

Request to change the proposed Urban Form and Building Scale for the area on 10th Avenue which is West of the Crowchild Trail (10WofC) in the West Elbow Local Area Plan (WELAP)

Discussion of Current Proposed Urban Form and Building Scale

This area, the 1 block of 10th Avenue which is west of the Crowchild Trail bridge, is currently classified in the proposed WELAP with an urban form of **Industrial General** and a building scale designation of **No Building Scale** (see attached documents A and B). This would mean that the official position of the City of Calgary is that there is no opportunity for change in use or increased density for these lots for a considerable period of time, if ever.

As proposed, this very small and unique area is being treated differently from every other area in the WELAP region in that it is the only one which is being completely frozen as it currently exists. This is not consistent with the objective of realistic future planning for the nature and development of the WELAP region, a wholly residential / commercial (non-industrial) region.

The 10WofC area will be the only area in the WELAP region which is classified as Industrial General as all areas adjacent to it on 10th and 11th Ave. are being categorized with an Urban Form of Neighbourhood Flex or Neighbourhood Commercial.

All other areas in the WELAP region are being designated with new building scale modifiers ranging from all single family residential being increased to 3 or 4 storey multi-unit buildings with most of the other areas being increased by even greater degrees from 6 story to over 26 storeys in certain specific locations. Almost all of the portions of areas on 10th, 11th and 12th Avenues (which are immediately east of the west of the 10WofC area) in the WELAP region have their density greatly increased ranging from 12 to 26 storeys.

Request for Change to proposed WELAP for the 10WofC Area

We request that the Urban Form classification and Building Scale modifier for the 10WofC area be changed to the following:

- 1) Urban Form Classification changed to **Neighbourhood Flex – Industrial Transition** which would allow for this small area to transition to a different use, likely a mixed commercial/residential use which is consistent with the overall direction of the WELAP.
- 2) Building Scale Modifier changed to **Low** which allows for buildings of up to 6 storeys of mixed use residential/commercial/light industrial buildings. This is more consistent with both the actual current uses and planned future development of the adjacent WELAP areas.

Our reasoning in support of this change are noted below.

The Reasons for Changing the Proposed Urban Form Category and Building Scale Modifier for the 10WofC area

- ❖ It is small in area (only 5 lots of which the westernmost is owned by the city and is undeveloped) and is a dead end (not a through road) so the traffic on this section is light and could easily handle any reasonable increased density.
- ❖ It does not and will never have any heavy commercial traffic which is a primary focus of Industrial zones.
- ❖ It is uniquely situated, not only in WELAP but in all of Calgary, in that it has the following features:
 - *It is at the bottom of the Bow Valley and has a city green belt and the Shaganappi Golf course to its south going up the hillside. There are no lots (and thus no buildings) to its south (across the street on the other side of 10th Ave.)*
 - *It is at the western end of 10th Ave. and has green belt and park to its west with no lots available for development.*
 - *Its northern edge is on the CPKC rail right away with a greenbelt/bike path and the Bow river beyond it*
 - *Any development of this area will not have the concern of potential impacts on its immediate neighbours as there are none nor will its position at the bottom of the hill result in blocked views / shadowing / noise issues etc.*
- ❖ It has magnificent views which are not being realized with the current light industrial / office buildings. No other lots in SW Calgary will be able to offer equal views as follows:
 - *To the West/West North West – A completely unblocked view of the Bow Valley looking up the Bow River towards Bowness.*
 - *To the Northwest/North - A completely unblocked view across the Bow River towards UofC / Nose Hill.*
 - *To the Northeast/East - A magnificent view towards Downtown when 3 storeys or above so it looks over the Crowchild Trail bridge across the Bow River.*
- ❖ It has easy access to/from the following major road arteries:
 - *Crowchild Trail (both to and from the North, less easy access to / from the South)*
 - *Bow Trail (both to and from the West/South, less easy access to / from the East/North)*

(See attached document C)
- ❖ It has easy road access to the downtown district via number of roads which cross 10th Ave., including 14th Street, 11th Street, 8th Street and 4th/5th Streets, etc.

