. The City has adopted the all of the main of the development as proposed by the developer including:

Density – the community is NOT against the development just the scale of development which is completely inappropriate to the area and the community. Another Market Mall!

Traffic – the plan addresses none of the traffic issues raised. Traffic is already congested in the area. In fact the plan proposes reducing the parking!

Safety – several points were raised concerning safety of a major development including a 200 room hotel in a residential area with two immediately adjacent schools (including University Heights Elementary School).

Transit – the role of future transit to and from the development is left in a highly vague state. It is proposed that fewer cars will be used to get to the site but without addressing in any serious way HOW.

City Reserve – the trading off of the City’s land into the development – this has been vigorously opposed by the Community.

Vagueness – the Plan itself is full of vague recommendations and suggestions for the developer – why not definite statements and rules as are allowed in such ARPs?

I am especially disturbed by the process the Planning Dept has used. Inaccurate deadline information, unrealistic feedback deadlines (in some cases less than 24 hours to respond!), and simply not hearing any feedback from the community which is 97% against the scope of the development. The city has included post it notes from the community centre as evidence of feedback but has not included submissions from the Community.

I thought the City of Montreal was in a disturbing state of affairs – unhappily I see the same cavalier attitude towards the public interest reflected in Calgary.

Please address the Community’s concerns in a serious manner.

37. In your efforts to catalogue all of the feedback you are gathering, you might perhaps consider collecting all of the “little yellow stickies” that were blowing around the Stadium shopping parking lot over the weekend....I guess those comments are gone. We look forward to hearing from the city on their feedback. For our information who are the responsible contacts from parks and transportation. Please provide their contact information.

38. WOW – was this a quick reply – 14 minutes. Must be a record for a civil servant.

39. I'd like to comment on the information distributed by the city of Calgary Thursday, March 14th at the workshop regarding the Stadium Shopping Centre Redevelopment Plan. Most residents protest the incorporation of the green space between 16th Ave, Redwater Grill, Wendy's and the Keg. The city suggests replacing the green space elsewhere on the shopping site. If the illustrations presented on the questionnaire we answered (March 14th) are indicative of the green space replacement they have in mind, we will be sorely disappointed, especially if the replacement is "piece-meal" as inferred.

The inaccurate and misleading information concerning who will shop at Stadium must be addressed. To suggest that retail services are intended to serve just the local area shows total ignorance in assessing the larger number of patrons who shop in this mall for quality merchandise. Bon Ton and Billingsgate attract customers from the entire city- from suburbs west of the city and from "week-enders" leaving the city- and have done so for many years. We can also expect more shoppers from the West Campus development.

It is misleading to suggest that office space will not impact this mall. If this mall includes medical services (clinics, offices), a laboratory, lawyers, offices, etc. parking will be very problematic. To envision a mall of 74, 250 square meters and not equate this size in a small space with congestion, traffic issues, noise and pollution is irresponsible. This project is moving too fast to allow us to further assess and implement our wishes.

We residents are not opposed to redevelopment. We are opposed to the projected size of the development. We want a development that compliments the environment of this small neighbourhood and assures us of no further loss of quality of life.

40. Let me know if you need me to deliver notes re the reno of Stadium center. I would agree a lawyer is a good idea at this stage as it would look like the city is not paying much attention to us.

41. Is it true that there is not, has not and will not be a change in the ARP time line ARP for the Stadium Shopping Centre?

I believe it would be beneficial to clarify this right now, as those residents attending the meetings early in March were led to believe something other than that.

I found our discussion most informative and I'd really appreciate your assistance and response to my query.

42. This is what I hoped to see with respect to the Stadium Shopping Centre Area Redevelopment Plan:

A mixture of "established businesses" (Wendy's, The Cat House, the Mac's convenience store, and the Paragon Pharmacy in particular) and new businesses (a used bookstore along the lines of Wee Book Inn in Edmonton or Fair's Fair in Calgary and a coffee shop that sold both regular and "fair trade" coffee in particular.).

43. Thanks very much for your response and information therein contained. I'll look forward to seeing the updates on your website and receiving email this weekend.

44. I was thinking most of the space should be devoted to retail businesses with a mixture of established and new businesses, since I personally didn't want to see the established businesses such as the Cat House, Mac's store or what will soon be the Shopper's Drug Mart in addition to even the Red water Grill Restaurant have to "scatter to the winds" like dandelion seeds just because the landowner wanted to redevelop. I also have to admit that as far as businesses such as the Keg are concerned, I would have to say "meh, I couldn't care less about them."

45. I wondered if there will be any "community engagement" events that were geared more towards the established Stadium Shopping Centre businesses. I just thought I would inquire, since I am aware that one of the owners of a certain cat lover's specialty shop known as "The Cat House" seems to be rather interested in the whole situation concerning the Stadium Shopping Centre and the Area Redevelopment Plan.

46. I believe the owners and proprietors of the established businesses could also get their updates as to what was going on from the owners of The Cat House, Joanne Wegiel, in particular, if they were so inclined to do so, since she seemed to be the main business owner who was interested enough in the

	situation to go to the meetings and according to her, the rest seemed to be rather wearily resigned to the redevelopment situation.
47.	I was just wanting to request confirmation that Area Redevelopment Plans, such as the one in the works for the Stadium Shopping Centre, could evolve and be amended according to the changing needs of the landowner, developer and even those of the community.
48.	I wondered as to how many people in University Heights are like me and also hoped that any redevelopment of the Stadium Shopping Centre dedicated mainly to retail space with a mixture of "established" and new businesses.
49.	I presume that I and a lot of other people in University Heights, and possibly even St. Andrew's Heights and Park dale may also hope to see something that is predominately retail with a mixture of "established" and new businesses. I also wondered if the City would undoubtedly include it in the Area Redevelopment Plan. I also presume that the Area Redevelopment Plans could be amended and modified as community situations change.
50.	I wondered what the next steps would be in relation to the Stadium Shopping Centre Area Redevelopment Plan vis a vis the Calgary Planning Commission. I considered it "fair enough" that beforehand there is some sort of "Update Forum" where the community is at least updated as to how the Area Redevelopment Plan is coming along and if even a small segment of the community is still concerned about it, it would be "oh well, back to the drawing board," and if it seemed that everyone is okay with it, then it would be "City Of Calgary Planning Commission, here we come."
51.	I presume the public feedback session and the "update forum" will be sometime in May and the Area Redevelopment Plan will then go to the Calgary Planning Commission in June and finally the City Council in July. I presume the main thing we could do with the Area Redevelopment Plan is to make our concerns known to our community association and our area alder person, in University Heights's case Dale Hodges, and in the case of St. Andrew's Heights and possibly even Park dale, Druh Farrell. I wondered if the whole Stadium Shopping Centre redevelopment affair warranted being made into a "local election issue" per se, considering how by the time it gets to the Calgary City Council, it would be the last meeting or session of city council before the alder people break for the summer, and then it would be August and then once it got to be September and October, Calgary would then be on "local election nomination / campaign / candidate election mode."
52.	I wondered what other communities, namely St. Andrew's Heights and possibly even Park dale had to say concerning the Stadium Shopping Centre Area Redevelopment Plan, since I could imagine that any redevelopment of the Stadium Shopping Centre would impact those communities and there would be a "spillover" effect on those communities.
53.	I find I will likely be okay with the redevelopment of the Stadium Shopping Centre if this happened: <ul style="list-style-type: none"> - Most of the space was devoted to retail. - A "niche" for lack of a better word, was created for the "established businesses," the Shopper's Drug Mart, Scotia bank branch, Wendy's restaurant, Mac's Convenience Store, Cobs Bread and the Cat House in particular. - If the plans also included a used book store, coffee shop that sold regular and fair trade coffee, possibly in addition to a tailor's shop / zipper repair and replacement shop.
54.	My husband and I have been residents of University Heights for almost 24 years. We raised our two children in this friendly, family-oriented community. <p>We are a small community that is surrounded by both old and new institutions, including the U of C, The McMahon and Foothills Stadiums, the Foothills Hospital Medical Centre and its expansion, the Alberta Children's Hospital, Ronald McDonald House, and the Child Development Centre. I understand that there is also a proposal for the Tom Baker Centre to be expanded as well as the Foothills Stadium. We are, for all intents and purposes, a very small community island in the midst of a number of very large institutions. These institutions create noise (many summer evenings are disrupted by the loud public address system of the McMahon Stadium) and many traffic woes created by people parking on the streets for the University, McMahon Stadium football games, and by vehicles</p>

cutting through the neighborhood to access the University, Market Mall and the two hospitals.

While I admit there is a need to update the current Stadium Shopping Centre, which is home to many of the wonderful businesses that our family and many families in the community frequently use, I am extremely concerned about the scope and scale of the redevelopment that is being proposed. I understand that the current proposal would involve 800,000 sq. ft. of residential, commercial and office space! This is unfathomable and totally inappropriate for such a small space. A more moderate “Garrison Woods” type of development would be welcome.

I would like to state emphatically that I am not opposed to the re-development of the shopping centre but I am **very** opposed to the building of a 14 storey hotel, and the high density residential and business development that is being proposed. The increased traffic that will emanate from this development is also a huge concern for all residents.

As well, I am concerned about the safety within our community. There are two schools in our community and increased traffic will potentially pose a hazard to the students. Additionally, I am concerned that there will be safety issues surrounding a hotel in a residential area. There are currently a number of motels in Motel Village which is a mere 5 minute drive and an easy walk from the Foothills Hospital.

I know the members of the University Heights Community Association have been working tirelessly with representatives from the developer and the city to come to a compromise solution for the re-development plan. There have also been numerous meetings that members of our community have attended. I want to ensure that our voices are heard, and not just heard, but listened to in a way that brings about a workable compromise for all parties involved so that University Heights can continue to be a desirable community to live in.

Thank you so much for your consideration.

55. To the City of Calgary Planning Commission;

We are writing to request that the Planning Commission insist that City Planning and Western Securities respond immediately to major concerns about the Stadium Mall redevelopment, as expressed by the University Heights Community Association, and also explain specifically to local residents exactly the dimensions and expected population of their proposed project. We are alarmed by projections of ten story buildings and a 2000-strong daily workforce deluging our little 450 - home neighbourhood.

In addition, we urge the Planning Commission to consider the proposal in the overall context of the immediate region, including the University of Calgary’s plans to build residences and commercial floor space on the lands between the Hospital for Sick Children and 32nd Avenue NorthWest. At a Red & White Club display a couple years ago, University representatives were projecting an estimated new 9000 people in that area daily. University Heights will be caught between the two developments, so considering separately makes no sense to us.

As longtime residents, we concur with the results of the UHCA survey, which found three-quarters of residents opposed to any density greater than C-1 for the Stadium Mall redevelopment, and 97 percent opposed to any building higher than six stories.

Like trying to build on a flood plain

We strongly support C-1 as maximum density for this site. Furthermore we suggest that trying to estimate density on any commercial district in this area is like trying to build on a floodplain, because of frequent activities at McMahon Stadium and the athletic fields – not to mention the big and little baseball parks behind them. Stampede’s football games already swamp the whole area with floods of excited sports fans and their cars. Music fans also spill out of McMahon into the surrounding neighbourhood, doubling density in areas like Stadium mall, and leaving their trash on our lawns. Beer cans litter the gutters on the University’s annual Bermuda Shorts Day.

Helicopter flight paths

Building height is a huge issue here, not just because being on the heights makes us vulnerable to strong winds, but also because University Heights is perhaps the only neighbourhood in Calgary to be

buzzed daily by helicopters – the STARS ambulances, going to Foothills and to Sick Children's Hospitals. The HAWKS helicopter also visits often. That chop-chop noise overhead has become as familiar to us as to the denizens of Los Angeles. Even though the neighbourhood is not supposed to be on the STARS route, we have personally observed the cherry-red bird over houses, many times – and we've ducked involuntarily when it flew low over the Boardwalk apartments or University School, on approach to Foothills Hospital. Tall buildings seem inadvisable.

Medical space already oversupplied

Likewise, we find the notion of building more medical office space at the Stadium Mall location somewhat bizarre, given that the medical building kitty-corner across 16th Avenue seems to have trouble keeping all its offices rented out. Also, Foothills Hospital has rebuilt and intends to continue rebuilding extensively, creating more medical office space right on campus. Similarly, we're appalled to learn that "discretionary uses" might include a hotel. The University has the Hotel Alma now, and of course the Motel Village hotels are just a few blocks away from us. The Savoury Lounge replacement is already four stories tall.

Transit peripheral to the neighbourhood

Ah, some might say, but you would not care to walk from University Heights to Motel Village along Highway One, especially in inclement weather. We agree – and for that very reason, we wonder how in the world the Calgary Transit Plan is deemed to include University Heights. Transit runs in a big loop around UH, but not through it. In fact, we lost one bus stop a couple years ago. Now the nearest bus is a brisk ten-minute walk from our house; the nearest LRT station is at least twenty minutes. Stadium ain't the Brentwood Mall, where transit is literally at the doorstep.

Even car travel restricted

University Heights is a closed subdivision, with only four exits, of which two are restricted in a vain attempt to deter cut-through traffic. Traffic piles up quickly on University Drive as well as on 16th avenue, at rush hours and during concerts or football games – or when a bus pauses to load or unload passengers. We've seen Foothills ambulances have trouble getting through.

You need to start with fixing 16th Ave and 29th St NW

A left turn from 16th already takes three or four lights at rush hour. The right turn off 16th Avenue onto Uxbridge is a horror at any time, with cars potentially coming into the right turn lane from four directions (because of the malls), not to mention the pedestrian crosswalk. A St Andrews Heights representative told a recent meeting that as far as the community south of us is concerned, any proposed redevelopment has to start with fixing the 16th Ave and 29th St interchange.

Sixteenth Avenue is also Highway One

Sixteenth Avenue is also Highway One – and therefore not just another commercial strip. The green municipal reserve land is an important buffer protecting everything north and west of it from the possibility of a hazardous spill along Highway One, which is still the main East-West Dangerous Goods Route. Sixteenth Avenue is also a major foot highway to the reserves west of Calgary, as a few months' observation will attest.

Nor is there any practical sense to the suggestion to obliterate the 16th Avenue green strip to add a third lane and exit at the mall site, especially with the divided highway just ahead. Rather than convenience, the third lane is likely to create a bottleneck of frustrated motorists trying to reach Shaganappi Trail. The road is confusing enough already, with all the entrances and exits. We count nine intersections or ramps, from 19th St (already a site of frequent accidents) to the Bowness exit. It's as if the city is inviting drivers to play, "How fast can you weave in traffic?" Nor would an exit that connected to the back alley behind the existing mall be feasible, because it would be likely to infringe on University and Westmount school playing fields.

