

Shaganappi Trail Corridor Study Adjacent Landowner Meetings – Feb. 18 and March 17, 2014 Comment and Summary Report

Overview

The City of Calgary is conducting a study of the Shaganappi Trail corridor between north of 16 Avenue and Stoney Trail.

The purpose of this study is to establish a long-term vision for the Shaganappi Trail Corridor that aligns with the 2009 Calgary Transportation Plan (CTP), supports adjacent land use plans and handles projected increases to traffic volume over the next 30 years.

Through the CTP, Shaganappi Trail was reclassified from a Skeletal Road to an Arterial Street. CTP also identified Shaganappi Trail as part of the primary HOV network, primary cycling network, and primary transit network. As such, there is a need to include High Occupancy Vehicle (HOV) lanes as well as bike and pedestrian paths.

The City of Calgary knows that decisions are improved with input from stakeholders and citizens. The project team has held engagement sessions with stakeholders that included businesses, residents of Varsity and other surrounding communities, commuters who use various modes of transportation), community associations, landowners, other City of Calgary business units and the general public. The engagement sessions were designed to listen to and understand community perspectives and values in order to gather feedback about Shaganappi Corridor Study concepts.

In early engagement sessions, concept plans were discussed with stakeholders; input was captured and integrated into new design concepts to reflect stakeholder concerns. Information about previous stakeholder and citizen engagement meetings can be viewed at Calgary.ca/shaganappicorridor.

Through the engagement program, the project team heard one concept (Concept A) was viewed as the preferred option, but suggestions from adjacent landowners indicated that further design changes were needed.

The project team met with approximately 30 adjacent landowners on Feb. 18 and approximately seven adjacent landowners onsite on March 17, 2014 to gather additional feedback and answer questions about Concept A. Below is a summary of what we heard from adjacent landowners followed by verbatim comments and questions from both the Feb. 18 and March 17, 2014 meetings.

What we heard:

This needs to be the least disruptive.

Stakeholder groupings

- Treat homeowners differently than other users. They are more impacted.

Timelines

- What can we expect? When is the earliest this could be built? When should we expect it?

Market Values

- How does this affect the value of my home?
- Does this affect construction being done presently on my home?
- Compensation for accessibility changes to my home

Quality of Life

Two-way traffic on Voyageur Drive

- Does this have to be a one-way?
- How will I access my house?
- Where will I park?

Accessibility

- Will Voyageur Drive be maintained by The City?
- Will the alleys be paved?
- Will the alleys be maintained by The City?

Sound barrier

- We need to keep it
- Can we build one? Or what if we don't want one?

Median

- Can the median be made smaller?
- Will there still be chain link fences?
- Do we have to have trees and plants that need watering?

Property Lines

- Are you moving sidewalks?

Planning

Shaganappi designation

- Re-designate so there is less traffic
- Leave as a 'freeway'
- What are the chances of another reclassification and further changes?

Bike pathways

- Do we need more?
- Can we use the existing bike pathway?

HOV lanes

- Are they necessary?
- What if they are not utilized?

Traffic

- Where is the traffic coming from?
- What are the numbers? What are they expected to be in years to come?
- What is the population expected to be 30 years from now?

Area Influences

- Attainable Housing – how will this affect the area?
- West Campus development – how will this affect the area?

Verbatim Comments and questions:

Outstanding questions/comments from attendees:

- Sound wall removal + changing street to one-way has an impact on quality of life. Q – how does city propose to mitigate that?
- Q – how can access to part of a community be done by alley?
 - Not enough parking
 - Emergency vehicles?
 - No room
- This has now already impacted our home values. I am currently under construction. Q – what does the city propose to do about that?
- Can we opt for pay-out @ market value, ie expropriation? Option A is unacceptable and we cannot sell our home now.
- What compensation can we obtain in the meantime if the city drags this out?
- How will people access homes when alleyways are restricted b/c of snow?
- Is the sound wall being removed?
- Why dedicated bike + walking path when we have a path way/sidewalk already – what we should have is bike path/walkway south of 32 Ave towards Memorial to access children’s hospital/memorial+ the such?
- Poll west voyageur dr. Owners – how many of the 23 would prefer to sell rather than suffer Plan A compromises
- Please have a separate vote for home owners on voyageur dr about concepts before it goes to public/council.
- What does it take to “vote” on getting a sound barrier?
- I need longest and shortest timelines. Forwards.
- Property value? How am I going to be compensated.
- Will my alley get paved?
- Since they are thinking of working on Crowchild Trail, why not focus transit there instead of Shaganappi due to the bottle neck at memorial drive.
- It is obvious that the city can redesignate the roads – so redesignate shaganappi for less transit.
 1. Need a stakeholder meeting only to review plans.
 2. Need to keep sound barrier **same quality as existing or better like Crowchild Trail
 3. Only like option “A”
 4. Current house values are below market value. Lose in property
- Would like a separate meeting to discuss options specifically on Voyageur Dr. West. Need to keep the sound barrier!
- How do we claim a loss of value on home for loss of space on road becoming one way?
- If I don’t agree with my neighbours, + I know my property value goes down, what happens to me?
- Time frame needs to be decided

- Remove the 4.5 meridian to a smaller meridian. Less invasive to houses.
- Why would you make an HOV lane for minimal return only busses/carpool?
- Bikes why not make the bike path better that already exists on west side of shaganappi

Notes:

- Set back property north of voyageur drive
- Set back to south of varsity drive, Westside
- What's to be done with former Turbo site? It was designated for Attainable housing – is that still so?
- What are the designations for those sites and for what use?
- Can anything be done?
- Concepts placed before November meeting – removal of frontal vehicle access =question =- whether that's compatible to the MGA
- CA building = developers convinced the builders to build.
- All of us have understanding that there was to be no building.
- People bought a long time ago, getting hooped by this
- When houses on west side were built, there were supposed to be there for 20 years. Councilors not vote – so why are those houses still there?
- Developers went to council and proposed that they build houses. Lose 300 thousand on that property. Council did not include expropriation
- Answer from COC: Shaganappi was originally envisioned to be another free way. Overtime, the thinking has changed.
- Fix Crowchild Trail and that will alleviate. [cheering]
- Answer: there is no plans to look at until 2016
- COC(City of Calgary Project Team): Policy will be finished this summer. Starting that project in the fall.
- COC: Option A is the preferred option. Impact to businesses and 7-eleven...too close to the intersection
- Question: Option A – has to be done? When we bought 10 years ago, bought as a rental property, but property value undervalued by the City. 10 years ago, Dalhousie and Varsity property values were 470 and 415, we paid 6000 more
- Something is wrong with property values
- COC: not site specific. Market value is based on site specific.
- Barrier itself, it provides quality of life for us. The area is quiet.
- If you're adding in HOV lanes –a high sounding vehicle – that's gone.
- I was told there is no room for the sound barrier with option A.
- This is devastating for selling.
- Move the road, get us a sound barrier.
- In Plan A, is there room for the sound barrier?

- COC: we'll have to back and look north of Varsity and south of Varsity.
- Federal government to pay a third, City council another third. No sound barrier walls. We were told back then; nothing would be done unless the community wanted it.
- What do you mean, not down to that level of detail? You've got .5 meters on this?
- How can we put input into your options if you can't give us what it's going to look like?
- You could easily say that these are the plans and then say they weren't finalized.
- Have you been on that road? Go and see how much room there is. It's a one way now!
- 1.9 and 6 feet – I can't think of a single vehicle that's 6feet wide.
- In the wintertime, you have one way down. There's no way two cars can go down the road. City won't plow back alleys so how are we to access? City has no mandate to plow back alleys and we want to get to our homes.
- Which way would the one way streets go?
- For south bound on west side of Varsity, if you were to drive down the back alley, all those people park in the back because there is no parking on 10th.
- In addition to the fact that alley is paved.
- Will that alley become potentially a road?
- Take a ride. You don't know nothing.
- Timelines – where we go from today?
- COC: We're finalizing this spring. Final open house May 1 – 5 – 8pm We are incorporating feedback to date and including tonight. Transit Committee at that point, members of public can come.
- COC: Recommendation...making a 6 laneway without expropriating. Not creating a freeway through your community.
- COC: Previous plan was widening to the west...pretty substantial.
- COC: Option A or B – then combined meeting when public can be for or against, express their views, and then decisions are made.
- COC: as for timing, there is no money for it, not on the books to do it.
- Get proper information at that time, and get a general idea as to construction, may be changes on the go.
- Stop spending it [money] on stupid bikeway lanes
- Cost benefit analysis – can't make sense of making this into a 3 lane feeding onto a freeway...with three sets of lights.
- It'll create a bottleneck on Crowchild & Bowness road
- Building roads that aren't necessary, tearing them up and then rebuilding again – that's what you do. If this is planning, you need to go back to school. I want to see the results of this road before you even start building
- Once it comes out in public, my property value will plummet and I will not be able to sell my house
- Go down that back alley – with everybody backing out, it's going to be a crash derby.
- Maybe the fourth point should be that we make it go away and do nothing [applause]