(See attached document C)

- ❖ It is within a 1,000 meter radius (approx. 10 to 15 minute walk) of 3 Rapid Transit stations which are as follows:
 - *Sunalta LRT Station (Blue Line)*
 - *Shaganappi LRT Station (Blue Line)*
 - *17th Ave. SW RapidBus Station (MAX Yellow Route)*

Note: Most of the areas which have been designated for high and highest building scales along 17th Ave. and 5th to 2nd St. lie outside the 600 meters radius drawn by the City around these Rapid Transit stations for evaluating transit accessibility. By expanding the radius to 1,000 meters a large portion of the areas along 17th Ave would now be covered by these transit hubs however the areas along 5th to 2nd Streets would still be outside this radius. Yet, these areas have been recommended to go to the high (up to 26 storeys) and or highest (above 26 storeys) building scale categories. (See attached document D)
- ❖ It is at the merging point of the following bike / walking paths:
 - *Shaganappi Bike Path*
 - *Bow Valley Bike Path / Walking Trail*

Note: The access could be made much better for users of these bike / walking paths as part of any future development (See attached document E)
- ❖ The lots are good sized and only gently sloped so any future development which increased density by being of increased height should not have any geophysical problems.

Factors to be addressed regarding future development of the 10WofC area

- ❖ Vehicle traffic to the 10WofC area requires access through a busy intersection at the bottom of the Bow Trail exit where it runs into 10th Ave. This exit and intersection also allows cars heading northeast on Bow Trail to turn around to get on the Crowchild Trail heading north over the Bow River. Currently the vehicle traffic at this intersection is only busy (2 to 5 minute wait or 1 cycle of the lights) during the morning and evening rushes on weekdays. Even with increased traffic this route will provide much quicker vehicle access to downtown than most other areas being designed for substantially increased density such as Marda Loop, Mission etc. (*Note, however, any foot or bicycle traffic will be on the north side of 10th Avenue will not need to cross this intersection at all.*)
- ❖ It does not have sidewalks for the last approx. 500 feet of 10th Ave. This would be a relatively easy issue to fix and would be likely covered in any future development permit.
- ❖ There is a 5KW local area distribution electric power transmission line which runs over two of the lots which will have to be moved. This power line can be moved and / or buried, as required as part of any future development.
- ❖ Depending on the size and nature of any future development, there may need to be infrastructure modifications, due to water / sewer capacities, as is normal for most such developments.

10woc AREA



Map 3:
Urban Form

Legend

Urban Form

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local
- Commercial Corridor
- Industrial General
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation
- Regional Campus
- No Urban Form Category

CURRENT PROPOSED 10woc URBAN FORM

Additional Policy Guidance

- Industrial Transition
- Special Policy Area
- Active Frontage
- Plan Area Boundary
- Comprehensive Planning Site