University Heights represents Calgary at its best

Although University Heights may seem to be a privileged enclave, in reality we are a vital part of a vibrant city, with two showcase schools and a playground that attract parents from across Calgary. We not only house the renowned Westmount Charter Middle School, our K-6 University School is a model of scholarly multiculturalism, as the children of exchange students from all over the world start their education by learning about Canada – and the local children learn that the world is much, much bigger

than Calgary. Outsiders benefit from University Heights' friendly atmosphere. Hospital workers and university visitors use their lunch hours to explore our safe streets on foot and on wheels, enjoying our gardens and park areas. So do national and international athletes training at the Olympic Oval, like Chantal Petitclerc, whom I saw training here years before she won five Olympic medals.

We who dwell in University Heights live on a residential island surrounded by institutions, always at risk of being swallowed, yet our gardens and greenery add beauty and breathability to the urban scene. Please respect our voices. Please respect our representatives. Please respect our wish for human scale development.

56. I write as a thirty eight year resident of University Heights to express my concerns about the ARP for Stadium Shopping Center.

University Heights Community is already at serious risk with its location between the University, the Foothills Hospital, the Children's Hospital, Mc Mahon Stadium and the proposed new developments from the proposed University West campus real estate development. We are also bounded by 16th Avenue NW, the #1 highway through the city.

My experience of the process leading up to today is that insufficient attention has been paid in the planning to the effect on the University Heights Community dealing instead with the Shopping center redevelopment only.

In proposing a density as high as the ARP proposes, there is insufficient attention to the traffic problems created

off and on 16 th Ave NW

in to and out of the new centre

AND MOST significantly the problems of where the traffic goes once it is out of the new centre.

University Heights is at serious risk of intense cut through traffic both along Uxbridge Drive and on Unwin Drive onto University Drive.

The presence of the proposed center invites cut through traffic from 24 Ave Nw via Udell and Ulrich drives through the Community.

I ask that further consideration be given to these concerns before submitting this plan to City Council.

57. Considering how you happened to be one of the "city planners extraordinaire" as far as the Stadium Shopping Centre, I wondered what you "planned" on suggesting in terms of preparing for the upcoming City Council meeting on July 22nd. I hated to seem like a "summer party pooper or wet blanket," but I was wondering if the residents of University Heights should undoubtedly be putting "preparing for the City Council meeting on July 22nd" ahead of "planning their summer holidays, day trips or weekend trips," since I heard that the City Council meeting would be an "all important" meeting as far as the Area Redevelopment Plan is concerned and I thought at this point between now and July 22nd or earlier at least, everyone should be lobbying either ALL the alder people or at least as many alder people as possible.

58. I presume that getting a hold of the local ward alder person, Dale Hodges and possibly even the mayor, Naheed Nenshi, ideally by traditional mail, especially in the case of Ald. Hodges may also be a good idea. I think it may be a good idea to make it an election issue by getting whatever candidates for Ward 1 alder person / municipal councillor involved since I am aware that there will be a civic election coming up in October.

59. I was just in touch with the Foothills Mennonite Church and they mentioned that the Church basement would be available for a public meeting on July 2 or 4th.

This location would certainly be closer than St. Andrew's. Since you haven't finalized plans, I would suggest this location because it is already a familiar location to most residents (for both Stadium and West Campus engagement meetings); it will also be very confusing for residents of University Heights to attend a community meeting on an issue affecting their community (SCC is completely within the land area of University Heights) in a different community hall.

If this location doesn't work, University Elementary School is available; School is finished on June

26th, and many of the evening programs at the school are finished. Have you contacted the principal of UES?

If you need help making arrangements, we would be glad to help.

60. I was recently meeting several of my working friends at Moose McGuire's where we were spending lots of our hard earned cash. During the first 15 minutes or so of getting together, one of my co-workers pointed out to me that the parking regulations at this centre require that you pick up a receipt and place it behind your windshield to avoid getting a parking ticket. I had not noticed this change when I entered the shopping centre lot as I had parked on the perimeter facing out towards Uxbridge Drive where there is no signage pointing out this requirement. I beat a hasty retreat to my vehicle only to find that I had been ticketed with a \$45 fine within this 15 minute period!

I plan to pay the ticket but with a very sour taste in my mouth (not from the brew as McGuire's on-tap products move very quickly and are always refreshing) but I will do so in protest as this was an inadvertent violation on my part which I strongly believe should be presented as a warning notice for first time violators, not with a full fledged \$45 fine. In addition to Moose McGuire's, I also frequent the Cat House where I buy all of the necessities for my 7 felines, however, due to this incident I find myself thinking that I will find an alternative supplier for my fine furry friends (sorry Joanne).

I recently paid a visit to the Cat House (May 7) where I spent \$87.05 for pet food. I was in the store for at least 15 minutes and didn't receive a ticket so using the same timing as the current incident I'm assuming this is a fairly new and poorly advertised change in parking rules - or was I just lucky that time? I have also been there several times over the past year and had not noticed the receipt requirement nor had it been pointed out to me by any of the merchants. Once again, I strongly believe that first time violators should get off with a warning because who in their right mind would knowingly risk a \$45 fine in place of simply putting a receipt behind their windshield to avoid said fine - so I'm smelling a cash grab and very much resent it. As I said, I will pay the fine but will avoid this shopping centre whenever possible in the future and also will be warning my friends to not fall into the same trap. A copy of this email will also be sent to as many merchants in the centre that I can find addresses for on-line.

61. I am writing to express my disappointment and concerns over the draft ARP that was circulated.

Overall I feel the plan did not take any of the stakeholders other than the developer into account. I am a community member of University Heights along with my husband, two preschool children and teenage nephew. In reviewing the plan, the biggest areas of concern to me are the safety of our community and all those who visit and the impact on traffic.

Specifically, the proposed density involves bringing significant volumes of people into our community and into an area which borders where young children play and learn. This includes both a proposed hotel and residences that mean higher volumes of people directly beside where our children come to play and learn.

The overall safety of everyone is compounded by the obvious traffic issues that will result. The ARP refers to a traffic study that supports the density proposed which I find hard to believe. As someone who travels in and out of this community daily by vehicle and occasionally on foot, it is already difficult to get in and out of the current stadium mall. The ARP indicates that there will remain only two entrances / exits from the mall yet increase the capacity what appears to be about 8 times. The ARP also refers to improvements for pedestrians at the entrance points to the mall. To me this would seem to compound the traffic congestion that is sure to result - assuming the measures include lights or other devices to slow traffic.

In addition, the end of the report refers to the addition of dual turn lanes in all directions including into our community. This again compounds the traffic issue as the volume of cars coming into a small space spanning one block in a short time is multiplied exponentially. This is already a congested area with cars trying to get in and out of the adjacent property which contains a gas station and very busy Tim Hortons restaurant.

I'm also somewhat confused by 1.6.1.6 which indicates that no parking - grade is allowed. Where will the reams of people coming to this development park? Or will the community bear the brunt of people parking along the residential streets in order to avoid paying for parking (similar to what they already

do during events at McMahon stadium - it will just be more often and further into the community.

As it approaching the timeline to file, I will close off with a final request to again consider the traffic impact and safety on all those that will be Impacted by this development.

62. I am a resident of University Heights and want to get my thoughts of the upcoming development at the stadium shopping centre in just before you close this discussion off at midnight tonight.

I first want to say I welcome upgrades to the current shopping centre and development which could be beneficial to the residents of the community and the surrounding area, something more pleasing to the eye, and still something which will bring adequate revenue for the developer to make it worth the effort.

However, up to now everything I have heard at open houses and via the city's website seems to be pushing for development to a degree that will actually only benefit the developer and not the community. It seems that what is being planned is far beyond the scale of what is appropriate for the space.

I read the forwarded message below from a non-resident of University Heights which was forwarded to our UHCA by the author. I know you already have this, but it really summarizes my exact concerns so well that I don't want to repeat it all. Take the email forwarded below and add a couple of my own comments to it and you will have my opinion of this project.

Most definitely the traffic congestion in the area is already a problem. As a resident of the community I feel the intersection at 16th and 29/Uxbridge is an accident waiting to happen. There is too much right and left turning into businesses/parking lots immediately on either side of 16th mixed with the routine intersection traffic, mixed with pedestrians and emergency vehicles. A large scale development with only ONE way in and out is going to make this significantly worse. I just hope no one has to die in this messy set of merging and turning traffic before the city takes notice of how bad it is even now.

The density that is allowed based on the current C-C2 zoning is going to far exceed the capacity of such a small space with only ONE WAY IN AND OUT for car traffic. This is a small surface area. The city should remember to read it's own guidelines and change the current zoning to C-C1 which is what should be allowed based on the acreage of the space. The allowed density of a C-C2 zoning will benefit ONLY the developer and will definitely be a detriment to the community. It is just not that big a space. And it just doesn't have adequate access points for this kind of density.

A hotel on the space is not only a safety concern as mentioned below, but is completely redundant given the set of hotels in hotel village only steps away. Without question I will put my kids in private or charter schools elsewhere if there is a hotel placed on this site.

I am concerned that the city has not been impartial in planning this development and has NOT taken this communities concerns seriously. Mr. Seifred summarizes it well below. Consider my thoughts a "ditto" to his. I voted for our current mayor expecting better. I still hope I won't be disappointed. There is still time to listen to this community.

Let's develop the stadium shopping centre. And let's do it in a way that will benefit us all.

63. Thank you for the opportunity to provide input on the draft stadium shopping centre area redevelopment plan. I have been a resident of University Heights since 2006. I am not opposed to development, but I have serious concerns with the current proposal.

1. Traffic: Traffic and speeding are already considerable problems, both at the intersection of 29th Street NW and 16th Ave and throughout the community of University Heights. In no way does the current proposed plan incorporate any of the plans outlined in the **City of Calgary's Traffic Calming Policy** (<http://www.calgary.ca/Transportation/TP/Pages/Safety/Community-Studies/Community-Traffic-Concerns.aspx>). As a citizen of Calgary, a resident of the University Heights community, a physician and a mother of three young children, this is of extreme concern. The casual handling of this issue in the context of the proposed development by City Planning Team has been frustrating. Statements such as "the city has initiated discussions with School Board, School, and School Council representatives" (<http://www.calgary.ca/PDA/LUPP/Documents/Publications/stadium-open-house-panels.pdf>) are not

reflective of active plans to find a solution to this important and growing problem.

2. **Safety:** In addition to the safety concerns due to traffic, the proposal of a hotel is completely inappropriate given the close proximity to 2 schools and a community playground. The City Planner suggestion that the “police were consulted”

(<http://www.calgary.ca/PDA/LUPP/Documents/Publications/stadium-open-house-panels.pdf>) further underscores the cavalier attitude of the ARP process for the proposed redevelopment. City aldermen have already decided that school zone safety is a priority

(<http://metronews.ca/news/calgary/680587/calgary-eyes-new-school-zone-safety-methods-but-not-rumble-strips/>) but this issue is not highlighted in the proposed development plan.

3. **Livability:** As highlighted in the Calgary Herald this year, Calgary currently ranks **last** in terms of walkability in Canada (<http://canada.com/calgaryherald/news/story.html?id=fd3b0574-a79e-4f5d-b424-21934d0132a6>) Furthermore, increased walkability is associated improved health outcomes as **highlighted by Alderman Druh Farrell** (<http://calgary.ca/Aldermen/Pages/Ward-Offices/Ward-7/Ward-News/Walkability.aspx>) The current plan will only further decrease the walkability and the livability of the community and Calgary in general. The University of Calgary has launched the “Eyes High” program with the aim to be one of Canada’s top Universities. We have the opportunity to redevelop Stadium Plaza into a dynamic, vibrant and vital end-destination that will only help attract world-class students and faculty, as outlined by a recent article from the University’s Faculty of Medicine (<http://medicine.ucalgary.ca/magazine/issue/spring-2013/article/researching-walkability-neighbourhoods>). The current proposal does not reflect any of these values and is simply another faceless development that completely detracts from the City, the University of Calgary and the local community.

In summary, the ARP process should allow for the opportunity for meaningful dialogues with the public to identify mutually beneficial and constructive solutions to build a stronger community and City, which as not happened to date. I am hopeful that the City will be open to hearing the opinions and suggestions from the community for this development.

64. Thank you for the opportunity to provide input on the draft stadium shopping centre area redevelopment plan. While I appreciate the work that has gone into the proposal I would like to express three primary concerns as currently presented.

1. **Mini Downtown in University Heights:** I am disappointed to see the draft ARP propose a large (almost 800 thousand square foot, 14 story) ‘medical industrial development’ that does not reflect the South Shaganappi Communities Area Plan. The building of large numbers of offices and a hotel may address the perceived needs of Foothills Hospital, but in no way contributes to the surrounding communities. In fact, the proposed development puts the surrounding communities at risk, potentially replicating the “hollowed out” centre of many cities by encouraging business hour visitors (patients visiting medical offices and hotel guests) who retreat to their city perimeter homes. This is particularly disappointing given the public statements by both the major and chief city planner regarding their goals of building Calgary into a world-class city. Having had the good fortune to previously live in both the Annex in Toronto and in Brookline MA (two great communities with substantially higher densities than the communities surrounding stadium shopping centre) this is not how to build a vibrant community where people want to live, work, shop and socialize together.
2. **Safety:** The draft ARP proposal raises two important safety concerns. First, building a hotel in close proximity to two schools (one of which is an elementary school) is worrying and I believe will represent a long-term safety risk. Will it still be safe for our children to walk to school? Or will we now need to drive them the two blocks? Second, the increased traffic that will accompany the proposed development will increase the frequency of motor vehicle collisions. In the short time since Westmount Charter School relocated to University Heights there has already been one serious motor vehicle pedestrian collision. The increased traffic (unless there is a successful comprehensive plan to address it) will increase the frequency of these events. As a practicing intensive care physician at Foothills Hospital (second busiest trauma centre in Canada) I can tell you from personal experience that we are much better off preventing injuries than trying to treat them after the fact. The draft ARP indicates that public transit is a key component of the redevelopment plan, but without the LRT stopping nearby (which would be a great redevelopment and could replicate the success of well-designed public

transportation at the University of Alberta & Walter Mackenzie Health Sciences Centre in Edmonton) it is hard to envision how traffic can be efficiently and safely managed.

3. ARP Process: I would like to thank the city planners for the opportunity that the ARP process has provided for members of the public to provide input. However, I have to say that unfortunately the ARP Process to date has felt like a formality designed to ensure that all items on the development checklist are legally completed and to provide “cover” for officials that a public consultation has been performed (rather than a true public consultation designed to build the best community possible). I base this comment on the timing of the process with its short timelines for providing feedback and scheduled culmination during the summer when many members of the public are away. In addition, I would like to express my disappointment with the casual handling of previously raised public concerns relating to traffic and school children safety. City Planner respective communication regarding these issues during the May14, 2013 open house (and through posted documents, <http://www.calgary.ca/PDA/LUPP/Documents/Publications/stadium-open-house-panels.pdf>.) that the “police were consulted” and that “city has initiated discussions with School Board, School, and School Council representatives” suggest that these public concerns have not been taken seriously. The ARP process should provide an opportunity for meaningful public engagement and identifying solutions to build a stronger community.