agreement]

- Eliminate walking path and the biking path. We have a bike path
- I know Bike Calgary is a huge lobbyist, has a study been done by cyclists from the north to see if this is a preferred route?
- We have a path you can expand on. People use it.
- They don't use the one on northland drive.
- I'd be petrified to bike down that road
- I'd like to see us have another meeting so that we can decide 'yay' or 'nay' – with home owners who have a property along there.
- You had a meeting with Market Mall.
- I don't think anyone here is losing their house or yard.
- Control of traffic – Shaganappi and 40th ave
- Just to clarify, Plan A – make existing road without taking properties?
- egress to access to home will be alley.
- COC: alley would form a part of the circulation. We have done that – paved the alleys – the alleys will remain two-way.
- So the alley becomes a street?
- COC: it forms part of the circulation
- 20 -23 taking houses out, that would open it up?
- COC: that is a choice, but based on engagement done and research that hasn't been a preference.
- The survey you took was not just the people involved – it's the people in general.
- They use the road, they are not affected. I'm talking about the people affected.
- We didn't get invited [to previous sessions]
- Don't you think it's slightly irresponsible to have meetings with other people, businesses, but the people who attended...really irresponsible that you didn't invite everyone? Why was it a private meeting?
- COC: we have limited resources. We try to do engagement that gets as many people as possible.
- The issue is – it's biased. Every meeting I've attended (except the first) all I've received is a biased point of view.
- I'm not being asked 'do I want a bike path?' but 'where do I want a bike path?'
- You are being asked loaded questions
- It seems like the city is trying to get answers to the approved questions
- I ask that another meeting be arranged by property fronting landowners
- Why couldn't you have emailed us to ask if we want to attend?
- I can't believe that you would think we wouldn't be interested.
- Have they thought of lights like Memorial Drive to stop the bottlenecking?
- Is Memorial an arterial route?
- COC: it's a parkway.
- We have that option – who didn't approve? The public? If not us, who?

- [with regard to suburb drivers] I need to allow for more time, to live, they paid less and need to plan accordingly. That's a choice they make.
- I don't understand why we're affected? Is that an option?
- Because you need provision of HOV lanes?
- Why would Calgary transit not take the train? It's more economic, faster – not using that road to go to west campus, foothills, children's hospital.
- Have there been any counts done on traffic going that way?
- COC: yes.
- What type of volume? As in going west as opposed to south.
- COC: am/pm peak hours – 500 – 700 per hour. South is higher
- In terms of property value – and you don't buy houses – what kind of compensation could we expect?
- COC: If the property abuts to the city project – the onus is on the owner to get compensation
- Have you seen that be successful?
- COC: I have not [laughter]
- [another COC staff] Have you seen it done before?
- COC: I have not.
- No one's going to buy my house for 500 thousand, not with this going forward. Right now, we're in limbo. We've been on a rollercoaster for years.
- No one's going to pay what my house is worth knowing that this is hanging over our heads.
- What's the process if they decide to buy the houses? What happens?
- COC: acquisition agent meets with owner, assesses/inspects the property and works with the owners to begin the process. If owners and administration aren't coming to terms, an individual appraiser comes up with a new appraisal for fair value of the property. After that, administration would need to seek to move that forward. It may go to the general manager, or may go before council. We would cover legal fees; we may cover other things like moving costs. We are in the business of making people whole.
- I love to hear that. Is it going to be fair?
- COC: we are going for a negotiated acquisition where both parties win.
- You can give me a half a million dollars; I still can't afford to stay in Varsity Estates.
- Go drive down our alley. Drive down our two-way street that's more like a one-way.
- You think you can take a two-way street and make it one-way when it's already a one-way.
- It looks like it's okay – maybe on paper.
- COC: we've done that...Not buying out property is in the best interests of the property owners.
- Option A is my preference. It is lacking on certain areas. Logistics have not been worked through. It's not realistic for the people that drive those roads every day.
- it's clear we need to have meeting just with the owners. There are a lot of questions....work it through before May.
- Recognize that Voyageur Drive is a substandard two-way
- Narrowed median – why not narrow it to 2 m? Why 4.5 m?

