

# Northern Hills Community Association

Serving Country Hills, Country Hills Village, Coventry Hills  
Harvest Hills and Panorama Hills

FTAO: Jessica Siriphokham  
Planning, Development & Assessment  
Mail code #8076  
P.O. Box 2100, Station M,  
Calgary, AB Canada T2P 2M5

20th July, 2016

Dear Jessica

**Re: ASP Amendments for Calgary North (Phase 1) ASP – Special Policy Area (Harvest Hills Golf Course)**

Thank you for sending the draft of the proposed ASP amendments to accommodate the change of land use and proposed development of the Harvest Hills Golf Course Redevelopment Application (LOC2015-0102). We have reviewed it and would like to make the following comments:

**1. Can we please add a maximum average residential density?**

As previously discussed, the NHCA is concerned that despite the developer's proposed intentions to only build 716 units on these lands, this has in fact increased from 692 in version 1 to 716 units in version 3, despite the City's own request for the developer to lower the density: DTR 1, General comments item 6 and 4.5.1, plus DTR 2, 4.5.1: states that there should be a maximum of 17 units per hectare [7 units per acre] in any individual sub-cell).

In addition, we are concerned that despite the proposed maximum number of units being posted at 716 units now, this could be increased between re-zoning and DP stages, to the maximum requested density allowed by the zoning categories requested to 936 units.

These are concerns because:

- This is not a TOD area, and the current transit capacities and routes are not adequate to service this site: the 88 doesn't take people where they want to go, and the 301 at peak hours is already full before it even gets to the Harvest Oak Gate stop. In addition, Transit has acknowledged that there is no more capacity for more 301s on the Centre Street corridor, so adding more BRT is not an option.
- Even if the initial build out is only 716 units, these numbers do not take into account the secondary suite designation of the single family homes (SFH) that will be built in this area. If even only half of the R1-s homes decide to put in secondary suites, this will add a further 73 units to this development, bringing it to 789, which is already 15% above the 688 units presented to be assessed for the TIA report. The addition of extra units to maximum zoning, plus the secondary suites at 50% utilization would bring the total number of units to 1009, 47% above the 688 units presented for this assessment, and 180 more units than even the 20% above 688 that was added by the developer "to allow for any revisions in the site plan" (TIA, 3.2 Trip Generation, page 16).

**2. NAC**

We are encouraged by the suggestion that “small scale neighbourhood commercial uses which would contribute to the development of a neighbourhood activity centre” (2.4.7.1, item 2) are being encouraged by the City, as this is a major component of the MDP’s policies on complete and walkable communities, and Harvest Hills is not adequately served by transit for local needs. We still don’t understand how this plan can possibly be approved and why the City is not insisting on the designation of a NAC area within it.

### **3. Consolidated driveways**

We are encouraged by the addition of this item (2.4.7.1, item 3), which should help to at least a minor extent with the anticipated parking woes around this site.

### **4. Community entrance feature**

We would ask that the community entrance feature becomes the responsibility of the proposed HOA, and that it is requested it is maintained to an acceptable standard. Please clarify/revise the statement in 2.4.7.1, item 4.

We have had much experience with community gates in our communities, and having them on private lands and the responsibility of the homeowner, causes nothing but headaches for the CA. One only has to look at the current community gate on the golf course lands at Harvest Hills Gate – the successive landowners have been unwilling to repair or maintain them, and the CA is certainly not responsible for this.

### **5. Rail Corridor Policy**

We would ask that the sound attenuation and vibration studies submitted at the subdivision stage take into account the shunting that takes place at the siding. This was not recorded in the original Surface Transportation Noise Policy Assessment, and is much louder than a train simply passing through.

### **6. Multi-Residential Building Form And Design**

We would ask that the word “encouraged” is replaced with “required” in 2.4.7.4, item 2, considering the level and quality of “public consultation” and “community participation” that has occurred to date with the developer.

### **7. Typos?**

2.4.7.4, item 4 and 2.4.7.4, item 5 may have typos as the sentence structure is confusing.

### **8. Sound attenuation wall avoidance**

The Surface Transportation Noise Policy Assessment states that “the predicted noise levels exceed the City of Calgary Design Noise Level of 65 dBA L10 (Peak Hour) at some of the modeled locations within the proposed residential area. Therefore noise barriers at the south side of Country Hills Blvd NE with heights of 1.8m to 2,8m have been recommended to meet the DNL within a 20 year projected traffic horizon.” (STNPA, Executive Summary). With this in mind, why are sound attenuation walls being avoided? (2.4.7.4, item 11)

There has already been a sound attenuation wall constructed on the north side of Country Hills Blvd, for the residents of Coventry Hills who border this main arterial corridor, and with the introduction of a new junction opposite Coventry Blvd NE, and the predicted increased traffic along this stretch (see TIA), it makes sense for the developer to have to put in this sound attenuation at the beginning, rather than the Calgary taxpayer.

This is especially pertinent if the developer continues to refuse to consider a NAC at the northwest corner of the development.



**9. Public Art**

2.4.7.4, item 16 states that “opportunities for public art” should be considered. We would ask that the existing community is required to be actively engaged in choosing this public art, to avoid another “giant blue ring” scenario.

**10. Connection to Amenities**

We would ask that “amenities” is elaborated upon. Currently the only amenities within the site plan will be the tennis court on M-R land and the “exercise stations” on the proposed HOA land, as no NAC has been insisted upon. If the City intends connections between the proposed development and the proposed school site, or a future NAC, is it possible to state this?

**11. Buffer**

2.4.7.6, item 3: We remain very unhappy at the reduction in buffer size to 8.0m.

**12. Pedestrian lighting**

Considering the current nefarious activities occurring in and around the greenspace areas which border the golf course, we are happy to see that pedestrian lighting has been requested. We would request that the “linear parks” and pathways are well lit to aide in crime prevention and pedestrian safety, with a modern, full cutoff fixtures or downward directed lighting design, but do not direct light into the homes adjoining the buffers of linear parks, in accordance with light pollution policies.

**13. Tree Retention and Replacement**

We would ask the City to clarify which instances are acceptable in which a healthy tree cannot be preserved. The developer has already alluded to the fact that most of the trees were unable to be preserved in Shawnee, and that they may “need” to do the same on the Harvest Hills site.

**14. Restriction to heights of units built in the R2 area**

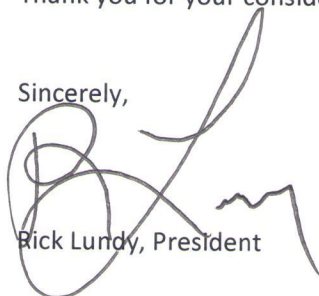
It has come to our attention that there is no limit to the heights of the SFH in the R2 area. The intention of like-to-like progression of the zoning in this plan was to prevent current residents from being overshadowed by any adjacent new homes being built. We would request that all R2 is required to be submitted to the NHCA at DP stage, to ensure this intention is met.

**15. Architectural controls**


We have noted that there is no mention of architectural controls in these amendments. We would like to request that the detailed design of the residences in the proposed development are required to closely reflect the architectural style of the current residences surrounding this development.

Thank you for your consideration.

Sincerely,



Rick Lundy, President



David Hartwick, 1st Vice President

CC: Ward 3 office, Cllr. Jim Stevenson