The Stadium Shopping Centre Area Redevelopment is a potential opportunity to improve our city. I hope that as the Stadium Shopping Centre ARP is evaluated and refined that city planners will address these concerns and foremost focus on helping us build a world-class community where people want to work, life, shop and socialize.

65. I am a resident of University heights and wish to lodge a complaint about the Stadium Shopping Centre redevelopment.

I can not understand how the City of Calgary could allow the area to be developed to such a high density without any surface parking. This is currently a destination shopping mall which people DRIVE to from all over the city. If no surface parking is available, the developer is clearly not interested in leasing to retail.

Developing a mixed use mall catering to offices and hotels is clearly not the appropriate in the centre of a suburban community.

The entire development seems to be designed for the use of the hospital staff and its visitors. This adds no value to our community whatsoever. Retail would be of value, but not if there is no parking.

66. I have written a couple of emails and survey reponses to you in the past. I must admit that I was upset with the last open house at University Elementary School as I felt that there was no specific information about where the developer is headed with its plans. I am concerned with the proposed maximum density for this area. If the site is to be developed to its maximum the increase in traffic will be untenable. As you know the traffic assessment was done during Teachers Convention the first time. I understand they came back on a more normal day but the whole issue of traffic does not instill a lot of confidence in what is being done to the shopping centre. As you know the community of University Heights is very worried and upset with the process and how it has unfolded. With greater density comes more problems. We know that to be true. I am in favour of redevelopment but not to th maximum. As city planners are supposed to be impartial and make decisions that are in the best interests of everyone I hope that you are taking into account the perspective of the UH community. We are concerned about traffic, density, safety and park land. I hope that you will be making decisions in the best interests of all concerned.

67. Hello – I have lived in University Heights for approximately fifteen years; first with my husband, later with our three (still) young children. We live in a single dwelling detached residence. We chose to buy an old property and invest our life savings in renovating it; thereby increasing the property value (and our property taxes) accordingly. As a result, we are here for the long term and we have some significant concerns and some compliments as well:

1. we strongly agree with the need to redevelop the SSC site; it is underutilized, inefficient and an eyesore. It is reasonable for the property owner to redevelop, and it is reasonable for there

to be significantly more density than currently.

2. Our major concerns are that the site be redeveloped so that it improves the quality of life of residents and other users (while also increasing property value for the owner of course). We agree the site should be redeveloped so as to increase non-vehicle use. People who live and work within or adjacent to the community (including hospital staff and patients, U of C staff and students etc) would greatly benefit from a small market, coffee shops (other than the terribly inaccessible Tim Horton's), continuing use of the drug store (with post office), bank, restaurants, bakery, etc. Increased residential density onsite would create or encourage viable markets for these retail outlets. Being able to walk to get groceries, to walk to a coffee shop and join neighbours and coworkers. This is what community is all about. A green space to make the place less of an eyesore as well as a place to sit out of doors without being in the middle of a parking lot. This is all good and most if not all residents would agree with that.
3. Every situation must be assessed on its own facts and I have the sense that many staff in the city do not truly accept that. Our community is a very unique one and comes with very different challenges than are seen with many other communities (both new and redeveloped), and we are already a community under a great deal of stress. We are a small, insular community; surrounded on all sides by major institutions and large busy roads. This brings in a tremendous amount of vehicular traffic, with many people rushing to get to work, appointments and class at FMC, ACH, Foothills Professional Building, U of C, Father David Bauer Arena, Stadium Shopping Centre, University Elementary School and Westmount Charter School. In addition to the vehicles, there is also a tremendous amount of pedestrian traffic and pedestrians are frequently at risk (my husband and I both walk to public transit and can personally attest to the danger). Further, many of these institutions charge significant parking fees (and they can, because there is so little parking available that the fees increase accordingly) and so drivers naturally turn to the residential streets where it is free to park (albeit frequently illegal). They are often exceeding the speed limit, making illegal and dangerous turns, and parking contrary to signed restricted areas (on a daily basis because they are so rarely ticketed). Unless the parking control office greatly increases their daily patrols, illegal parking in the area with increase from the already bad situation to completely unbearable (I call parking control to report vehicles when required ... the response is frequently that they don't have enough staff to come out or that because my driveway is not being blocked then it is not a priority call so they will not be attending. Speaking to managers does not improve responsiveness. Many (but certainly not all of course) parking control officers in fact just drive around without ever getting out of their vehicles to actually read what is on vehicle's permits ... people come from all over the city and park here and as long as there is some pass or another in the car, parking control just drives right on by).
4. Improved public transit to the area is essential. The FMC, AHC, Foothills professional building and SSC are not within walking distance of the train (for most people). Much more frequent shuttle service is essential; if the city wants and expects people to take public transit, then they need to make it easy for people to do so. People do not want to stand in -30C winds for fifteen minutes waiting for a shuttle to show up, just to take them to a train platform and wait for another 10 minutes for a train in the howling winds. It is unpleasant. It is unsafe. And it happens (I know ... I have taken public transit in Calgary and many other cities virtually my entire life. In my experience Calgary has by far the most unreliable and inefficient public bussing system in any major city.) Even the bus loop at FMC is too far for many ill or injured people to get to (crossing roads, up the stairs, crossing driveways, down crowded sidewalks, just to try to get into the building then walk about 5 minutes to the unit) – it is too much to ask of ill or injured or elderly people. If there was a large, heated, lit public transit shelter at FMC and ACH, with benches and good visibility to the outside, people would much more readily go and sit and wait for their bus (to then take them to the train or to connect to a second or third bus). Calgary is not Vancouver or Victoria or Seattle ... we have terribly unpredictable weather patterns and extremely long, cold dangerous winters. For most of the year, many Calgarians cannot bus or bike like Vancouver residents.
5. On that note, abundant parking is essential at medical facilities. Many people accessing FMC, AHC and Foothills Professional building are elderly or ill or injured; they are coming to the area for medical assessment or treatment; it is unreasonable to expect vulnerable ill or injured

people to spend extended periods of time trying to access public transit.

6. The traffic and parking situation is also aggravated by the highly unsuitable and unusable connections between 16th Avenue and Crowchild Trail which greatly increases traffic volume and speed clearly beyond anything that the planners imagined or that suits the safety of those living in and using the community roads:
 - Drivers going eastbound on 16th ave who wish to go northbound on Crowchild Trail rarely use the connector road behind Motel Village to make the connection; I cannot blame them, it is painfully time consuming. Instead, they cut through the side residential streets of University Heights (generally north on Uxbridge, east on Unwin, then north on University Drive to get to 24th Avenue east and eventually Crowchild trail north). When I mentioned this to the city staff at an open house, the staff member said that they was unheard of and they had no information that the connection was an issue.
 - Drivers travelling southbound on Crowchild trail who wish to go westbound on 16th Ave likewise cut through the community (generally 24th ave west, University Drive south, Unwin Drive west, Uxbridge drive south, then to 16th ave). This saves a tremendous amount of time for them at what is oftentimes a multi-light wait at 16th Ave and Uxbridge. It is particularly problematic for people trying to get to the FMC; because there is only one lane on 16th Ave westbound from which drivers can turn south onto 29th street, the traffic gets backed up terribly, to well east of where the traffic coming off of southbound Crowchild Trail would need to move several lanes south and join the line up. They simply cannot make it because the traffic has backed up several blocks. I mentioned this to the fellow at the Crowchild Trail Corridor openhouse and he replied he was unaware of it and the area was outside the scope of the Corridor study. Likewise, I mentioned it to the city staff at the SSC open house and he too was completely unaware of it. The traffic has now become so bad that oftentimes drivers who are coming northbound on Crowchild (from the south end of the city) will drive right past 16th Ave altogether, take University Drive north to Unwin, then loop onto Uxbridge so then can drive across 16th ave at the lights without waiting for 6 or 7 cycles to get through the left turn light at 16th Ave. Recently I had a particularly bad day where it took near 15 minutes to just drive right onto Unwin Road because of all the traffic using it to get on and off 16th Avenue. Again, aggravating this is the high number of pedestrians that use the road (including children, the elderly and those with mobility challenges), limited visibility due to the incline of the road, two bus stops on Unwin near University Drive (when the busses stop, traffic has to stop because the road is too narrow to accommodate both bus and car), and a bus stop beside the three way stop on Uxbridge near Unwin (and again when the bus stops, traffic also stops)
 - The city seems to be strangely unaware of the significant problems this creates for our community, and not particularly responsive when we discuss it with them at open houses.

I anticipate that the number of comments you receive will not genuinely reflect the gravity and volume of residents' concerns. Many residents of the community are so embittered by the process of the west campus redevelopment and by the increasing non-responsiveness of bylaw or parking control, that they believe airing their concerns with the city is an exercise in futility. Given our experience as a community in the past ten years, I do not think that unreasonable. Perhaps I am unusually and excessively optimistic. I wish this email were more precise and persuasive; however, the needs of three young children and a busy career allow me limited time to pen a response, notwithstanding it is the best way to voice my most serious concerns about matters that could dramatically impact my young family and my home.

Additional Letters

Further letters were also received from the University Heights Community Association and other stakeholders, including members of the public and of the South Shaganappi Area Strategic Planning Group. These letters are included below:



June 5, 2013

Dear Calgary Planning Commission

In 1965 a sod turning ceremony was held at 2115 Urbana Road by a small group of people who desired to build a church in a residential community. The people of Foothills Mennonite Church (FMC) did not want to build a large campus in an industrial area, rather they wanted to be part of a neighbourhood so that they could be both a resource and a blessing for it. Today, roughly 500 people consider our church to be a place where they belong.

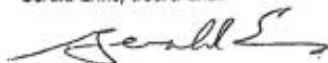
The Board of Trustees of FMC has a limited understanding of proposed development for the Stadium Shopping Centre (SSC), but we believe we know enough to see its incongruence with the University Heights neighbourhood. While there is little doubt that the SSC is in need of redevelopment, it appears to us that the redevelopment that is being proposed is geared more for the facilities south of 16th Ave. than for the residents of University Heights where the SSC is located. The proposal of the pedestrian bridge to cross 16th Ave. confirms this for us.

We strongly urge the Calgary Planning Commission to rethink what is being proposed. Among the many concerns we have, we feel that, even with enhanced transit service, traffic flow will be a major concern as it already is now at certain times of the day. We do not believe that roundabouts or signalized intersections will be able to manage traffic flow effectively.

What is more, we feel that the proposed development will change the nature of this neighbourhood. Residents of this community have seen the SSC as a meeting place for this neighbourhood. 5.5.1 3A of the ARP states that there is an aim to "create a strong sense that the public is welcome to the inner areas of the Plan". The way this is worded tells us that the proposed development will serve other/new interests, but the public should still feel welcome.

Would the Calgary Planning Commission please take into consideration the needs and desires of the University Heights residents and place those ahead of the plans for development? Moderate development is favoured by a large majority of the residents. Engaging in a collaborative process with the University Heights residents would benefit the City, the developer and all those who call University Heights home.

Respectfully,
Gerald Enns, Board Chair



Rev. Doug Klassen, Pastor





May 29, 2013

Mr. Mike Brescia, Vice President,

Western Securities,

#310, 909 17 Ave. SW

Calgary, Alberta, T2T 0A4.

JUN 3 2013

Re: Stadium Shopping Centre Redevelopment Process

Dear Mike:

I have been the Innovate Calgary representative on the South Shaganappi Area Planning Group for a number of years. You have requested that I comment on the process with respect to the redevelopment of the Stadium Shopping Centre.

What particularly stands out is the high level of involvement of you and Western Securities with the SSAPG. You have regularly attended the SSAPG meetings, provided ongoing updates on your plans/activities, sought input and listened actively. It is my understanding that it is rare that a developer goes to this level of ongoing community engagement. This model of developer/community engagement is to be encouraged in and with other communities in Calgary.



Sincerely,

A handwritten signature in black ink, appearing to read "Dave Mackillop", written over a light blue horizontal line.

Dave Mackillop,

Manager, ARTC

FW: Schedule for Stadium ARP

 Executive Assistant Ward 1 on behalf of  Hodges, Dale

Sent: Mon 04/15/2013 11:11 AM

To: Bliek, Desmond

Please see the below email, as per Alderman Hodges instructions.

Hope this helps.

Sincerely,

Diana Lawrence for Marlene Deur
Executive Assistant
Alderman Dale Hodges, Ward 1
Office of the Aldermen, #8001A
403.268.2430

-----Original Message-----

From: Peter Khu [<mailto:khu7@yahoo.com>]

Sent: 2013 April 12 3:14 PM

To: Hodges, Dale

Subject: Schedule for Stadium ARP

Alderman Hodges,

Our executive and community have reviewed the three proposed target dates for the Stadium ARP to be presented to council.

We support July 22nd as a target date.

Sincerely,

Peter Khu, President
University Heights Community Association

June 3, 2013

To Whom It May Concern:

I'm writing this letter in support of the consultive process launched by Western Securities three years ago as the company began planning development and better use of the Stadium Shopping Centre.

Western Securities has been engaged in a lengthy and detailed consultive process, meeting with communities, surrounding institutions and employers. Several meetings, and brainstorming and consulting sessions have been held and to my knowledge the process Western Securities has undertaken is rare if not unique in this city. Surrounding residents and institutions have had many opportunities in the last three months to make known their concerns, ideas and hopes for the redevelopment of this property.

I also appreciate the city's contribution to the process as various departments have been working with Western Securities to achieve the best possible design and much needed improvements to traffic flow in the area.

I am very much behind the Area Redevelopment Plan and hope to see its speedy adoption given how much time and creative energy has been put into this project by all involved.

Sincerely,

Guy McLaughlin

Resident and former community board member, St. Andrews Heights
Member, South Shaganappi Area Strategic Planning Group

Vecova Centre for Disability Services and Research
3304, 33rd Street NW Calgary, AB T2L 2A6
Tel: 403.284.1121 Fax: 403.284.1146
www.vecova.ca



June 4, 2013

Desmond Bliek
Planner II, Land Use Planning & Policy
City of Calgary

Desmond.bliek@calgary.ca

RE: STADIUM SHOPPING CENTRE AREA REDEVELOPMENT PLAN

As a member of the South Shaganappi Area Planning Group (SSASPG), Vecova has had the opportunity to view the planning process for Stadium Shopping Centre over the past three years. We are supportive of the Area Redevelopment Plan as a thoughtful, integrated document that takes into account all aspects of development. It provides a framework of principles and leaves room for further discussion of details as the master planning is developed.