- Answer: accommodating left turn at the intersections
- What if lights are changed to rotating lights?
- What about the 'turbo site' – right-turn traffic. Left turn during peak hours?
 - Answer: traffic analysis shows that it's not optimal.
- With regard to the CTP? Can they change it back to a freeway? What's to stop them from changing it from an arterial or something else later on?
- ASPs were in consult with previous corridor study plans?
 - Answer: Current planning is from 2013-2022. The Shaganappi Corridor Study is not in this planning cycle. The product life cycle is that we do corridor study, get it approved by Council, the functional plan, preliminary design...
- [about Concept A] – It's the least offensive...the least destructive
- Don't see too many bikes on Shaganappi Trail.
 - Answer: bike path way is under review
- Northmount to Dalhousie – sidewalk is 10' wide
- Don't understand the 'Promoting active modes' plan
- Is it to get rid of the vehicles downtown?
- What percentage is going to use it [bike trails]. 5% - you're going to cater to that 5% and annoy the other 95%?
- Can you revisit that in the transit plan?
- What will happen with concrete sidewalks? Will they be moved?
- That 3 m for jogging and biking – we don't need.
- Property line is 1 ft allowance, but this old survey shows about 5 ft – when they actually do the work, will they be using the same standard (1ft)?
- What about the chain link fence? Remove it, but put in cement. Parks maintains only twice a year. We need to eliminate the weeds.
- The City is asking residents to water the trees in Edgemont. We pay for the water and then we use it to water the trees – we're paying twice.
- Sound wall – Varsity Dr. To North.
 - Answer: we will leave it for the landowners to decide if they want a sound wall.
- How much of the future traffic goes where?
 - Answer: west campus development
 - 8000 – 10,000/day current
- Is there a West Campus Study open house?
- If the Sound barrier was removed, it wouldn't be good for me. It would impact my life.
 - Answer: there will be a vote on the sound barrier. We are trying not to impact property. We are trying to minimize property impact. We are trying to use the existing and make minor revisions to improve it.
- Snow plowing of this street and alley will be needed if this goes through. It needs to be maintained.

- This is two-way...but some are quite narrow.
- Are plans based on the 70's or survey?
 - Answer: Survey
- What is the logic for putting pathways on east side?
 - Answer: It is because businesses are on the east side, but it's currently under review.
- Have they counted how many people go from north to south?
- Is there enough room to accommodate a sound wall [with the .5 m buffer]?
 - Answer: it is still under review, but by April 5th, we should know
- Shaganappi (flooding of storm drain) – is there somewhere in here they will try to upgrade the storm water?
- Review process: - corridor study, functional plan, preliminary design, construction
 - Answer: Back alley will be maintained if it's the only way to access.
- How far will the chain link fence move forward?
- Is there room for a sound barrier/wall?
 - Answer: bow Trail widening – we did the previous work, same as this and asked adjacent homeowners to choose if they wanted a sound wall.
- Do you have data indicating what the population will be 30 years from now? And does that include the west campus development?
- So whatever you decide...your recommendation is what goes ahead.
 - Answer: "Whatever the majority wants"
- But you talked to people from all over. These are the people that are getting affected, but these people are impacted.
- [you have been] influenced and biased by the outside people, not directly involved in the project.
- [some] people have 5 vehicles, you take the service road [alley] but it is used as a two-way.
- I don't understand how. It's wide enough for one vehicle but people park on the street and in the alley, people back out of their garages...there's just not enough room
- How much lawn will be taken?
 - Answer: it varies by property
- [looking at the concept plan] it would help if you put the existing stuff on here. So we could do the comparison.
- Why 4.5 median?
 - Answer: to leave space for the left hand turn lane.
- You've allowed 1.9 m for parking. 3.5 for one way....what about the snow banks? This year, people had to wait so they could get down here
- What about garbage pick up, there's power poles, people backing out of their garages. Talk about quality of life. You can't park.
- [regarding the dots at one of the sessions] – people were taking dots and putting them where they wanted. There was no vote.
- [property value] properties will lose half of their value. Did you tell them that? Did you tell them

that they will lose half of their value?

