



Shawnee-Evergreen Community Association - Directors' Meeting Minutes

Date:	Tuesday September 8, 2015
Location:	Our Lady of Peace Elementary & Junior High School 14826 Millrise Hill SW

Attendees:

Directors:	1. Vic Bohonos	2. Sarah Breu	3. Zeinab El Kady
	4. Liala Elrafihe	5. Michael MacLeod	6. Marion McIntyre
	7. John Raich	8. Norm Rousseau	9. Brad Smith
	10. Peter Snell		
Absent:	1. Richard Dingwall	2. Ian Jobe	3. Ajay Khanolkar
	4. Barbara Murray	5. George Payson	6. Yulia Polikarpova
Guest:	Patrick Briscoe (Genstar)		
Members:	Steve & Mary Perry	Trent & Shannon Kosowan	Ray & Donna Beames
	David Jacobs	Ralph Schultz	
City of Calgary:	Angelique Dean (Planner 2, Local Area Planning & Implementation, Planning Development & Assessment)	Sharon Jensen (Senior Technician, North Area Local Area Planning & Implementation, Planning Development & Assessment)	Rafal Cichowlas (Senior Planner, South Area Local Area Planning & Implementation, Planning Development & Assessment)
	Iris Ye (Transportation Development Engineer, Transportation Planning Development Services Division)		

1. Call to order at 7:01 P.M.
2. Review and acceptance of Agenda

Motion:	Accept Agenda as presented
Moved by:	Peter Snell
Seconded by:	John Raich
	Carried

3. Acceptance of Previous Directors' Meeting Minutes (June 9, 2015)

Motion:	Adopt Minutes from June 9, 2015 as issued.
Moved by:	Liala Elrafihe
Seconded by:	Michael MacLeod
	Carried

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4. President's Report

1. Calgary SW Community Resource Centre

- Michael will consider attending.

2. DCU support person

- Choi Lee is new support person for DCU and wants to attend SECA Board meetings.
- Brad will respond to her.

3. Evergreen Estates Fencing

- Brad will refer resident to the ERA (Evergreen Residents Association).

5. AGM Date/Agenda

- Thursday September 24, 2015 at 7:30 PM.
- Date/time/agenda accepted.

6. Treasurer's Report:

1. Financial Statements for year ended August 31, 2015

- Peter thanked Vic and Marion for performing audit.

Motion:	Accept Financial Statements for year ending August 31, 2015 as issued.
Moved by:	Peter Snell
Seconded by:	Norm Rousseau
	Carried

2. Casino bank account

- In light of the fact that there are no projects planned, it was agreed that the Casino bank account would be cleared out and closed after completion of the Evergreen Park playground installation. Latest date for advising AGLC re cancelling January 1 & 2, 2016 casino to be determined. (Peter has emailed AGLC)

Motion:	Discretion for Peter to close Casino bank account.
Moved by:	Peter Snell
Seconded by:	Liala Elrafihe
	Carried

7. Other Director Reports

- Nil

8. Directors for 2015/16 – returning/new

- Returning:

	Re-election?
1. Vic Bohonos	Yes
2. Sarah Breu	Yes
3. Richard Dingwall	Yes
4. Zeinab El Kady	Yes
5. Liala Elrafihe	Yes
6. Ian Jobe	Yes
7. Ajay Khanolkar	Yes
8. Michael MacLeod	Yes
9. Marion McIntyre	Yes
10. Barbara Murray	Yes
11. George Payson	Yes
12. Yulia Polikarpova	No

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13. John Raich	Yes
14. Norm Rousseau	Yes
15. Brad Smith	Yes
16. Peter Snell	Yes

- New: Nil
9. SECA Monthly Newsletter - editor/publisher
1. Minds Design
 - Peter to meet with CECA and Minds Design editor/publisher on Sept. 19.
 - He will make recommendation at October 13, 2015 Board Meeting.
 2. Joint SECA/CECA?
 - Deferred to October meeting.
10. Questions for Cardel to address at AGM
- Not discussed.
11. New Business
- Nil
12. City Administration
- Discussion of the 7 “questions”:
 1. How does the City interpret the 20 m buffer and keeping back from the existing drip line?
 - Seeking City legal department guidance.
 2. Does the city support Cardel's proposal to go to 15 m and forgo the dripline setback?
 - Can't comment since they have not seen request. Seeking City legal department guidance.
 3. How will the City interpret the proposed increased height limit and what can they suggest to limit a fortress wall look?
 - Can't comment since they have not seen request.
 4. Will there be internal walking pathways as originally proposed or are we just walking on public roadways?
 - Note “internal” should read “perimeter”.
 - Sharon stated that they can control access to private property by registered property caveat.
 5. Will the City measure the noise of heavy equipment?
 - Yes.
 - Concerns should be registered at 311.
 - Rafal suggested that there should be a “Good neighbour agreement” issued by Cardel/Genstar.
 6. Will the City consider a Land Use Permit Application for the perimeter buffer to manage the replacement of trees in a timely manner?
 - No.
 - Bylaw must be changed.
 7. What steps are being taken to ensure that the Geo Energy steps to address traffic issues are being implemented in the promised time frame?
 - Iris indicated that CPC document 2012-0587 provides timing.
 - See copy attached which was by Iris after the meeting.