Throughout the process, we have observed a strong desire on the part of Western Securities and the City of Calgary representatives to engage in planning in a meaningful way involving transparency and a desire to develop the site and to improve the planning and development processes along the way.

We look forward to continued consultation and updates on this project as it evolves.

Sincerely,

Joan Lee
Chief Executive Officer

Cc: Alderman Dale Hodges

Joint School Councils Meeting

On May 3 2013, City staff participated in a joint meeting with representatives from the Calgary Board of Education, and the administration and School Councils of the University Elementary School and the Westmount Charter School. The minutes from this meeting, as recorded by the CBE, are below.

Minutes for: **Meeting between City of Calgary, Calgary Board of Education, University Elementary, & Sir William Van Horne/Westmount Charter School.**

Date: May 3rd, 2013

Topic: Stadium Shopping Center development adjacent to Calgary Board of Education Schools.

Intent: To discuss 'items of concern' that the adjacent potential development may have on the established Schools and their sites.

Participants: Shelagh Reading (Principal – University Elementary School)
David Keegan (Chair of School Council – University Elementary School)
Chris Hooper (Assistant Principal – Sir William Van Horne/Westmount Charter School)
Rodney Neumann (Land-use Planning – Calgary Board of Education)
Peter Khu (University Elementary School Council and University Heights Community Association)
Desmond Bliek (City of Calgary Land Use Planning and Policy)
Abdou Souraya (City of Calgary Traffic & Roads)

Referred as: Calgary of Board of Education = CBE
University Elementary & Sir William Van Horne/Westmount Charter = Schools
Various departments from the City of Calgary = City
Future and potential developers = developer(s)

Minutes and Points:

1. The meeting opened with the City presenting its current documentation and gathered community notes/directives. This information outlined potential development adjacent to the Schools' sites. Presentation materials from the City can be found at:
<http://www.calgary.ca/PDA/LUPP/Documents/Publications/stadium-shopping-centre-ssadc-presentation.pdf>
2. An initial point made in the meeting was that regardless of any development or community initiative, the Schools have the responsibility to keep, maintain, and enhance their own sites to the betterment of their own education programs. Those enhancements are not the responsibility of any adjacent future development. What happens within the physical development area is between the City and the developer(s) to regulate and uphold. The Schools may offer suggestions to the City only as to how that potential development may or may not impact the Schools' sites.

3. Two key issues were presented to the City by the Schools as concerns regarding the future adjacent development of Stadium Shopping Centre, those items were:
 - a. Student access, to and from the Schools, through the greater community, should be preserved, maintained, and enhanced (as possible) both currently, during, and after any future development. This concern included streets, sidewalks and cross-walk areas within the greater community.

It was noted that current existing traffic issues and parking permitting around the school sites were an *aside* to the actual intent of the meeting and to be addressed separately.

- b. Safety in and around the Schools' sites. This question asked: "how will this future development affect or enhance the functionality and safety of the schools' sites as they reside beside the future development?" This was discussed from two perspectives:
 - i. How would the future completed development affect school site safety (i.e.: will it open up greater public access to and from the school sites? Will the development provide enhanced public pathways and spaces between school sites and the development - granting greater visual public space, contributing to crime prevention through environmental design (CPTED)?
 - ii. A second concern was noted, as a general due-diligence item, over the matter of construction safety practices. It was noted that attention should to be given to school safety during construction. The construction of the development would have to do its community part and the schools' are responsible to manage students.
4. The item of "student well-being" and related program development was presented. Though the details of this item were not discussed in detail, it was determined that these are internal items of concern to the Schools. The Schools, within their own established spaces, need to continue to develop their programs regardless of any potential development(s) with or without benefits to the Schools.
5. In relation to Minute #3, discussion extended towards the question of the Schools having opportunity to make suggestions to the future developer(s) to implement desired educational amenity space viable for Schools' programs. It was concluded that the Schools could make a list of suggestions that they may potentially offer (if feasible) to the future developer(s). It was further noted (in relation to Minute #1) that the Calgary Board of Education is NOT in the business of development or influencing development other than responding to requests for input by the City.

Additional minute points discussed where:

- A. Current street and staff parking (permits or otherwise) are separate issue unrelated to the potential future development of the Stadium Shopping Centre.
- B. Concerns regarding current Municipal Reserve (MR) green spaces (park space) were discussed, those spaces directly shared between Schools and City Parks. It was commented that it would be nice to see any MR green space between future development and 16th

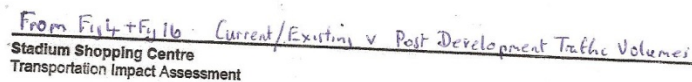
Avenue be either maintained or enhanced, but the Schools acknowledged that this was an item of detail between the future developer(s) and the City.

- C. It was clarified that the park spaces to the west of the shopping centre (where the playgrounds are located) are not in the plan area.
- D. The core concern with the open space located to the south, between the shopping centre and 16 Avenue NW is that redevelopment preserve, maintain, and enhance (as possible) student access to and from the Schools, in line with Minute 3a.

The meeting concluded. The City took the information to best incorporate those concerns into its developing Area Re-development Plan (ARP).

Stadium Shopping Centre: Community Feedback | 2013/04/01

79



Existing and Current Congestion along Uxbridge Drive.

a) Introduction. The city's traffic counts on Unwin Rd and Uxbridge Dr. were carried out in the Feb 12-15 period and are shown in Figure 7 in the Watt report. Presumably these are average figures, which may conceal daily differences. It is curious also that the figures and the counts taken by Watts Consulting are not seasonally adjusted, since taking the count in the middle of winter must under-estimate the flows in warmer months, indicating that the measured and predicted flows will probably be gross underestimates. More to the point, accepting these figures for Uxbridge Drive outside SSC seriously distorts the actual pattern of the traffic flows because of the *considerable spatial variation along this road due to traffic in and out of the shopping centre*. Only the Peak PM traffic flows are reviewed below because of the limited time given to the Community Association to review the report. However many of the same general conclusions will relate to the AM flows.

b) Variations in Traffic Flows. It is probable that the city traffic counts were made somewhere between the Unwin junction and the northern (Drug Store) exit-entrance to SSC, given the peak PM volume figures recorded in Figure 7, which are similar to the numbers shown for this area in Figure 4 (The Balanced Existing Traffic Volumes) for the peak hour afternoon flows, i.e. approx. 820 vehicles/peak hour, taking both sides of the road. (In addition it was observed that there were traffic count cables on this stretch of road on Weds 26th April). However the same Figure 4 shows that the traffic volume for the peak P.M flow close to the 16th Av junction (namely the south entrance, near The Keg, and north of the Gas Station-Tim's Horton's exit) is 1,113 vehicles for flows in both directions.

THIS IS A 35.9% INCREASE in the size of flows at this end of Uxbridge from that recorded in Figure 7 (p.13)! So the use of Figure 7 as an indicator of the vehicles flows along Uxbridge, and especially the near the Uxbridge Junction, seriously under-estimates the situation. Indeed the report itself makes the following observation, although without any volume/hourly figures.

"...This intersection is approaching capacity with the current geometric configuration. It is noted that several volume capacity ratios currently exceed 1.0 during peak periods. Some of these turns exceed a 1.6 ratio". (Watt report, p.19).

c) Parking in the Post Development Area.

The report (p.46) states that the current city by-laws parking stall requirements for this development would require 2,060 stall spaces! The current surface parking area capacity is about 300 stalls. There seems little doubt that the whole process of vehicles getting in and out of the parking structure - presumably mainly along the new main access road - would lead to additional delays, especially as it is very likely that the structure will have a pay-on-exit pattern, although there is never any comment in the report about payment. This is crucial for few of the current shop keepers in the area believe that their customers would continue to visit the area if parking had to be paid for. It is accepted that the report (p.46) indicates that the stall spaces of the by-laws may be reduced, but the same delay problem exists even if the parking was reduced by 25% or even 50%. In addition, no mention is made of the type of parking structure envisaged. At 2,000 spaces it would presumably be a three

story underground structure. This must mean that the whole current area would be a construction site for two years...meaning that no local shopping will be available for the current residents of the area. It is noted that there will be some surface parking but the scale of the development envisaged precludes anything other than single parking along whatever roads are

d) Future Traffic Flows. The Forecast Traffic Flows in Figure 16 (p.36) of the Watt report show the various estimates for road and turning flows at the various points on the roads surrounding SSC. In this figure it is noted that the southern exit/entrance has been moved to a location opposite Ulster Rd, which will be a main outlet for the area, and presumably a northern one to an outlet opposite Unwin. A comparison of the predicted traffic flow changes at various points along Uxbridge DR near SSC with the current flows in the Watt report were made, again adding together flows in both directions at the PM peak. The results showed:

an increase in the northern area of Uxbridge of 44.8%, from 819 to 1,187 vehicles;

an increase in the middle section of 80.9%, from 892 to 1,614 vehicles (this is due to the location

of the proposed new main access road into SSC);

an increase in the south part of Uxbridge of 45.2 %, from 1,113 to 1,615 vehicles.

For ease of comprehension these figures have been added to Figure A in this review which shows the balanced existing traffic volumes on Figure 4 of the original report (p.10) .

It is also worth noting that the post-development flows along the Trans Canada/16th Av., just before the Uxbridge junction and the various turns, are also estimated to have significant increases. The eastward flow before the Uxbridge Junction is shown as a 46.4 % increase (1,097-1606 vehicles) at peak PM, and the westward flow rising from the current 1,416 to 2,415 , a 70.6% increase. This is an average increase of 60.0 % taking the flow volumes on both sides of the road presented in the Watts report

By contrast, the southerly flow from 29th Avenue from the Foothills complex was estimated to have a small decrease, from 1,284 at peak PM to 1,256 vehicles. The latter is a curious conclusion which does not seem to take account of the likely increase in increase in medical and office space in the Foothills complex and the impact of the future Tom Baker Centre. Indeed the Watts report (p.25) shows that there is an estimated 58% increase in employment in the area to 17.8 thousand people, from 11.2 thousand. How can this increase not add to the traffic flows along 29th St and 16th Av.?

So the report shows that the south part of Uxbridge will have a 45% increase in total traffic and the TransCanada (16th Av.), a total increase of 44.5%, adding the flows on both sides of the road before the turns at Uxbridge/29th St, namely, 2,781 to 4,021. Since the Uxbridge-16th Av intersection is already congested at peak traffic time *it seems inconceivable that this junction can cope with the 45% vehicle increases projected by the proposed SSC development*, even with an extra turning lane into Uxbridge, making a dual west turning flow along 16th Av, or roundabouts (never welcomed by Calgarians) along Uxbridge, especially given the substantial increased traffic flow projections along 16th Av. If the proposed development was

taking place on an isolated site, perhaps it could be accommodated. However it is not. The SSC site lies opposite one the busiest hospitals in the city and with an Emergency Ward that needs unrestricted access. The massive increase in traffic generated by the proposed SSC development is bound to seriously affect the 16th Av/Uxbridge/29th St. junction with a high probability of accidents or at least congestion on a critical junction. This is another reason for being critical of the scale of the proposed development.

Finally, it is worth noting that the city in its various planning documents wishes to reduce traffic volumes by encouraging other forms of transport. No detailed plans are described in the proposed ARP or in the TIA for any new major transit stations along 16th Av, which would, in any case be the responsibility of the city. **Instead the projected development would, by reason of its suggested high density levels, be adding at least 45% to the volume of vehicle trips at peak PM along Uxbridge, the only access point for the SSC redevelopment and into/out of 16th Av.** It is accepted that increased density at suitable points in the city is the current planning policy. It is the opinion of U. H. Association that the SSC is not one of these points, given the huge increase in traffic that it will generate at a critical junction.

TIA approach:

These comments focus on the Vehicular traffic:

The fundamental intention of performing a Traffic Impact Analysis (TIA) is to understand the behavior of traffic and how it is impacted by a proposed development. The expectation is that the simulations will remove opinions and conjecture on what the traffic impacts will be.

In this proposed redevelopment, one of the main concerns for University Heights (UH) residents is traffic and the prospect of significantly more congestion given the densities and uses proposed. This is not just a matter of inconvenience for UH residents, it directly affects the ability of residents to get in and out of the community. This TIA made a number of assumptions some of which are of concern as outlined below. Additionally, the scenarios proposed are inadequate in understanding what the real outcomes and impacts will be with respect to traffic. The author did not include a conclusion in this assessment suggesting that the impact outcomes are far from determined.

Based on the above, UH Community Association is requesting that the City of Calgary transportation department to require the transportation consultant to address the following concerns. This is to ensure that UH residents, the City Planning Department, and the City Alderman will obtain a more realistic and informed understanding of what the actual traffic impacts will be for the proposed densities.

Traffic volumes input number concerns:

One of the key concerns UH residents previously expressed in the frame of reference document for the TIA was the importance of including the traffic volumes created by surrounding developments. University Heights is surrounded by several Major Activity

Centres (MACs), Given the extent of planned developments in these MACs, related traffic increases should be included in the assessment to fully understand how these developments will collectively impact the road system and traffic. Given the excessive degree of intensification proposed, UH Community Association is particularly concerned about the potential impacts.

Short cutting: Short cutting through the neighborhood was identified as an issue in the frame of reference (point 17) and the traffic consultant was to estimate potential routes and volumes. Short cutting volumes should have been included in the TIA as an independent form of volume generation, but it was not. UH Community Association requests that this be added to the TIA.

The major short cutting routes through University Heights are:

1. University Drive to Unwin Rd. to Uxbridge Dr. to 16th and 29th and vice versa.
2. From 24th Ave. to Ullrich Road to Underhill Dr. to Ulysses to Uxbridge Dr. to 16th and 29th and vice versa.
3. From 24th Ave. to Udel to Underhill Dr. to Ulysses to Uxbridge Dr. to 16th and 29th and vice versa.

Route 2 is of particular concern with the build-out on West Campus. With Childrens' Hospital on the West Campus lands the UH community has experienced significant increases in shortcutting. With the West Campus development of an additional 2 million square feet of office space, 300,000 square feet of retail, and 6500 residential units planned, it defies common sense that the TIA does not account for additional shortcutting traffic. Further, future shorting cutting volumes from West Campus on route 2 will significantly increase the volumes at the Uxbridge and 16th intersection further increasing the failure rate at this intersection and the entry and exits point to the Stadium development. We recommend that vehicle counter be placed on Ullrich Dr. and Udel Dr. to determine the percentage of shortcutters. From this data estimated traffic volumes due to the West Campus build-out should be calculated and added to the traffic model.