10WofC AREA

B



Map 4:
Building Scale

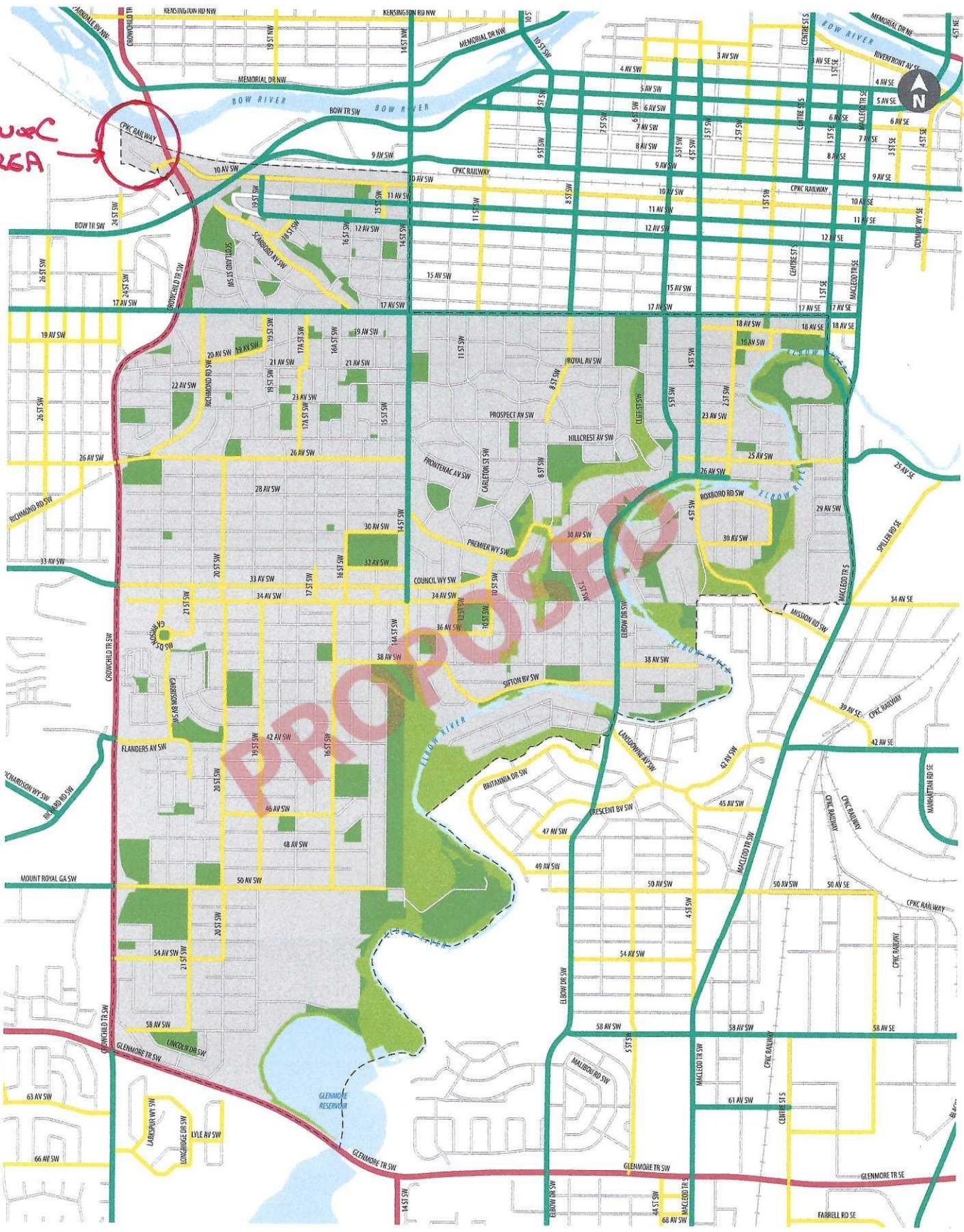
Legend

- | | | | | | |
|--|-------------------------------------|--|---------------------------------|--|----------------------|
| | Limited
(up to 3 Storeys) | | High
(up to 26 Storeys) | | Natural Areas |
| | Low - Modified
(up to 4 Storeys) | | Highest
(over 26 Storeys) | | Parks and Open Space |
| | Low
(up to 5 Storeys) | | Modified Building
Scale Area | | Plan Area Boundary |
| | Mid
(up to 12 Storeys) | | No Scale Modifier | | |