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13. Genstar (See Appendix "A" for Genstar Agenda)

1. Shawnee Park Development Timelines

- Patrick to determine what is happening with mulch.
- Top soil moving to the west to be completed next week.
- Clay movement will be moved to Phase 3 area. Probably there until 2016.
- Patrick to check re cleaning of detour.

2. Phase 1 Update

- Construction will be for model homes and spec homes.

3. Phase 2a Update

- Discussed.

4. Phase 3 and 4 updates

- Phase 3 and 4 utilities etc. timing now Spring 2016.
- Construction Phase 2b likely 2017.
- Dependent on wet land application approval.
- Vandalism occurred on long weekend with broken glass etc. in heavy equipment.
- Considering on –site security.

5. Land Use Amendment Update

- Deferred to date TBA.

14. Adjournment

Motion:	Meeting adjourned at 10:00 P.M.
Moved by:	Marion McIntyre
Seconded by:	John Raich
	Carried

Minutes prepared by: Peter Snell

Next meeting: Tuesday October 13, 2015



PROJECT UPDATE

1. Shawnee Park Development Timelines

- Stripping & Grading Tree Removal (completed 2015 work program)
- Stripping & Grading Earthworks (anticipated mid-October)
- Phase 1 Detour Road Construction (Detour operational)
- Phase 1 Underground Utilities Shawnee Drive (anticipated late-September).
- Phase 1 Surface Construction Shawnee Drive (anticipated mid-October)

2. Phase 1 Update

- Construction proceeding and detour concerns being addressed.
- Home construction targeted for late-October.

3. Phase 2a Update

- Traffic Circle design issue resolved.
- Construction Plans for 2015. Stripping and Grading in phase 2. Utilities in 2016.

4. Phase 3 and 4 updates

- Timing of phases 3 and 4. Underground utilities delayed due to engineering submissions
- On-Site Construction. Construction hours, Dust Control and Site Vandalism.

5. Land Use Amendment Update

- Comments on land use information package, SW Park design and overall site concept.

TIMING OF TRANSPORTATION IMPROVEMENTS RELATED TO SHAWNEE PARK

EXECUTIVE SUMMARY

The Shawnee Park Transportation Impact Assessment (TIA) reviewed two stages of development (Stage 1 – 40 per cent build-out of the total residential units; Stage 2 – full build-out of the development). Improvements to the local transportation network were identified for each stage and will be constructed by the developer as development occurs in the area. Regional transportation improvements will be prioritized through the Transportation department's capital budget prioritization process.

Four-car train service on the Red Line (Route 201 – Crowfoot/Somerset-Bridlewood) is expected to start in 2015, as new Light Rail Vehicle (LRV) train cars are delivered. Council has funded the purchase of 50 new LRV train cars (30 to increase capacity and 20 to replace aging fleet). Transit usage for the Shawnee Park development is expected to be between 10 per cent and 20 per cent, depending on location within the development. This is similar to other established communities adjacent to LRT stations and aligns with the performance metrics in the Municipal Development Plan and Calgary Transportation Plan.

ADMINISTRATION RECOMMENDATION:

Council receive this report for information.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2013 February 11 Combined Meeting of Council, the following Motion Arising was moved by Alderman Colley-Urquhart, Seconded by Alderman Demong:

“That with respect to Bylaws 23P2012, 51D2012, 52D2012, 53D2012 and 54D2012, Council adopt the following:

That Administration report back directly to Council no later than 2013 July on the following outstanding issues:

- a. LRT transit service Route 201 including the addition of the four LRV for all peak hour trains on Route 201, including the timing and funding.
- b. The current transit utilization benchmark and transit utilization projections for future development in the area; and
- c. Potential implementation of traffic volume thresholds and timing as they pertain to required improvements”

BACKGROUND

The Red Line (Route 201 – Crowfoot/Somerset-Bridlewood) is operating at Primary Transit Network service levels of trains running at least every 10 minutes, 15 hours a day, and seven days a week. Trains run approximately every five minutes during peak periods. Limited four-car train service on the Red Line will start in 2015 and help address crowding issues on the existing network. As well, four-car trains will support capacity for future employment and residential growth in transit-oriented developments.