Route 1 University Drive to Unwin Rd to Uxbridge to 16th and 29th. Again the TIA suggests that there will be no growth in traffic from Foothills Athletic Park and McMahon Stadium. UH Community Association; however, expects to see added traffic on this route. The Foothills Athletic park is in the process of fundraising for a new Field house. In the preliminary Athletic Park expansion Development Permit drawings that the UH Community Association reviewed, the main access was off University Drive adjacent Unwin Rd. The parking allocation was increase approximately 180 stalls to 779 total stalls. The preliminary trip generation numbers on the City of Calgary website indicate 1968 trips per day. It is reasonable to assume a good percentage of these trips will access Unwin Rd, and these traffic volumes should be included in the assessment.

The TIA also dismissed the impact of the redevelopment of McMahon Stadium. Presently the events have major traffic and parking impacts on our community. As the University of Calgary redevelops portions of this land while maintaining the actual stadium use, additional traffic will be generated and should be estimated and accounted for in the TIA. The combined additional volumes from McMahon and the Foothills Athletic Park will add

traffic to existing volumes along Unwin Rd, and ultimately to the 16th and Uxbridge intersection. The Volume adjustments of reducing 200 EB left turns from Unwin Road in Table D of Appendix A are not supported by community observation and should not be allowed. Underhill Drive and its volumes entering Unwin Road are not put in any of the TIA Figures. Why?

Foothills Medical Centre: A new Cancer Clinic is to be built at Foothills Medical Centre (FHC). Media report say construction is set to begin in 2015 or 2016. The prime location for this development is on the corner of 29th and 16th Ave adjacent the Stadium Shopping Centre Redevelopment. This will create more congestion at the 29th/Uxbridge and 16th intersection. Further expanded structured parking will be accessed off 29th. Although the Regional Transportation Model (RTM) does anticipate more growth at FHC, it is unclear what growth has been anticipated by when, and where access will be. The 29th Street access is still the most used point of entry to FHC and the planned new parkade is presently located adjacent 29th. The peak hour adjustments of minus 350 WB left turns assumed in Table A of Appendix 1, and the minus 200 EB left and minus 370 NB left in table B should be verified with traffic counters as community observations do not support these adjustment. These adjustments appear to be conjecture, and are unsubstantiated.

Proposed Trip Generation Rates

We note that the TIA proposes only has two time horizons: the existing and the 2039 time horizon. In the City's TIA Guidelines they have short and long term scenarios. In this TIA there is only an analysis of existing conditions and 26 years into the future (2039) (with various potential improvements to the road system and their resulting reductions in trip generation values). UH Community Association requests that interim milestones be modeled as is standard in TIA practice. Additionally, the trip generators used in TIA analysis for Office, Medical Office, and Residential are based on Transit Orient Development (TOD) rates. Yet this is not a Transit Orient Development. The aspirational "Primary Transit Route" does go by the site, but presently there is no service on this route and in real terms this part of the "Primary Transit Route" does not exist, other than on a map at city hall. In reality the site is only serviced by one bus line (bus 9). From Stadium Shopping Centre it is 1.4 kilometers walking distance to the nearest LRT and that involves walking through informal routes with no side walks, in-proper lighting, and in what many of our population would not consider safe after dark. It is further noted that the proposed location of the transit hub on the north side of 16th would send commuters west bound. As this site is not yet a TOD, the TIA should have a shorter scenario horizon (2019) that evaluates the redevelopment without the benefit of TOD trip generators values. Presently, our understanding is that a long range public transit study is being conducted of this sector of the city but that there are no concrete plans for adding a BRT to this site; hence, it would be more accurate to look at this site without the TOD rate generation values, and with a shorter short scenario time line. City transit projects are subject to budgets and available funding thus assuming they will come to fruition is sketchy planning.

Regional Transportation Model (RTM)

We note that the values in Table 9 indicates employment and population figures for the University of Calgary, Children's Hospital, and Foothills Medical Centre, but we don't see the figures for the most significant component of these institutions: namely, students, and

patients, outpatients and visitors. University of Calgary alone has 31, 000 students who contribute significant traffic volumes at peak hours. Please confirm that these transient populations have been inputted into the RTM and the assessment.

Use

The TIA should generate trips based on medical office rather than standard office.

Sensitivity Analysis

The TIA indicates that the intersection at 16 and Uxbridge Drive “would operate a more congested level” when subject subjected to an increase in 20 percent traffic. It is noted that they did not include Table E in the body of the TIA which shows the Uxbridge and 16th intersection summary Level of Service LOS F (Failure), and Unwin Rd east bound left turns are at failure. This despite numerous upgrades included in the TIA. One can conclude that if the actual traffic volumes were input without the TOD generation rates, the seemingly arbitrary adjustments reduction to the RTM with respect to the 16th and Uxbridge, the shortcutting volumes from West campus, McMahon, Foothill athletic centre and all transient loads(students and patients...) were inputted in the model, and the road system improvements were shown in a realistic phased approach the actual extent of traffic failure would be apparent. This can of course be moderated with less build-out to Stadium.

Review of Stadium Shopping Centre Report on Transport Impact Assessment (D.A Watt Consulting).

1) Background.

Although this report seems a comprehensive document it has several flaws and reveals some disturbing conclusions about the existing traffic volumes and impact of the proposed Stadium Shopping Centre (SSC) upon traffic flows upon Uxbridge Drive opposite the SSC and especially at the junction with 16th Avenue N. The existing and future congestion problems at peak volume times are severe in themselves, especially since the redevelopment seems likely to occur before any changes are made along 16th Av. They have even more serious implications for future access to The Foothills Hospital and the Emergency Wards. Apart from the possibility of gridlock developing due to the scale of the SSC redevelopment plans, it will only take one accident on this congested intersection at peak vehicle times to severely impede access to the Emergency Wards.

2). Dated or Missing Information. Several tables in the report contain dated information and should have been brought up to date. For example Table 9 showing employment in the areas around SSC, uses 2006 census data for population and employment. This is already 7 years old and ought to be updated to the 2011 census figures. In addition it is quite remarkable that this table does not contain a figure for the student population of the university—although there is a figure of 8.957 for employment. So the impact of approximately 30,000 students on this area is not taken into account! It is also worth mentioning that the proposed

Field House for the Foothills Athletic Park is dismissed on p.26, although could also have a significant spill-over effect on SSC – given the experience of increased congestion during the CFL games at McMahon Stadium. There is no attempt to measure the additional impact of the new building recently confirmed (early 2013) for the Tom Baker Cancer Clinic in the vicinity of 27th Street/16th Avenue which will surely to increased traffic flows to and from 29th Av into 16th Av.

Surely it is also dubious to use 2006 figures for Mode Split in Table 5. In addition it is very likely that the figures for the travel habits of people in Apartment Complex area in Univ. Heights will be different from those in the single family dwellings in the area. Any figures should be based on the patterns of the Apartment complex inhabitants, not generalized to the whole area, especially given the number of senior citizens in the single family dwellings of UH.

This later point also means that within ten years there is likely to be a major change in the composition of UH as new residents replace the existing ones. In any case the comparison with Coventry Hills and Glamorgan is spurious since UH is surrounded by major employment zones unlike the other two places. It must also be noted that the report states that potential right in and out access is currently being explored (p.30). Given the current congestion on the Uxbridge-16th Av, intersection at peak periods this critical matter should be settled well before any final decision on the development plan can be made.

3) Survey Times and Dates? Table 2 (p.12) shows the daily traffic counts collected by city staff at three locations, with the Uxbridge Drive data from Tuesday-Friday Feb. 12-15, with other information from 2011 and 2008. The detailed intersection turning movement counts collected by Watts Consulting shown in Table 1 (p.9) were obtained on parts of two days, in this case on Tuesday Feb. 12th for part of the SSC area and Weds 13th Feb. for another part. Why was the survey carried out in the middle of winter. This must underestimate the traffic volumes. When the weather is better more people and cars are likely to be travelling on the various roads, which would increase the traffic volumes and hence potential congestion. In addition it is shown in Table 16 (Parking Data) that there are considerable variations in the ticket purchases, with Friday March 1 showing peak numbers of 752 for the total and 720 for the 2 hour period. The next highest is for Weds at 421 and 386, with Tuesday at 583 and 543.

Hence it seems that the traffic counts were taken on days far below the peak use of the existing Shopping Centre.

This implies that traffic counts on a Friday and certainly in late Spring or Summer months are likely to be far higher.

4) Underestimates in Traffic Projections with Current Situation.

a) The Trip Projection Data in the Appendix. K1-K6 show the values generated for the various land uses, which are then aggregated to produce the final Site Generated Traffic Volumes, p34, Figure 14.

The generated numbers for retail and restaurant traffic from the proposed redeveloped centre were added together to show the number of vehicles predicted to be leaving and entering the area at the two entrance/exit points.

This is an example of Peak PM flows (when congestion is greatest) only to illustrate the point

Predicted Retail and Rest't **North:** In... 45 Out....38 **Total 83 South:** In..86 Out...69 **Total 155**

Current Flows (from Fig 14) **North:** In 123 Out ...122 **Total 245 South In.. 132. Out 140. Total 272**

One accepts these N and S locations are in different places, but the figures should be comparable if the same amount of retail./rest/t space is to be created in the development as stated in the report. Other examples of differences in the generated flows for the same types of businesses exist when the figures are compared.

The major discrepancies (295% North and 75% South Exit) throw doubt upon the traffic generation figures for the uses that are comparable to the existing uses. This means the projections for traffic generation are far too low, which will lead to be far more congestion on Uxbridge and its junctions than the predictions imply.

b) TOD values. Many of the trip projection values are based on TOD values..If the Stadium SC Site was on a rapid transit system they would be justified. It is not. At this time there are no firm plans or financial commitment for rapid transit along 16th Av. So such estimates should not be used in the report.

c) Office-Medical Office Space. It is very curious how the balance of office space is shown in Table 12 is allocated between Medical 100,000 sq. ft and Office 255,00 sq ft. Since the area is so close to the hospital there could be more demand from this complex. So the figures ought to be reversed which would then generate 3 times as many parking spaces and add significantly to the parking requirements. Given the future development of West Campus and the Children's Hospital any overflow offices from Foothills should be located there.

5) Unwin

Many people at the Community meetings have complained about the congestion along Unwin. It is noted that the report states that its existing daily volume of 5,500 vehicles per day "is at the upper end of the City's environmental design guide thresholds (EVDt)for collector roads". Later the reports states the developmet is expected to generate more traffic along Unwin...with an estimated increase of 200 vehicles at AM and PM flows. Why are only the peak values used. What about the rest of the day? Even the 400 extra vehicles will put Unwin above the EVDt limit. The suggestion forvarious traffic calming will hardly mitigate this congestion problem, which will be greater because the future development of the Foothills Medical Complex will itself generate more traffic heading to this large employment and medical area on the shortest route from Crowchild and the north.

6) Parking Issues

Although there are tables showing the city bye-law requirements for various amounts of land use in the report, there is no discussion of the type of parking structures envisaged and whether they will be 'pay for entry' structures. A Pay for Parking will seriously affect the use of the shops in any redeveloped centre. Although some surface parking is envisaged no estimates are provided. It is bound to be minimal if it is only along the new roadways. Moreover, given the very large of stalls required (over 2,000!) , there is bound to be

congestion associated with entry and exit at peak times which will spill over on to Uxbridge. This factors should be taken into account, especially given the delays that occur when paying for the exits and the time taken for barriers to rise.

CONCLUSIONS

Although the Watts report suggests that future traffic volumes generated by the proposed redevelopment can be accommodated, it is concluded that the traffic volumes generated by the development are underestimated. So that future congestion along Uxbridge at peak times will seriously affect the community and the impeded the flow along the Trans Canada. It is not enough to suggest that future transit and traffic lanes will be built along the Trans Canada...They should be in place before any development occurs on the site.

Draft Plan Feedback

The City circulated a preliminary draft of the plan (text only) by email on May 17 and online as of May 21. Many of the emails included above refer specifically to this draft as well as a more developed draft that was posted to the project website the week of May 27. Feedback from the University Heights Community Association on these draft plans is included below:

University Heights Community Association Input re the Draft ARP on SSC Redevelopment

1. Concern: The vagueness and subjectivity of the descriptive words for the SSC redevelopment and therefore the excessive latitude they potentially provide the developer (Western Securities) in determining the ultimate level of density, scope and composition of the SCC redevelopment.

Evidence and/or examples of the concern: The underlined words in section 1 of the draft ARP –Vision “The Stadium Shopping Centre will be redeveloped into an attractive, vibrant, mixeduse centre which provides employment opportunities, residential accommodation, and services that are complementary to the surrounding communities and institutions. Large surface parking areas will be replaced with a network of walkable open spaces, streets, sidewalks, and pathways fronted by high quality mixed-use development. A community gathering place will be easily navigable by foot, by bicycle, by transit, or by vehicle, and contribute to creating a sense of place and activity.” The community gathering place should be focused or oriented to the community not the development.

Remedy Requested by UHCA: The ARP submitted to the Calgary Planning Commission (CPC) include an acknowledgement of this vagueness/subjectivity issue and indicate that, to minimize the degree of the possible resulting controversy and distrust, the ARP requires the developer work with representatives of University Heights (as the most directly affected community) to design and implement a sustained collaborative process for the development of the site Master Plan (MP) and the subsequent Development Permit Application (DPA)

2. Concern: The mandated purpose of an ARP is to “direct” development and not simply be a source of (vague) “principles and guidelines” for “shaping” and “assessing a future master plan. (see section 2: Scope and Intent. Because the purpose of an ARP is to provide “direction” and therefore reasonable clarity and reassurance to affected residents as well as the developer and City officials, the document’s provisions must be characterized primarily by mandatory “shall” and directive verbs rather than by ambiguous and unenforceable “should” verbs.

Evidence/Examples:

a) Section 3.2 of the draft ARP states: “The Municipal Development Plan (MDP) supports the creation of Local Area Plans to help guide redevelopment in developing and established communities.” This statement is not accurate. What the City’s Municipal Development Plan, adopted by Council in Sept 2009, actually states, in section 1.4.4, is that: “ARP’s direct the redevelopment, preservation or rehabilitation of existing lands and buildings, generally within developed communities.”

b) In section 6 of the draft ARP (its core, constituting 11 of the document's 17 pages), which deals with City policies with which the development must comply, the permissive verbs "should" or "are permitted or supported" are used 49 times while the mandatory "shall" is only used 10 times. Moreover, in almost all of the instances when "shall" is used, the nature of the issue requires its use, and in 4 of the 10 cases, a possibility of the developer obtaining a waiver from compliance undermines the significance of the "shall".