- Answer: can get property assessment, look at market analysis. Suggested that we contact CREB® (Calgary Real Estate Board) on market values, provided information that CREB® economist may be able to offer some help and advice on this, that a realtor will know this information, and that we will find out this information for April 5th meeting.
- One stakeholder has two properties and he's losing half his property. You do your market analysis. And tell us. They need to know.
- Make Shaganappi one way south and one way north.
- Get the suburb people to use 40th Ave and Crowchild.
- Why do you need an HOV network here?
- Where is this traffic coming from?
 - From that plan.
 - But where? From suburbs? You're catering to them.
- Could they [the traffic] not be diverted to 32nd and 40th?
- With the Calgary transportation plan – you folks make recommendations, major artery through an established community, why?
- Freeway space – how much is needed?
 - Answer: arterial is 51m.
- You change classifications to what you want them to be.
 - Answer: they were changed because of land use changes. We are trying to minimize impacts to property owners.
- But minimize at whose expense? That's my question.
- It doesn't matter where the funding is.
- Research: Is there precedence where recommendations that were approved by council, changed?
- One way street and parking. There's access through the alleyway but it will be a mess.
- What about the Attainable housing building? Are they building the property right to Shaganappi? Has the building been approved?
- [friend of land owner was still wanting the widening of the west option and felt that if this building had been approved to be built butting against Shaganappi, then this would no longer be an option.
- Research: whose project is the Attainable Housing project?
- What are the plans for 53rd St, south of the Grove? There are 3500 residents there.
- Whose jurisdiction is the TransCanada #1?
 - Answer: the province.
- Postpone this study until you've completed 16th avenue, Parkdale, west campus development impacts and Crowchild Trail.

Shaganappi Trail Corridor Study Stakeholder Letter One

Looking forward to your visit later today.

Firstly, we need to take into consideration that Varsity is an extremely well developed community, offering schools, access to University Campus, library, churches, community centres, infrastructure, professional facilities, and shopping centres

I believe, if given a chance for future development, we must retain and build on what is already in place. Varsity is an ideal community offering much to everyone.

My vision for Shaganappi Trail would be long term and would include the bigger picture.

I can envision Shaganappi Trail, both south and northbound from Crowchild Trail to 40th Avenue, to include minimal vehicular traffic, walking, cycling & a tree lined median, speed limit at the very most 30 mph. This would be only one lane of vehicular traffic in both directions, leaving the residential area totally intact. I would like to see the majority of vehicular traffic directed onto Crowchild Trail, 40th Avenue & 32 Avenue.

Secondly, I believe we must take into consideration the development of the Groves of Varsity, 5353 Crowchild Trail, N.W.



I believe this development will have major impact on the entire community of Varsity, increasing the population of the community significantly, including needs for basic necessities, eg., shelter, food, transportation and the ability to get in and out of the community.

The West Campus Development



The impact of this development is even beyond my most vivid imagination.

Thirdly, I do have a genuine concern that more thought and planning has not been put into the intersecting of Shaganappi Trail & 16th Avenue, given that 16th Avenue is a major thoroughfare and I believe designated as the TransCanada Highway (#1). Also, given that Shaganappi Trail comes to a stop @ Parkdale Blvd.

Fourthly, I believe there is a project in the works on the corner of Varsity Drive, N.W. & Shaganappi Trail for Attainable Housing (unsure if this is the correct terminology).

Short Term, continue the study, postpone major planning & development until a plan has been put into place that will be sustainable for Varsity as well as the City of Calgary.

Lastly for me, personally, I want to remain in my home, totally intact for as long as is realistically possible and make Varsity a family friendly, small business oriented community offering all the basic essentials and needs for all individuals in the community.