TIMING OF TRANSPORTATION IMPROVEMENTS RELATED TO SHAWNEE PARK

To accommodate the proposed Shawnee Park redevelopment, local transportation network improvements will be provided at the developer's expense and constructed as development occurs in the area. Attachment 1 identifies the specific improvements included as Conditions of Approval of the Outline Plan. Regional transportation improvements will be prioritized through the capital budget prioritization process.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Four-car Trains

Calgary Transit is working on several projects to facilitate the operation of four-car trains throughout the system:

- CTrain platform extensions will be completed by the end of 2014.
- Traction power upgrades are being completed along the Red Line.
- CTrain and traffic signalling modifications are being designed so that Red Line trains can be accommodated along 9 Street SW where tracks cross 4, 5 and 6 Avenues. Revised signalling is needed to prevent the longer trains from blocking one of the avenues. This work will be completed by the end of 2014.

After the completion of all platform extensions and traffic signal revisions, a limited number of four-car trains can initially be introduced on the Red Line.

On 2012 November 14, Council authorized use of a portion of the Provincial GreenTRIP funds to purchase 50 new LRVs valued at approximately \$200 million. These new LRVs are required to facilitate four-car train operation and to replace the oldest CTrain cars. The purchasing process is well underway and involves selecting an LRV supplier, ordering the cars, taking delivery, commissioning and testing. As the new LRVs arrive at a pace of about two LRVs per month, Calgary Transit will be able to schedule additional four-car trains. This process will see the operation of four four-car trains in 2015.

Transit Utilization Objectives

Based on the total trip generation, Calgary Transit ridership data for the residential neighbourhoods of Shawnee Slopes, Evergreen Estates and Millrise indicates an existing transit usage of between eight and ten per cent of peak hour trips. Although this is higher than typical suburban rates, the ridership rate is understandable given the proximity of the communities to existing LRT service, and the frequency and proximity of bus service connecting to the Fish Creek/Lacombe LRT Station. For example, Canyon Meadows and Shawnessy communities are similar in transit ridership to Shawnee, whereas Woodlands and Midnapore communities are slightly less.

Upon full redevelopment of Shawnee Park, the transit usage is expected to be 20 per cent for the areas within a 600 m walking distance of the Fish Creek Lacombe LRT station. The transit usage for the rest of the site is expected to be 10 per cent. These transit usage rates align with the performance objectives for Activity Centres in the Municipal Development Plan and Calgary Transportation Plan.

TIMING OF TRANSPORTATION IMPROVEMENTS RELATED TO SHAWNEE PARK

Four bus routes service the area around Shawnee Park. Most of the residential units in the development will be within a 400 m walking distance to a transit stop. The units in the most south-western portion of the site would be greater than a 400 m walk to a transit stop. In response, changes to Route 15 to extend the route along the internal spine road of Shawnee Park were proposed as a part of the site redevelopment. With the proposed stop locations internal to Shawnee Park all residents of the proposed development will be within a 400 m walking distance of a transit stop.

Transportation Network Development

The Transportation Impact Assessment conducted for the Shawnee Park Land Use/Outline Plan application considered development staging over time. The general assumption was that the development would move from the east to the west, with the initial stage consisting of approximately 40 per cent of the overall number of residential units. The second stage assumed full build-out of the outline plan lands. Based on the transportation analysis, a number of local improvements were recommended, some of which would be required at Stage 1, while others would be needed as the site redevelopment nears completion. Attachment 1 identifies the specific improvements included as Conditions of Approval of the Outline Plan. As redevelopment occurs, the transportation analysis/required improvements will be reviewed and adjusted as required.

The Stage 1 improvements will be required once development begins on the site, likely in the 2015-2017 time frame. The Stage 2 improvements will be expected to be in place as further development occurs, and are dependent on the pace of development. The timing of these improvements will be confirmed through additional transportation analysis through the Subdivision and Development Permit processes.

Regional transportation improvements (e.g. Macleod Trail optimization) will be prioritized through the Transportation department capital budget prioritization process (Investing in Mobility), and are not currently budgeted within the approved 2012-14 budget.

Stakeholder Engagement, Research and Communication

Administration has met with the Ward 13 Land Use & Mobility Advisory Council to outline the next steps in the Shawnee Park redevelopment, as well as to inform the community representatives on the timing and details of the transportation improvements. Administration is committed to the ongoing dialogue with the community on land use and mobility issues as redevelopment of the site occurs.