This overwhelming use of the simply persuasive verb "should" is all the more unacceptable and worrisome because of the pivotal importance to affected University Heights residents of the policy issues dealt with in section 6 of the draft ARP:

- Land Use (including density);
- Interface and Edges (including Uxbridge Drive, the Northern Laneway, the Schoolyard and Park and 16th Avenue);
- Public Realm (including the Municipal Reserve, Open Space Network and Internal/External Streets);
- Form, Massing and Design of Buildings (including building heights, shadow minimization and building architecture) and
- Transportation (including Transit, Streets, Walking/cycling, Vehicles and Parking)

Just one specific example of the worrisome uncertainty generated for residents by the use of "should" is the following: "Portions of buildings above six stories **should** be located to provide new views, to minimize shadow impacts, to create a sense of place and identity, particularly along 16th Ave NW." (Note also the uncertain meaning of the non-bold italicized words that then follow the "should"! By what objective criteria will the City determine that shadow impacts have been "minimized" and a "sense of place" created, especially without detailed input from residents of University Heights?)

c) Moreover, the uncertainty engendered by the frequent use of the word "should" and the four references to possible waivers for compliance is not lessened by the provision of any details specifying the circumstances / threshold levels that will be considered by the City when a the developer fails to comply with the "should" so that the City can therefore make an informed and objective evaluation of the acceptability of that non-compliance by the developer

For example, the draft ARP adopts a minimalist approach to the amount of parking required by stating that "Parking shall not be provided in excess of the minimum requirements established by the City's land use bylaw IP2007". The document then potentially compounds the potential problem of inadequate parking by then providing for the following waiver from even this minimum by stating: "Reduced provision of parking is encouraged where analysis by a professional engineer can demonstrate efficiencies due to:

- i) Sharing of parking spaces between uses with different peak periods
- ii) Encouragement of walking, cycling and transit, and
- iii) Support for carpooling and carsharing."

(NOTE: Specifically how will be this supposedly independent and informed engineer determine if such subjective efficiencies will in fact be achieved, unless there is substantial local resident input?)

Remedy Requested by UHCA:

- a) Convert the “should” statements to “shall”
- b) Alternatively, if necessary, clarify the should statements by specifying the criteria to be used in judging the acceptability of a developer failure to comply with the “should”
- c) Strengthen the 4 waiver provisions in sections 6.1.1.3, 6.4.1.3, 6.4.3.1 and 6.5.5.2 by clearly specifying the preconditions measureable threshold that will have to be met before any waiver from City policy can occur.
- d) In 6.4.1.4 define what height is an acceptable height from Unwin Road to Ulster Road. Our recommendation is no more than 11m from grade at the north east corner.
- e) In 6.4.1.2 strength this restriction so that no building be allowed over 4 stories along the northern and western property lines with the possible exception at the west property line facing 16th Ave
- f) Frontage Design 6.4.3.1 does not make sense. Rephrase: Provide window at least 50% glazing between one half of a meter and three meters in height at a minimum along Uxbridge Drive and at all grade frontage along any internal roads, pathways or open space.
- g) 6.4.3.4: At least twenty five percent of at grade commercial retail units should have less than 225 square meters in use area.
- h) 6.4.3.5: At grade uses shall wrap around the corners of buildings to avoid creating abrupt transitions from an active frontage on a primary façade to a secondary façade. Internal facade shall be as articulated to the same degree as facades facing Uxbridge Drive and 16th Ave.
- i) 6.4.4.1: Add: Facade materials on the commercial and retail podiums (or first floor where the design does not include a podium (4m minimum)) shall be brick, stone, or a durable material that is acceptable to the University Height Development Committee.
- j) Add 6.4.4.5 The buildings within this development will be constructed to the City of Calgary green building Standards which call for the Canada Green Building Council LEED gold rating. Building must be certified LEED gold and sustainable site design is required for the overall master plan.
- k) Paving and sidewalk material shall be attractive and not just concrete, but shall include durable materials articulated with patterns.
- l) 6.5.2.5 Set back the building sufficiently along Uxbridge Drive to provide parking along Uxbridge without obstructing vehicle flow and provide sufficient future road width to add a south bound double left turn lane.

m) 6.5.2.6 Construct traffic restrictions at where the school lane connects to the lane between SSC and the church so that the school lane can not be used as an exit from the shopping centre.

n) 6.5.3.4 Add: Provide dedicated cycle lane along Uxbridge.

o) Parking: 6.5.5.1 Parking shall only be provided for off-site users where it can be demonstrated that this will not increase the peak hour vehicle trips generated by the site beyond the level projected by an independent transportation impact assessment conducted.

p) 6.5.5.4 Add: Other than curb side parking all surface parking lots shall be fully screened from view.

q) Delete 6.5.5.6 B and add: Any above grade structured parking lots must be fronted with building uses (with exceptions for access and mechanical features). So that the parking is within the interior of the building. Visually such structures would appear to be a normal building.

r) 7 Implementation add SB Uxbridge dual left turn lanes, TIA calls for two roundabouts on Uxbridge to make the densities proposed work.

3. Concern: The Draft ARP does not meet the “Plain Language Policy” recently adopted by Calgary City Council. In adopting this new policy, the Mayor and several councillors explained that government exists to serve the public (especially municipal governments which are the government level closest to the people) and therefore their communications, by design, should be intended to clearly impart information, not obscure it. Council therefore wants City documents to be written so that its messages can be readily understood by people who are not trained in the field of land use planning, municipal policy and other academic fields typical of City staff.

Evidence/Examples: Some words needing a clearer definition include the following

- a) “a public realm concept”
- b) “a comprehensive transportation demand management strategy”
- c) “sustainable design initiatives”
- d) “Neighbourhood Activity Centre”
- e) “an active gateway to the site”
- f) “a sense of place and enclosure”
- g) “shared space streets (such as mews, woonerven, home zones)”
- h) “an active facade”
- i) “outdoor spaces for animation”
- j) “a sense of place and identity”
- k) “offsite users”
- l) “efficiencies” (ie that are relevant to determining parking requirements)

m) “liner dwelling units”

Remedy Requested by UHCA: Add a glossary of definitions of such terms and concepts

Concern: Draft ARP’s inadequate description of the current SSC site and the few and obscure references to the potential mass/density of the possible redevelopment results in the average reader being given no accurate picture of the magnitude of the contemplated development plan and its extraordinary transformational impact on the site, the adjacent University Heights community and relevant transportation infrastructure.

4. Evidence/Examples: The draft ARP does not point out that the existing 2.28 ha site only has about 65,000 square feet of retail and restaurant development, almost all of which is one story in height, with adequate surface parking for SCC users, especially the elderly residents of UH. Then explain that the site’s C-2 zoning could potentially involve an immense 1200% increase in development (ie to about 780,000 sq ft) and involve buildings of up to 14 floors in height, including a number of high traffic medical office buildings and a 200 room hotel, despite the already congested nature of local streets and intersections.

Remedy Requested by UHCA: Provide the above additional contextual information in the “Site” section. Also point out that this massive degree of intensification/development is proposed for the very unique site of University Heights that the Planning Dept’s Calgary Snapshots document (2012) shows already has a greater level of density (ie 20.3 Units per Ha or 50.1 Units per Acre) than 125 of Calgary’s 150 developed communities.

5. Concern: Density. The ARP must be more clear about what the actual proposed density will be. Telling us that what City plans and policies apply does not make it sufficiently clear.

Evidence/Examples: The draft ARP does not make it clear that the SSC site is now classified as a Neighbourhood Activity Centre or NAC (ie up to 100 jobs and people per ha) but that the likely development under C-2 zoning will inflate it past a Community Activity Centre or CAC (ie up to 150 jobs and people per ha) to an immense Major Activity Centre (over 200 jobs and people per ha) if we compare it to West Campus whose 8.5 million sq ft of development will be spaced over an immense 160 acre parcel of land that is not surrounded by many other MAC’s as is University Heights its resulting FAR is only 1.3. In short, this draft ARP effectively circumvents the MDP by such a multi-levelled mushrooming of the development level within the SSC. The reclassification of the SSC site status as an NAC to a MAC are clearly not the intentions of the MDP and nor the South Shaganappi Community Area Plan. The ARP is to assist in planning an area within its existing typology, not changing the fundamental typology of the site as defined in the MDP. If this were the case the planner should be looking at rezoning the site to C1. As this is not the case the densification should be consistent to the MDP which states: “Smaller commercial sites located throughout established areas have the potential to provide a diverse mix of uses that fit with the **scale and character** of the surrounding neighbourhood. Because many residential communities where NACs exist do not have potential for significant intensification, smaller commercial sites provide a good opportunity for **moderate** mixed-use intensification and new housing forms not available within the community”

Remedy Requested by UHCA: Clarify what density level the City will not allow to be exceeded at SSC given the City's policies, existing area constraints and the foreseeable unmitigatable and residual local impacts of redevelopment of the proposed level.

6. Concern: The ARP is not clear about the maximum building height it will allow although the City has acknowledge that there are "Concerns that maximum allowed height will negatively impact area." The City simply confidently states that these concerns will be "addressed with transitions, spacing, step backs and shadow management ."

Evidence/Examples:

- a)The only height reference is "buildings above 6 floors".
- b) The sample photos of other developments that the City has provided reassuringly show mostly 3 or 4 story buildings, but when this is pointed out to City reps, they usually are quick to add that there are in fact some much higher buildings in the background of those photos) --If the city is supporting the C-C2 zoning, then the max building height has remained unchanged at 46 meters,or about 14 stories.

Remedy Requested:

- a) Identify the maximum height in meters and how many approximate floors will that be.
- b) Clearly state if the city is supporting the maximum building height allowed under C-2 zoning: 46 meters, or about 14 stories.
- c)Also identify the maximum square footage that will be allowed in any one building.

7. Concern: The Timing and Certainty of the actual completion of road and transit infrastructure needed to mitigate the traffic congestion predicted to result a C-2 level of development. The fear is that a large development will be approved but that approval and funding for the mitigating infrastructure will be delayed or rejected, resulting in catastrophic traffic impacts from unmitigated development.

Evidence/Examples: Section 7 of the ARP refers to 10 "infrastructure investments that will be required to realize the vision of this plan" but makes no reference to a requirement that SSC development plan approval be conditional on pre-approval and funding by Council of the essential mitigating infrastructure.

Requested Remedy: Incorporate the requested pre-condition.

8. Concern: The draft ARP does not inform the readers of the very pertinent fact that a large majority of the residents of University Heights, the community in which the development is located and most directly affected by SCC redevelopment, opposes the extremely high level of densification that is potentially permissible under the site's C-2 zoning (ie 780,000 sq feet, with buildings up to 14 floors in height).

Evidence / Examples: In a, April 2013 opinion survey, 76% of the respondents indicated they would accept a density of C-C1 or less– that is, no more than 270,000 square feet. In addition, the survey revealed that 97% would not accept C-C1 with a building height above 6 stories, with a majority of 63% willing to support C-C1 with no more than a maximum height

of 4 stories. In other words, the community of University Heights is saying “Yes” to a Garrison Woods-type of development but, “No” to a very dense, mini downtown- like the commercial and office complex proposed. Accordingly, at the subsequent April 14, 2013 general meeting of the UHCA, attended by more than 100 residents, there was a near universal consensus to support, given the small size of the land parcel and community impacts, a development consistent with a C-C1 zoning with a 4 story maximum height. Such a reasonable development scale is also compliant with the Municipal Development Plan (MDP).

Moreover, at this UHCA meeting, there also was unanimous motion for the community to keep that municipal reserve in front of the Wendy’s-Keg-Redwater Grill, Block 159JK, in its current location and to integrate in it to a linear community park that would connect with the West Campus site and be useable by students from the two adjacent schools in University Heights as well as by community residents.

Requested Remedy: That the introductory local context section of the ARP be made more complete by informing readers of the strong consensus view of local University Heights that the density of SCC redevelopment be moderated and limited in the manner described above, to ensure that it continues to be “reasonably compatible with neighbouring uses” and in compliance with the MDP.

The city’s initial feedback on the UHCA comments of the Draft ARP on Stadium Shopping Centre appears encouraging. It should be noted that the University Heights Development Committee did not have sufficient time to do a complete and thorough review of the ARP draft, having only received it less than a week earlier. Your email indicated that the City’s next draft of the ARP, to be completed this week, will “respond” to the statements by incorporating new language into the first draft.

Although you expressed “Thanks...for bringing some great remedies to our attention”, we are concerned about the details of the changes and the specific language in the ARP version going to CPC. Perhaps a collaborative meeting between UHCA and the planning department (hopefully including Rollin Stanley) would be a more efficient way to expedite the mutually acceptable language and content changes in the less contentious points in the ARP.

We were hoping to find substantial and significant changes in the ARP particularly in light of our feedback pointing out several deficiencies in the traffic impact analysis. These changes would include, but are not limited to:

- Limiting densities
- Establishing a maximum density more consistent with the site’s MDP designation as a Neighborhood activity centre
- Placing lower limits in building height
- Improving clarity and simplicity of language

We also feel that it is necessary to add requirements for a sustained collaborative process with the UHCA. The proposed remedy of adding a “formal statement of community engagement demonstrating how the community has been involved and engaged in the development process, in alignment with Policy CC8 of the SSCAP,” is not only vague, but does not reflect a collaborative sustained process leading to resolution. Clarity of the ARP is a fundamental problem which still exists, and we note that even the remedies proposed do not conform with the intent of the city’s plain language policy.

We are particularly concerned and would like to protest that our Recommended Remedy #8 didn't make the City's "cut" (i.e. our request that the ARP be given more "balance" by adding to the "Context" section a note that clearly describes the strong consensus opposition by UH residents to redevelopment with the extraordinary density level potentially allowable under the current C-C2 zoning and the strong consensus to respect the existing configuration of the MR lands)

Creating a mix of land uses and mitigation measures is not an adequate remedy for extraordinary density. One of our resident’s who carefully studied the first draft ARP pointed out that “I am acutely worried that the draft ARP may be potentially misleading to members of the public. Because the project is such a large development (up to 800 thousand square feet & 14 stories – taller than portions of Foothills Hospital) getting the mix and density of land uses wrong will have an extraordinarily negative impact (just as having the right mix could have a very positive impact).”

For the sake of clarity, we still feel it is important that the ARP layout a schedule of allowed density that is linked to the timing of the upgrades required to the road and transit systems. For example the TOD trip generation rates should only be allowed to apply when rapid transit to this site are in place. This of course would follow that all density would be approved after upgrades to transit and the road systems are in place.

We would also like to see clarity and transparency for costs associated with the proposed infrastructure upgrades in 2013 dollars, what proportion will be paid for by the developer and what proportion will be paid for by the city and whether the amounts are currently budgeted by the city. For items not budgeted, how will the money be obtained and in what timeframe? It is only in the context of total costs and available funding to transit, road infrastructure, and a pedestrian overpass, can the issue of density be fully understood and evaluated in an informed and fair manner.

Additionally, we would like to formally request that the City Planning Department provide the UHCA a document showing a tracked version of the changes the City made in its draft 2 of the ARP. This will facilitate the ability of UHCA members, as volunteers, to monitor the City’s understanding and responsiveness to what we believe were our City residents' very informed and reasonable input on draft 1 of the ARP.