CURRENT PROPOSED 10WofC BUILDING SCALE

B

10 Wood
AREA



Map B1:
Road and Street
Network

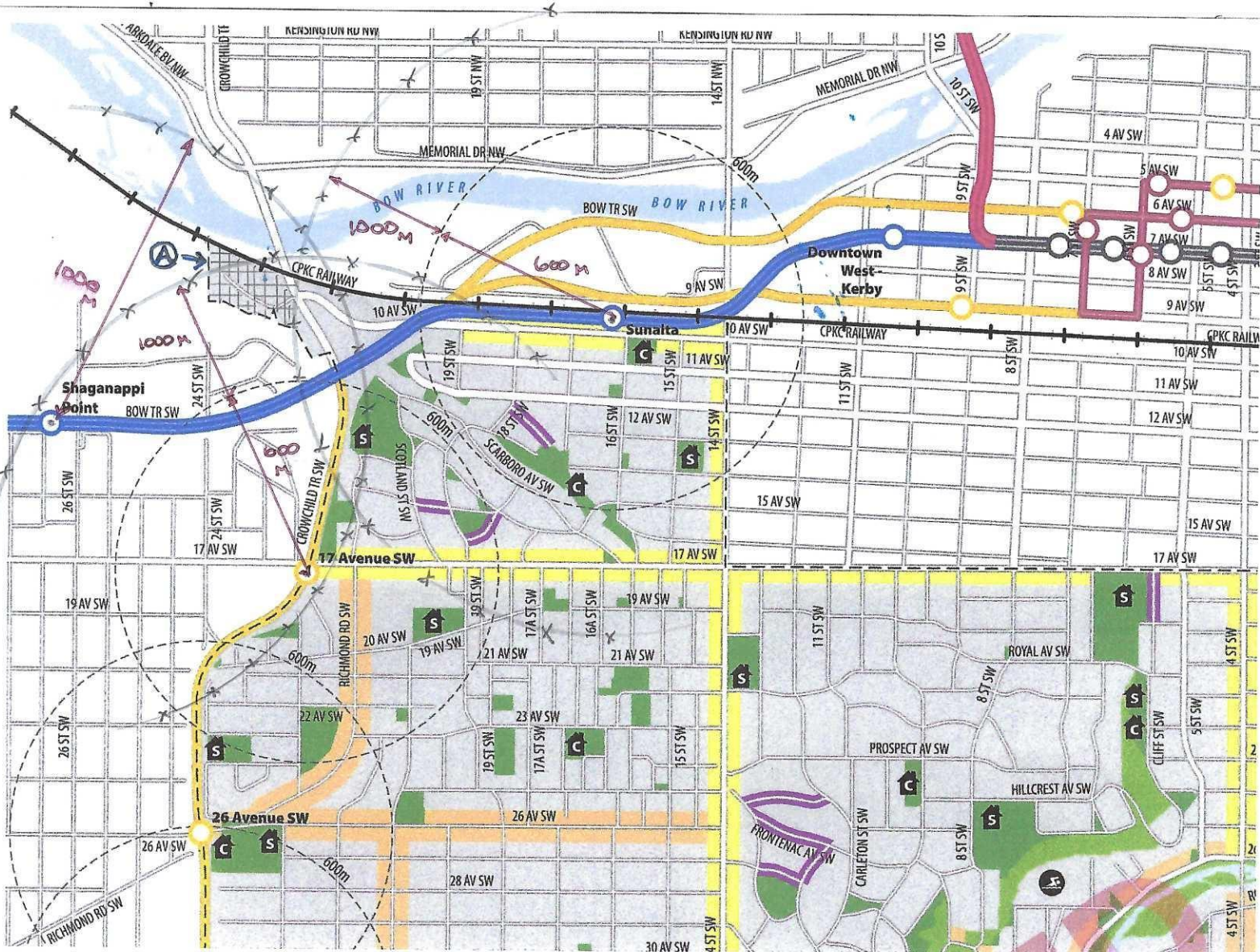
- Legend**
- Skeletal
 - Arterial
 - Collector
 - Local
 - Natural Areas
 - Parks and Open Space
 - Plan Area Boundary