I will need to be continually informed and apprised of all studies & communications relevant to my property.

In order for me to be pro-active, I am still unclear regarding the object of this particular study or eventual outcome – it seems to me there are much more pressing projects that would require more urgent attention in this rapidly growing City of Calgary.

As well, I will need to know the processes involved in the study, and all timelines, eg. Length of time dedicated to the study, will the eventual re-development occur within 5, 10, 15, 20 years or further into the future? Has funding been put into place? If so, what are the allocations.

Clearly, and given that I feel that I do have a lot at stake, and I do appreciate that Calgary is a rapidly growing city I would be pleased to be part of a group that would work together to implement changes for the greater improvement, sustainably and quality of life for the residents of Varsity.

Thank you for your kindness and consideration at this time.

Respectfully submitted

Shaganappi Trail Corridor Study Stakeholder Letter Two

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Feb. 24, 2014

Thank you for arranging the Planning Dept./Alderman meeting Tuesday Feb. 18/14 with Voyageur Dr. NW. residential property frontage owners only which was supposed to exclude Varsity Comm. Assoc. representation, but did exclude commercial owners, and being in response to my phone call to you Dec. 4/13 following similar request to Alderman Sullivan's office Dec. 2/13.

As I expressed to you by phone Feb. 19/14 I share my neighbors disappointment for the absence of factual disclosures from some of your colleagues at the Feb. 18/14 meeting and we concluded that City of Calgary Transportation Planning and/or Council had already finalized their intentions and have little or no concern for Voyageur Dr. NW. resident property owner's access or egress nor the monetary devaluation of their properties.

I also mentioned and discussed my personal position that of the 3 Concept plans (ie A, B, & C) presented at the Nov. 26 & 28/13 meetings, Only Concept A was partially acceptable, consequently, I submit herewith Amended Plan A displaying the least amount of disruption to occupied homeowners whose properties abut Voyageur Dr. NW. and which retains on both East and West sides of Shaganappi Tr. NW. within the total 45.2 m. width :-

1. the existing 1.5 m. pedestrian sidewalks,
2. the existing (enlarged to 2.0 m.) vehicle sidewalk curb parallel parking,
3. 2-way directional, enlarged to 2 times 3.5 m, north and south shared motor vehicle/ bicycle lanes,
4. the existing 1.0 m. double curb base for replacement chain link fence and/or sound barrier wall,
5. provision for two new 3.5 m. (north and south bound) HOV lanes,
6. a narrower 2.0 m. Median for roadway lighting, and
7. provision for replacement Traffic Control Lights at Shaganappi intersections at Varsity Dr. NW., 40 th. and 32 nd. NW. Aves. (similar to ones in use at the Shaganappi Tr./John Laurie NW. intersection) to control in rotation the vehicle flow directions and to allow straight through and left turns from lanes adjacent to the narrower 2.0 m. Median.

Redundant multi use walking/jogging/cycle paths have been deleted from my Amended Plan A. Landscaping and TREES have also been excluded for reason experience proves most die from road salt exposure and as residents we do not want the City to impose upon us an obligation of watering them.

I suggest an infectious disease (and some suggest it be known as the bicycle lane virus), has invaded City Hall and I suggest all those suffering the symptom should seek a cure.

If the intent of changing motor vehicle lanes to usage as cycling laneways is to reduce motor vehicle traffic to the downtown roadways and to increase bus and C-train ridership, I suggest better and more practical methods :-

1. require an expensive annual City Tab or Licence/Permit to allow you to legally drive into and park in the downtown area,
2. convince the Provincial legislature to collect a province wide additional 15 cent per litre gasoline tax to be totally rebated to the Municipality where generated with caveat that the revenue be used to build/repair roadways and for public transit lines, equipment and maintenance. (The additional gasoline tax revenue would provide partial user pay concept for roadway construction/repair).
3. Vehicles registered to Calgary residents should be identifiable and entitled to free parking at C-train stations and all others from surrounding bedroom communities should be charged a high rate to park and use Calgary taxpayer subsidized transit services.

Please review and consider my Amendment Plan A for discussion at the next meeting of abutting Voyageur Dr. NW. occupied residential homeowners.

AMENDED Concept A - Two-way Voyageur Dr. Frontage Roads



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