In addition, with such tracking information, we could use this as a basis for a collaborative meeting to resolve differences before the June 6th CPC meeting.

University Heights Community Association Submission to Calgary Planning Commission re: the Proposed Area Redevelopment Plan (ARP) for the Stadium Shopping Centre (SSC)

The University Heights Community Association welcomes moderate, community sensitive, densification in the redevelopment of Stadium Shopping Centre that is designed through the type of collaborative planning process to which the city has already committed itself. The proposed ARP fails to meet either of these technical and procedural planning principles. Therefore, the University Heights Community Association, which represents the local community most affected by this redevelopment that is entirely within its boundaries, respectfully requests that the Calgary Planning Commission deny approval to the proposed ARP for SSC Redevelopment.

Introduction

The C-C2 zoning endorsed in the proposed ARP allows for a massive development on a small site of only 2.48 hectares. With a Floor Area Ratio (FAR) of 3.0, the potential exists for about 800,000 square feet of development, including large office and medical clinic buildings as well as structures (including a “hotel”) up to 46 metres or 14 stories in height.

To put this in perspective, this would be:

1. More than 1250% more developed floor area than the existing SSC development of 64,000 sq ft consisting of only 1 story retail and restaurant units.
2. About 3x larger than the 270,000 sq foot development that the UHCA successfully appealed at the Subdivision and Development Appeal Board in 2008.
3. Equivalent to 83 percent of Market Mall floor area, on 20% of the land area of the Market Mall site!

Moreover, the scale of the proposed development is well beyond the intensity targets of Major Activity Centre (MAC), the highest category of intensification that the city uses. This massive degree of intensification/development is proposed for the very unique site of University Heights that the Planning Dept’s Calgary Snapshots (2012) document shows already has a greater level of density (ie 20.3 Units per Ha or 50.1 Units per Acre) than 125 or Calgary’s 150 developed communities. The Stadium site is a Neighbourhood Activity Centre (NAC) not a MAC.

The Position of University Heights Community Association

This submission documents the technical and compliance concerns of the residents of University Heights, the community directly affected by the proposed ARP and associated SSC redevelopment. Despite ceaseless efforts, we have been unable to engage in an informed, sustained way with the City Administration (or with the developer) on these issues.

UHCA continues to recommend that the future draft of the ARP (as well as the subsequent site Master Plan and Development Permit Application) be a sustained collaborative process where the City and the developer work with University Heights representatives to cooperatively seek reasonable compromises on the key issue of balancing the goals of increased density and the sustaining of neighbourhood sensitivity/compatibility. Through

such collaborative processes, we can minimize the type of community distrust, anxiety and time consuming controversy that is increasingly being caused by the current vagueness of the proposed ARP and the non-consultative process for its development to date. We believe these concerns and ARP deficiencies justify the Calgary Planning Commission's rejection of the proposed ARP re SSC Redevelopment

(A) COMPLIANCE WITH CITY PLANS AND POLICIES

1. The proposed ARP is incompatible with the MDP's definition of the Stadium Shopping Centre as a Neighborhood Activity Centre (NAC) -- which emphasizes intensification that is moderate in nature and in a form that respects the scale and character of the neighbourhood. (SSC is also defined as a NAC in the strategic objectives section of the South Shaganappi Communities Area Plan or SSCAP)

Section 3.3 of the MDP (2009) describes the scale and type of development that the MDP encourages in an NAC: (NOTE: underling for emphasis has been added by UHCA to emphasize key points) "NAC's are appropriate sites to accommodate moderate intensification over time, with uses and development scales appropriate to the local context and community needs. NAC's will also be an important part of new community designs. They will be locations for medium density housing (eg. groundoriented to medium density apartments), local retail and services, community facilities and integrated transit stops."

(Note there is no reference to or MDP endorsement of large commercial structures such as office complexes and medical clinics.)

Section 3.3.4 of the MDP (2009) elaborates: "Smaller commercial sites located throughout established areas have the potential to provide a diverse mix of uses that fit with the scale and character of the surrounding neighbourhood. Because many residential communities where NACs exist do not have potential for significant intensification, smaller commercial sites provide a good opportunity for **moderate** mixed-use intensification and new housing forms not available within the community"

(NOTE: The previous MDP (ie pre-2009) evidenced a similar commitment to a neighbourhood-compatible level of density that is proportionate to the size of the land parcel when it provided, in its s.757 (2) that: "Areas of land greater than 12 ha and less than 3.2 ha should not be designated C-C2 District."

This SSC redevelopment is too large for the site in question. This 2.48 hectare site is about 23% smaller than the minimum 3.2 ha site recommended for C-C2 Districts in s757(2))

Within the **South Shaganappi Communities Area Plan (SSCAP)**, there are a number of site specific policies relating to Stadium Shopping Centre; these are called SS1 Policies (found on pg .97 of the SSCAP). These SS1 policies identify 4 major points:

- i) An explicit intention to follow the "purpose and intent of the current Land Use District (C-C2)", which is effectively an endorsement for 800, 000 square feet of density on the site, and a 46 m height restriction (ie buildings up to 14 stories may be approved);
- ii) An endorsement of discretionary uses in C-C2, including a hotel;

iii) A recommendation that the Municipal Reserve land adjacent to 16th Ave NW be incorporated into the development; and

iv) The development will have multiple access points. (Given that the proposed development currently only has one access point to the site, this potentially would also lead to the incorporation of the municipal reserve lands to gain right of way access.)

Fundamentally, these points conflict with the core definition of a Neighbourhood Activity Centre (NAC) in the MDP which emphasizes intensification that is moderate in nature and in a form that respects the scale and character of the neighbourhood. These points are also directly at odds with the repeatedly expressed concerns and objections of a large majority of UH residents.

2. The superficial and inadequate manner in which University Heights residents were informed, consulted and accommodated by the City in the development of this proposed ARP is contrary to the letter and intent of City policies on community engagement.

Section 2.3.7 of the MDP (2009) states the City's commitment to the objective of "Foster community dialogue and participation in community planning. "All Calgarians should be provided with opportunities to participate in shaping the future of their community. This means encouraging on-going education, engagement strategies and collaborative neighbourhood planning processes that consider MDP strategies and local community-based aspirations. Community planning is a way to engage, in a meaningful way, local residents and businesses in the future of their community and to provide a local interpretation and implementation of the MDP policies. Community planning initiatives should follow The City's Engage! Policy. Section 5.2.4 of the MDP (2009) went on to state the City's commitment to collaboration with affected communities on the specific issue of intensification:

"The City must take an active role in supporting the strategic intensification of Developed Areas. The City will undertake a review of how intensification of Developed Areas can be facilitated through the City's planning processes and investment decisions. This will require continued attention to process improvements for development applications; a proactive approach to community outreach and engagement; and the implementation of a wide variety of planning and urban design initiatives in order to support intensification.

When the community consultation on the SSCAP was done in June of 2010 and January of 2011:

1. It was done at a high strategic level; the consultation was framed around broad and vague principles and not specific information about the scale or form of the proposed development.
2. Meaningful community consultation did NOT occur for the SS1 policies or the ARP.
3. Four major points in the SS1 policies are directly at odds with the repeatedly expressed concerns and objections of a large majority of UH residents
4. It is in conflict with the core definition of a NAC in the MDP .

The apparent strategy by the City Planning Department is to use the SS1 policies in SSCAP as a starting point for the ARP and a justification of its controversial content. The City

Planning Department argues that C-C2 zoning, discretionary uses such as a hotel, incorporation of the MR land, and multiple access points are a fait accompli because of Council approval of the SSCAP.

As a community, we are strongly of the view that this approach is misleading and disturbingly incompatible with the City's stated commitment to the type of openness, transparency and community consultation.

The ARP should be the proper forum to engage the most affected publics on key issues. The SSCAP was never intended to circumvent wide public consultation on the SS1 policies and using the SSCAP as a starting point precludes the ability of the ARP to impartially and effectively address the five key issues of:

1. Density
2. Discretionary Use
3. incorporation of Municipal Reserve Land
4. Multiple Access
5. Associated issue of zoning.

Such a biased and unacceptable outcome could pose a significant risk of an ARP process that is polarizing, that undermines trust and relationships – and that therefore fails to be the orderly and cooperative process of consensus-building envisaged by the City in the Public Engagement policies. This undermines the commitment made by the Mayor and Council for openness and transparency in meaningful public engagement.

3. The proposed development is incompatible with the intent of the Land Use Bylaw, 1P2007, as expressed in section 757, the Purpose section for the Commercial-Community 2 Land Use District.

Section 757 of 1P2007 states that the Commercial-Community 2 District is intended to be characterized by:

- i) [s 757(1)(b)] “developments that are on the boundary of several communities” (However, this large and very intensive SSC redevelopment is on the boundary of only one community – the small community of University Heights. that is, in effect, an island that is already surrounded if not besieged by several large and further expanding institutional Major Activity Centres)
- ii) [s757(1)(e)] “buildings that are slightly higher than nearby low density residential areas” (In fact, the current ARP would permit the juxtapositioning of monstrous 14 story commercial buildings onto the nearby residential community, showing disrespect to the surrounding context. Moreover, there are currently no 14 story buildings along 16th Ave NW – so how appropriate is it to permit such extremely dense and high mass development in a small parcel of land that is totally within the small residential community of University Heights?
- iii) [s757(1)(g)] “building locations, setback areas and landscaping that buffer residential districts from commercial developments (UHCA believes that 14 story buildings are so

inherently massive and tall and the land parcel so small that such buildings cannot be effectively buffered from adjacent residential areas by the cosmetic use of landscaping and by setback areas.)

4. The redevelopment of SSC that could be permitted by the proposed ARP conflicts with 1P2007's requirement that C-C2 development be not only modest in scale but also appropriate in nature in terms of being sensitive to and satisfactorily integrated into the surrounding residential communities.

As the City Planning Department itself stated in August 2008 in its Detailed Team Review (DTR) Report to the Calgary Planning Commission concerning SCC redevelopment: "Not to be undervalued, the subject site's relationship to the existing low density residential communities to the north and west is central to any redevelopment of the site. The existing Stadium Shopping Centre has served the surrounding communities for many years with several independent shop owners." (p 3)

To try to address this community and planning concern, the Planning Department stated that its objective was "To improve on the sustainability of the community shopping centre". The UHCA strongly agrees that this continues to be the primary objective in evaluating the current ARP and SSC redevelopment proposal. This anticipated large scale redevelopment constitutes an unacceptable territorial proliferation of institutional uses into the actual boundaries of UH. It therefore is very likely that the cumulative adverse impacts of such a massive and disproportionate development will irretrievably undermine the viability of Stadium SC's historic and cherished role as "the heart" of the community --, the people-oriented meeting as well as shopping place, which is so vital to the community's ability to continue being an attractive and sustainable "urban core village" within the City. The institutional character of the proposed large buildings will serve as a pivotal tipping point in the longstanding effort to maintain a reasonable balance between institutional and residential uses in the community of UH. It is our understanding that the City's commitment to densification is meant to be custom-designed and sensitively implemented so as not to subvert such broadly supported quality of life community objectives.

5. The development does not comply with the requirement of section 764 of 1P2007 that "the maximum use area in a C-C2 District is 6000 sq. metres."

We submit that the definition of "use area" in 1P2007 should be interpreted in a manner that is consistent with its purpose of encouraging reasonably sized and mixed uses in a C-C2 District, especially when that definition is very vague, as it is in the draft ARP. The intent of ByLaw 1P2007 on this key issue is not to define "use area" to allow huge buildings into small shopping plazas in small residential areas. (We understand that the average office building in Calgary, such as the Standard Life building, has about 12,000 sq ft floors.)

6. The Municipal Government Act requires that discretionary uses be judged on their merits.

Evidence obtained to date strongly indicates that the developer proposes a 14 story hotel as well as various medical and office uses within the SSC redevelopment. Such uses are deemed to be discretionary uses within this C-C2 (Commercial-Community 2) Land Use District. Therefore, pursuant to S 687(3) of the Municipal Government Act, this development proposal must be judged on its merits. The draft ARP provides almost no empirical evidence to justify

or to demonstrate the merits of the extraordinary mass/height and land use mix outlined for this development on this specific small site, given its unique circumstances.

(B) DENSITY

7. The C-C2 zoning for the site exceeds the purpose and intent of both the Municipal Development Plan and the Land Use Bylaw 1P2007.

The C-C2 zoning endorsed in the SSCAP allows for a massive development on a small site; the potential exists for about 800,000 square feet of development, which is 1250% greater than the existing development of 64,000 sq ft and equivalent to 83 percent of Market Mall floor area, on 20% of the land area of the Market Mall site. The scale of the development is well beyond the intensity targets of Major Activity Centre (MAC), the highest category of intensification that the city uses. As indicated above, discretionary use could allow for a 14 floor hotel adjacent to an elementary school and a mid-high school, creating intense safety concerns among parents of students at both Westmount Charter School and University Elementary School, as well as area residents generally. These safety concerns are not at all alleviated by the City's consultation with Calgary Police Services safety design group.

8. The SSC site is now classified as a Neighbourhood Activity Centre (ie up to 100 jobs and people per ha) but the likely development under C-C2 zoning will inflate it past a Community Activity Centre (ie up to 150 jobs and people per ha) to beyond an immense Major Activity Centre (over 200 jobs and people per ha)

To put this transformation into perspective: the 8.5 million sq ft of development approved for West Campus (which, unlike University Heights, is not surrounded by many other MAC's) will be spaced over an immense 160 acre parcel of land, such that its resulting FAR is only 1.3 as compared to SSC's FAR of 3.0. In short, this proposed ARP effectively circumvents the MDP by such a multi-levelled mushrooming of the development level within the SSC. The reclassification of the SSC site status as an NAC to a MAC are clearly not the intentions of either the MDP or the South Shaganappi Community Area Plan. The ARP is to assist in planning an area within its existing typology, not changing the fundamental typology of the site as defined in the MDP.