C

C

D

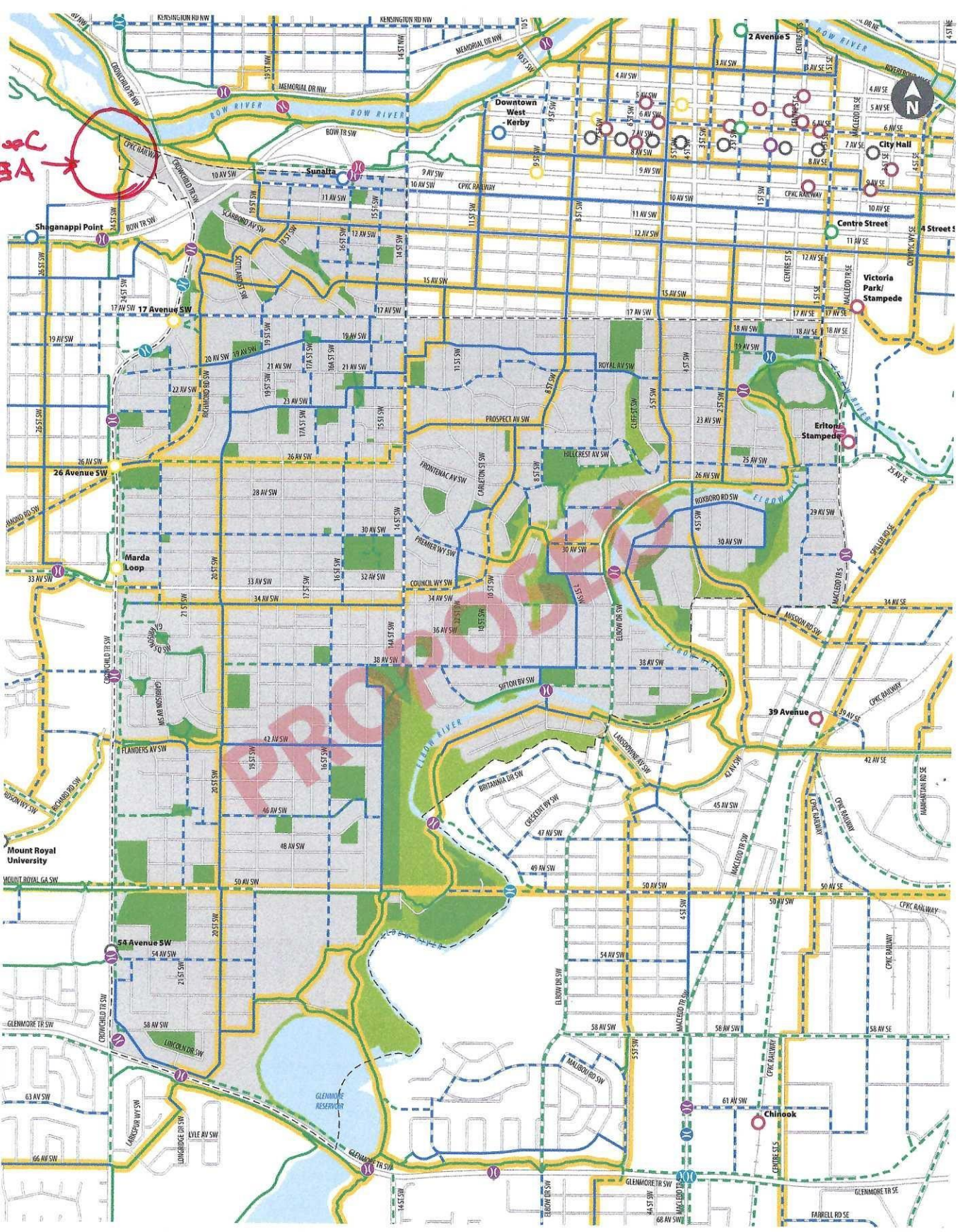
PROXIMITY OF AREA ON 10th AVE
WEST OF CROWCHILD TRAIL BRIDGE
TO MAJOR TRANSIT STATIONS



Ⓐ - AREA WEST OF CROWCHILD TRAIL ON 10th AVE.
(5 LOTS ON NORTH SIDE OF 10th AVE.)

D

10 West ARBA



Map B3: Cycling Network

Legend

- Existing Pathway
- - - Proposed Pathway
- Existing On-Street Bikeway - 5A*
- - - Proposed On-Street Bikeway
- ⊗ Existing Pedestrian/Cycle Crossing
- ⊗ Future Pedestrian/Cycle Crossing Upgrade
- ⊗ Future Pedestrian/Cycle Crossing
- ⊗ Future Pedestrian/Cycle Crossing Location to be Determined
- Primary Cycling Network
- ⊗ Blue Line LRT Station
- ⊗ Red Line LRT Station
- ⊗ Multi Line LRT Station
- ⊗ Future Green Line LRT Station
- ⊗ MAX 301 Station
- ⊗ MAX Purple Station
- ⊗ MAX Yellow Station
- ⊗ MAX Multi Station
- Natural Areas
- Parks and Open Space
- - - Plan Area Boundary

* May require upgrades to meet 5A standards