Strategic Alignment

Strategic investment in transit and roadway infrastructure is guided by Calgary Transportation Plan policies, as well as other Council-approved direction such as Investing in Mobility (10-year capital infrastructure investment plan) and RouteAhead (30-year transit strategic plan). The Red Line (Route 201) is identified as part of the Primary Transit Network in the Municipal Development Plan (Map 3) and the Calgary Transportation Plan (Map 2).

TIMING OF TRANSPORTATION IMPROVEMENTS RELATED TO SHAWNEE PARK

Social, Environmental, Economic (External)

Maintaining mobility for all users of the transportation network was a key concern raised during the community engagement phase of the Land Use/Outline Plan review. Ensuring improvements to pedestrian, transit and road networks occur in line with the pace of development on the Shawnee Park site will minimize the impact to the community. Good pedestrian accessibility is vital to the success of public transit systems.

Financial Capacity

Current and Future Operating Budget:

No operational budget implications result from this report.

Current and Future Capital Budget:

No capital budget implications result from this report.

Risk Assessment

If the transportation improvements identified within the TIA for Shawnee Park are not implemented as development occurs on the site, further travel time delays could be expected in the surrounding area. As well, walking and public transit could be unattractive or unviable options.

REASONS FOR RECOMMENDATION:

The Transportation Impact Assessment completed for the Shawnee Park Land Use/Outline Plan application identified a number of transportation improvements required to support the redevelopment of the former golf course. The timing of these improvements should align with the expected pace of development on the site.

ATTACHMENT

Timing of Transportation Improvements Related to Shawnee Park

TIMING OF TRANSPORTATION IMPROVEMENTS RELATED TO SHAWNEE PARK

Based on the intersection performance review of the proposed Shawnee Park post-development scenarios (Stage 1 and Stage 2), the following intersection improvements were recommended, and incorporated into the developer obligations at the time of Council approval:

Stage 1

- 1) The developer is responsible for providing the sidewalk link on the south side of Shawnee Drive SW along the property frontage from 6 Street SW to Shawnee Court SW. A sidewalk is to be provided to facilitate pedestrian access to transit service and at the full cost of the developer.
- 2) The intersection of Shawnee Park Gateway/Millrise Way and James McKeivitt Road SW:
 - a. The developer is responsible for signalization of the intersection.
 - b. The intersection shall be built/upgraded to accommodate:
 - i. A right-turn island for the westbound right-turn.
 - ii. Painted centerline for the southerly leg of the intersection for 30 metres.
- 3) The intersection of Bannister Road and 145 Avenue SE:
 - a. The developer is responsible for providing a sign to restrict the northbound left turn in the AM peak hour at this intersection. Any associated timing improvements to the existing signal are to be provided to the satisfaction of the Directors of Transportation Planning and Roads.

Stage 2

- 4) The costs associated with changes to Calgary Transit Route 15 will be at the expense of the developer.
- 5) The intersection of Evergreen Street and James McKeivitt Road SW:
 - a. The developer is responsible for signalization of the intersection.

- 6) The intersection of Shawnee Gate and James McKeivitt Road SW:
- a. The developer is responsible for all costs of signal upgrades as per the geometric improvements below.
 - b. The intersection shall be built/upgraded to accommodate:
 - i. A dual eastbound 150 m left turn by reducing the size of the eastbound right turn island and revising the eastbound lane to have dual exclusive left turn lanes and a shared through/right turn lane.
 - ii. A 40 m southbound right turn storage lane, including a retaining wall to accommodate the required carriageway widening and associated sidewalk.
- 7) The intersection of Bannister Road and 149 Avenue SE:
- a. The developer is responsible for 22 per cent of the costs related to the signalization of a four-leg intersection.
- Note: The City will not be signalizing the intersection at this time. The funds contributed by the developer will be held by The City and applied to the signalization of the intersection when warranted.
- 8) Shawnee Drive between 6 Street and Shawnee Gate SW:
- a. The developer is responsible for all costs, including land acquisition, associated with the widening of Shawnee Drive between 6 Street and Shawnee Gate SW to accommodate an additional eastbound lane on Shawnee Drive.
- 9) The intersection of Shawnee Gate and Shawnee Drive SW:
- a. The developer is responsible for all costs, including land acquisition, associated with the intersection upgrades to accommodate:
 - i. Eastbound dual left-turn lanes of 60 m.
 - ii. The signal timing improvements.
- 10) The intersection of 6 Street and Shawnee Drive SW:
- a. The intersection shall be built/upgraded to accommodate:
 - i. A northbound right-turn lane.