(C) THE PROPOSED ARP IS NOT PROPERLY SENSITIVE TO THE UNIQUE CIRCUMSTANCES OF THE COMMUNITY OF UNIVERSITY HEIGHTS

9. The following unique contextual aspects of University Heights already result in extraordinary transportation congestion problems even without this massive proposed additional development at SSC

a) University Heights is a long established but very small community (about 450 houses) in which the Stadium Shopping Centre (the community's only shopping centre) has continuously served as the "urban village core", the "heart" and the gathering place of the community

b) The community of University Heights is unique in Calgary and perhaps in all of Canada in that it is, in effect, a small island that does not abut any other residential area but is instead totally surrounded by a large variety of institutional uses and Major Activity Centres (MAC's), as listed below:

- Foothills Medical Centre directly to the south across 16th Ave NW;
- Foothills Professional Centre to the SW, across 16th Avenue
- University Heights Elementary School directly to the west;
- The Westmount Charter school directly to the NW
- The Queen of Peace Church directly to the north of the site

Also, in close proximity to UH are the following additional uses:

- The University of Calgary
- The Children's Hospital in the West Campus of U of C
- The Foothills Athletic Park
- McMann Stadium
- A neighbourhood park directly to the SW
- St Andrew's Park to the SE
- Office building & other small commercial developments at 16 Ave & Uxbridge

In addition, large expansions are planned for the baker cancer Centre at the corner of 29th St NW and 16th Ave NW, and at the Foothills Fieldhouse (a soccer sportsplex with a 10,000 stadium capacity)

d) The subject site is not "on" the major thoroughfare, 16th Avenue NW; there is no entrance from or onto 16th Ave from the site. Instead, and this is very consequential, the site is on a **residential street**, Uxbridge Drive, and only accessible by that **residential street**.

e) In view of all this proliferation of large nearby institutional uses and the site's lack (and impossibility of) direct access to 16th Ave, UH is extraordinarily and uniquely burdened already by:

- i) traffic congestion on 16th Avenue and at the intersection of Uxbridge Dr/29th St and 16th Avenue;
- ii) traffic congestion on other roads and intersections on the periphery of the community,
- iii) by non-local traffic taking short cuts through our residential streets and
- iv) by the use of the site in question as well as our residential streets as overflow parking locations.

(D) THE VAGUENESS AND UNCERTAINTY OF THE PROPOSED ARP

10. The proposed ARP is unreasonably vague and therefore provides unjustifiable latitude to the developer (Western Securities) in determining the ultimate level of density, scope and composition of the SCC redevelopment while arguing that it is still compliant with the ARP.

Section 1.4.4 of the Municipal Development Plan states that: “ARP’s direct the redevelopment, preservation or rehabilitation of existing lands and buildings, generally within developed communities.”

Therefore, the mandated purpose of an ARP is to “direct” development and not simply be a source of (vague) “principles and guidelines” for “shaping” and “assessing a future master plan. (see section 2: Scope and Intent.) Because the purpose of an ARP is to provide “direction” and therefore reasonable clarity and reassurance to affected residents as well as the developer and City officials, the document’s provisions must be more characterized by directive “shall” verbs rather than by ambiguous and unenforceable “should” verbs. In sections of the proposed ARP which deals with City policies with which the development must comply, the permissive verbs “should” or “are permitted or supported” are used 71 times while the mandatory “shall” is only used 12 times.)

This overwhelming use of the simply persuasive verb “should” is all the more unacceptable and worrisome because of the pivotal importance to affected University Heights residents of the policy issues dealt with in section 6 of the draft ARP:

Land Use (including density);

Interface and Edges (including Uxbridge Drive, the Northern Laneway, the Schoolyard and Park and 16th Avenue);

Public Realm (including the Municipal Reserve, Open Space Network and Internal/External Streets);

Form, Massing and Design of Buildings (including building heights, shadow minimization and building architecture) and

Transportation (including Transit, Streets, Walking/cycling, Vehicles and Parking)

11. Uncertainty Is Further Compounded By The ARP’s Four References To Possible Waivers From Compliance With City Requirements

12. Not only are there four waiver references in the proposed ARP, but they are also unaccompanied by the provision of any details specifying the circumstances / threshold levels that will be considered by the City when the developer seeks a waiver.

Such an omission therefore makes it virtually impossible to make a transparent, impartial and informed evaluation of the acceptability of that waiver request by the developer, causing even more risk and anxiety for UH residents. A worrisome example (from the perspective of UH) of the lack of evaluative criteria relative to possible waivers is the following:

The draft ARP adopts a minimalist approach to the amount of parking required by stating that “Parking should not be provided in excess of the minimum requirements established by the City’s land use bylaw (IP2007)”. The document then compounds the potential problem of inadequate parking by providing for the following waiver from even this minimum by stating: “Reduced provision of parking is encouraged where analysis by a professional engineer can demonstrate efficiencies due to:

Sharing of parking spaces between uses with different peak periods

Encouragement of walking, cycling and transit, and

Support for carpooling and carsharing.”

(NOTE: Specifically how will be this supposedly independent and informed engineer determine if such subjective efficiencies will in fact be achieved, unless there is substantial local resident input?)

13. Even additional uncertainty is caused by the proposed ARP's failure to comply with the “Plain Language Policy” recently adopted by Calgary City

Council.

The proposed ARP fails to comply with Council’s requirement that City documents be written so that its messages can be readily understood by people who are not trained in the field of land use planning, municipal policy and other academic fields typical of City staff.

In adopting this new “Plain Language” policy, the Mayor and several councillors explained that government exists to serve the public and therefore their communications, by design, should be intended to clearly impart information, not obscure it. (This should especially be the case for municipal governments because they are the government level closest to and most impactful on the people.) Compliance with the Plain Language policy would have resulted in the City drafters of the proposed ARP “coming clean” and educating concerned publics that C-C2 zoning potentially permits a FAR of 3.0, up to 800,000 sq ft of development involving large scale and potentially 46 meter high commercial offices and an undefined hotel -- rather than just community-oriented retail and eating/drinking units and a public space which dominates the so-called illustrative (but actually quite deceptive) photos and sketches reassuringly incorporated in the document. A concerned local resident shouldn’t need to be a professional land use planner, shouldn’t have to spend hours obtaining and reviewing the MDP, the Land Use Bylaw and the SSCAP or shouldn’t have to hire a lawyer to become aware of all the pertinent but unwritten facts and implications associated with the ARP proposed for his own community.

14. The proposed ARP is unclear about the pivotal issue of the specific limitations to the specific types of land uses that will be permitted on the “mixed use” redevelopment of the SSC site.

Section 5.1.1 of the proposed ARP states that “The Plan area should include a mix of uses intended to meet local needs and support nearby institutional uses” by including:

- a) At least 5177 sq m of retail, consumer service and eating/drinking uses
- b) At least 225 dwelling units and
- c) No more than 11,084 sq m of gross floor area for medical clinics.

Questions:

- i) What does “consumer service” entail?
- ii) How large or small could the square footage for the dwelling units be?
- iii) How potentially large could the “hotel” be? (ie In addition to the 240 guest rooms

assumed in the TIA, could this hotel also include huge conference and meeting room facilities? Restaurants? drinking lounges? night clubs? surface parking? Outdoor pool?)

iv) Assuming the hotel is 100,000 sq feet in size, the 3 uses described above Assuming the hotel will be about 100,000 sq ft and that the residential dwelling units are about 225,000 sq ft – or about an average of about 1,000 sq ft per dwelling), the above 3 uses plus the hotel will total a little under 500,000 sq ft of development to be accounted for. A reasonable question that is left unanswered in the ARP is about how much of the unaccounted for 300,000 sq feet (of the 800,000 sq ft total) will go to “office” buildings rather than the proposed “public realm/central gathering space?

15. The vagueness and uncertainty also includes the ambiguity of the proposed ARP’s statements regarding the timing and certainty of the actual completion of the 14 road and transit infrastructure enhancements needed to mitigate the traffic congestion predicted to result a C-2 level of development.

The fear of UH residents is that a large SSC redevelopment will be approved but that approval and funding for the mitigating infrastructure will be delayed or rejected, resulting in catastrophic traffic impacts from the unmitigated development. The MDP (2009) states that one of its “Key Directions” is to “Link land use decisions to transit” (s2.1) and that one of its city-wide policies is to “Integrate land use planning with transit investments and service delivery to meet the objectives of both the CTP and MDP.” (s 2.5.2) Notwithstanding these MDP commitments, the proposed ARP is unacceptably vague about linking the approval of SSC development to the completion of the necessary infrastructure improvements that local users would be depending upon.

For example, the proposed ARP vaguely states: (p 26):

“Timing and phasing of these (infrastructure) investments will be determined through the submission of a phasing strategy as part of the Development Permit process, as well as through other City projects and processes, as applicable.” In other words, there is no firm commitment of linkage, a source of UH anxiety given the financial constraints facing the City.

(E) THE IMPACT ASSESSMENT AND MITIGATION MEASURES RELIED UPON BY THE ARP DRAFTERS TO JUSTIFY THE HIGH DENSITY OF THE SSC REDEVELOPMENT ARE TECHNICALLY FLAWED AND INADEQUATE

16. The greatly increased traffic resulting from the high density of SSC development proposed in the ARP was assessed through a Traffic Impact Assessment (TIA) that was technically flawed and neither evidence-driven or objective.

a) The argument that a series of improvements will solve the congestion problem on Uxbridge Drive must be disputed. Even the TIA traffic figures show that there are 35% more vehicles on the southern or lower section than is acknowledged in the proposed ARP, which appear to be based on flows near the other end of Uxbridge, near the Unwin junction.

b) There is little sign of any research – other than the Traffic Impact Assessment - being carried out to back up the opinions expressed in the ARP that a series of suggested changes will solve the peak hour traffic congestion. For example, what is the evidence that

roundabouts will really work? If anything, they mean that vehicles will be traveling ‘through’ these areas, rather than stopping (as at Unwin’s 3 way stop) to allow pedestrians to pass. This might improve traffic flow but will certainly increase problems for pedestrians crossing the road.

c) In addition, there are bound to be time delays in getting in and out of the parking structure that would be needed. This is another important issue that is not even mentioned in the TIA or ARP.

d) Another unaddressed mitigation issue is where the pedestrian crossings will be located to allow children and senior citizens especially to cross these roads? There is no information in the ARP on this matter. This is a major flaw. Crossings cannot be put on a roundabout, as this decreases safety.

e) In addition, the plan to use the lane at the end of the SSC as an exit, thereby creating an extension of Unwin Road, will surely increase traffic there at peak AM and PM times in an already congested area. Unwin Road will also have increased flows since it will be only one of two routes from outside University Heights to SSC.

f) Finally, if Uxbridge Drive is to become a ‘street with shops’ there will be a demand for parking outside, which will disrupt traffic flow.

17. The ARP’s strong suggestion that the traffic congestion referred to above will be mitigated through the introduction of Rapid Transit is unfounded.

The scale of the allowable development under the current C-C2 Zoning (800,000 sq. ft) seems to be based on the type of Transit Orientated Development (TOD) which is taking place at University City, (Brentwood) However, at SSC there is no equivalent High Speed Transit along 16th Avenue . Also there are no firm City plans for such a development. Hence the credibility of the draft ARP’s recommendation of TOD scale densities at SSC is suspect and should be rejected since there are no plans for adequate public high speed transit to serve the site.

18. Adequate Parking on the redeveloped SSC site appears not to be guaranteed.

a) The Draft ARP largely ignores parking . Table 17 of the TIA shows the existing City bylaws for parking stalls per sq. metre require at least 2,060 parking stalls for the allowable development, under the proposed land use mix. This is 5 times the existing number (about 444) of surface parking stalls now in the SSC.

b) In addition, the 2,060 stall estimate in the TIA can be questioned as an understatement. The current office-medical space allocation, currently set at 23,690 and 9,290 sq. metres respectively, requires 474 and 558 stalls (for a total of 1032) to comply with the city bylaw standards (2.0 /100 sq.m. and 6.0 /100 sq. m). The ratio should probably be reversed, since proximity to Foothills hospital would almost certainly lead to more medical offices (as in the nearby Foothills Professional Buildings). Given the bylaw requirements, this would lead to parking stall requirements of 1421 for medical and 186 for general office, or 1607 spaces in total. This is 575 more than envisaged by the existing office-medical ratio (1031 spaces)!

c) The ARP is very vague on specifically how the SSC site can accommodate parking of this magnitude, whether at the level of 2,060 or 2,635 parking stalls. Even at half these figures, probably a major underground parking structure that is 2 to 4 levels deep will be required.

d) Why is there no comment that given the cost of such a parking structure developers would ALMOST certainly require paid parking? UHCA believes this is a critical issue that needs to be made explicit. Few of the current retail stores could survive if patrons had to pay for parking.

e) There is a comment in the ARP is that there 'will be surface parking' but the issue of How much is not addressed. If it is only outside the stores then this could be calculated and should be shown, or at least estimated. Given the needs for access along roads to be constructed within the site, it is very likely that surface parking will not be adequate to keep the shops economically viable. So there will be a major transformation of the type of retail-restaurant facilities in the SSC. Again there is no attempt in the ARP or TIA to evaluate this problem, which will affect both local customers and the existing retailers who have served the community so well over the years.

19. The building shadow assessment and mitigation information in the draft ARP is unreliable.

In s. 5.4.2 of the proposed ARP, it is stated: "Buildings should not cast shadows on any portion of the school site and parks to the west more beyond a line 25 metres from the western boundary of the Plan area..for a duration exceeding one hour between March 21 and Sept 21..." However, it is the winter equinox period rather than the summer period that should be used as the standard. This is because from Sept to March, the sun will be lower in the southern horizon, thus causing the buildings to throw longer shadows to the west during the mornings. The community and child sensitive standard would have been to not allow any building height that would result a casting of a shadow "on any portion of the school site and parks to the west more beyond a line 25 metres from the western boundary of the Plan area..for a duration exceeding one hour" at any time of day or month during the year.

(F) THE PROPOSED ARP MUST NOT DIMINISH THE ROLE OF UNIVERSITY HEIGHTS IN THE PLANNING PROCESS TO THAT OF "JUST ONE OF THE MANY STAKEHOLDERS"

20. Section 5.1.1 of the proposed ARP states that "The Plan area should include a mix of uses intended to meet local needs and support nearby institutional uses" However, to be in compliance with the letter and intent of the MDP (see above), an ARP should be primarily responsive to the needs, concerns and aspirations.

This principle of primary responsiveness by the ARP to "local needs" rather than "nearby institutional uses" is uniquely applicable to the SCC because of its small size, its special significance to the local community, its total inclusion within the community of University Heights and its proximity to a proliferation of major institutional uses. This assumption that the local communities and especially University Heights is just one stakeholder amongst many has lead to a failure by City planners to comply with the City's commitment to meaningful engagement with local communities and to inadequate responsiveness to the legitimate and well documented concerns of University Heights residents.

(G) ZONING SHOULD BE CHANGED FROM C-C2 TO C-C1

The current C-C2 zoning was put in place in 1970 when the area was characterized by a much lower level of development than it currently is. If the Stadium development were to be scaled back from the current concept plan to something consistent with C-C L zoning, both the developer and the city would be able to enjoy increased density compared to the current configuration – that is, from the current 64,000 sq ft to about 250,000 sq ft. This zoning change would also generate widespread community support. (In an April 2013 opinion survey, followed by a May 14 general meeting of the UHCA attended by more than L00 residents, there was near universal consensus to support a development consistent with a C-C1 zoning with a 4 story maximum height.)