

Community Association’s Submission

LOC 2020 0070 - 3704, 3708, 3712, 3716 8th Ave SW RCG to MU1 f4h26
Spruce Cliff Community Association **2020 June 18th**

Thank you for the opportunity to contribute comment on this application, this application has the community concerned. We are asking you to reject or significantly modify any approvals on this application. In what follows and in the attached Appendices (2) we have done our best to explain the why. Normally some of this discussion would be resolved with a community engagement opportunity.

Background – Where we are: – Spruce Cliff has seen significant growth since 2006, in the range of 68% in population and 74% in unit intensity – the community is at peak population in 2018.

Our community growth has been in all areas – high density towers, mid density in DC / M categories where an entire street/ block (Hemlock Cr) was built/rebuilt, and with split lot and duplexes in the RC2 lower density area of the community where the properties of this application are located. The community has 20 RC1 zoned properties. – zoning map page 2.

Census - Ratio of apartments 73% ... occupancy ratio: owner 39% / rent 61%

We include this because in the past CPC asked.

Housing Tenure

| Spruce Cliff | | |
|--------------------|--------|----------|
| | Number | Per cent |
| Private households | 2,285 | 100% |
| Owner households | 895 | 39% |
| Renter households | 1,390 | 61% |

| Calgary | | |
|--------------------|---------|----------|
| | Number | Per cent |
| Private households | 466,730 | 100% |
| Owner households | 333,455 | 71% |
| Renter households | 133,275 | 29% |

Calgary.ca Spruce Cliff Profile

Commercial areas inventory:

- There is currently an undeveloped commercial zoned parcel south of the towers facing Bow Trail in the TOD activity zone,
- another undeveloped M/DC zoned lands east of our second commercial cluster at the center of community strip mall, between Hemlock and Cedar Cr SW.
- Our third commercial cluster is west of the applicant’s site between 37 & 38th Street along Bow Trail.

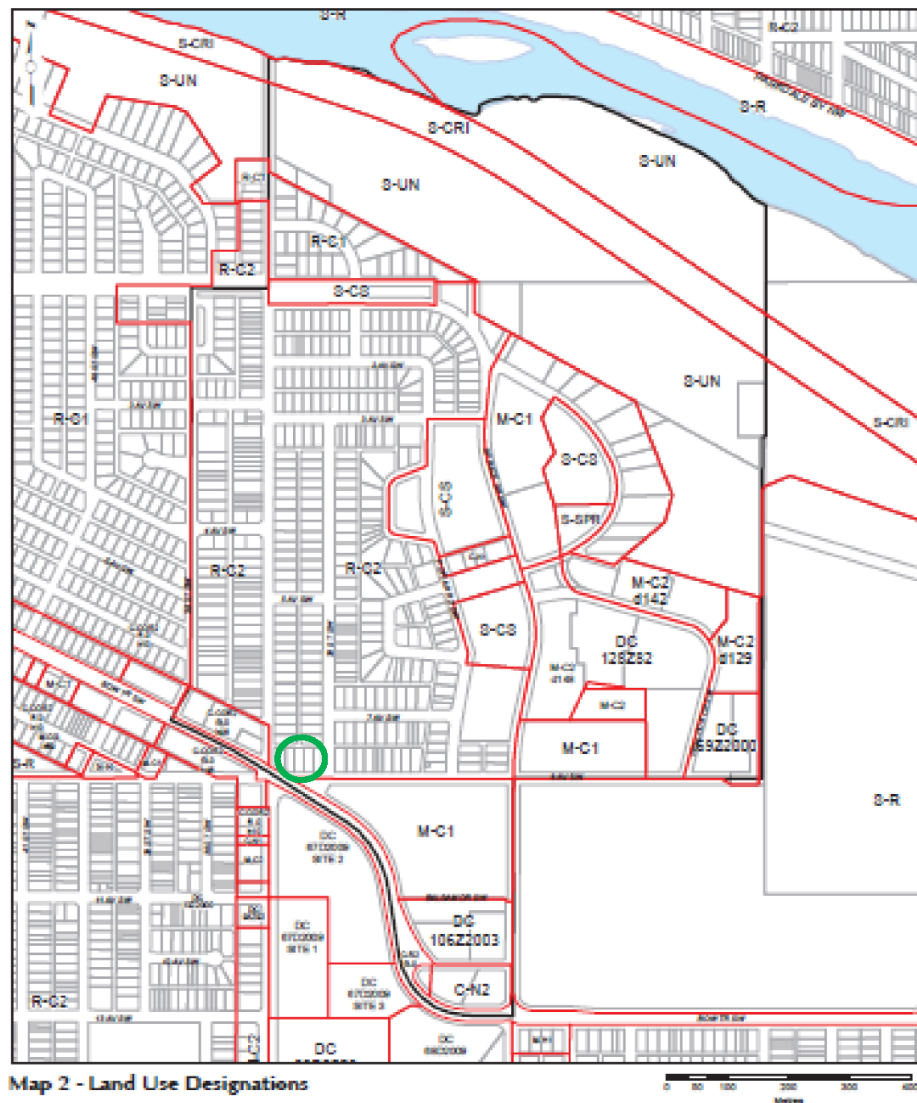
Guiding Documents: Spruce Cliff does not have an ARP, our growth took place guided by the Westbrook Village Area Redevelopment Plan, the MDP, the non-statutory 2012 Spruce Cliff Planning Statement, influenced by city policies for contextual development in established areas. The maps on the next two pages- not quite up to date with more recent application approvals, but will give you the community picture that has gotten us to where we are today.

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Context - The applicant's amalgamated RC2 residential zoned parcels are:

- outside the Westbrook TOD and its identified activity zone; that overlaps Spruce Cliff and the communities to the south.
- outside of the recently approved 37th Main Street Area south of Bow Trail

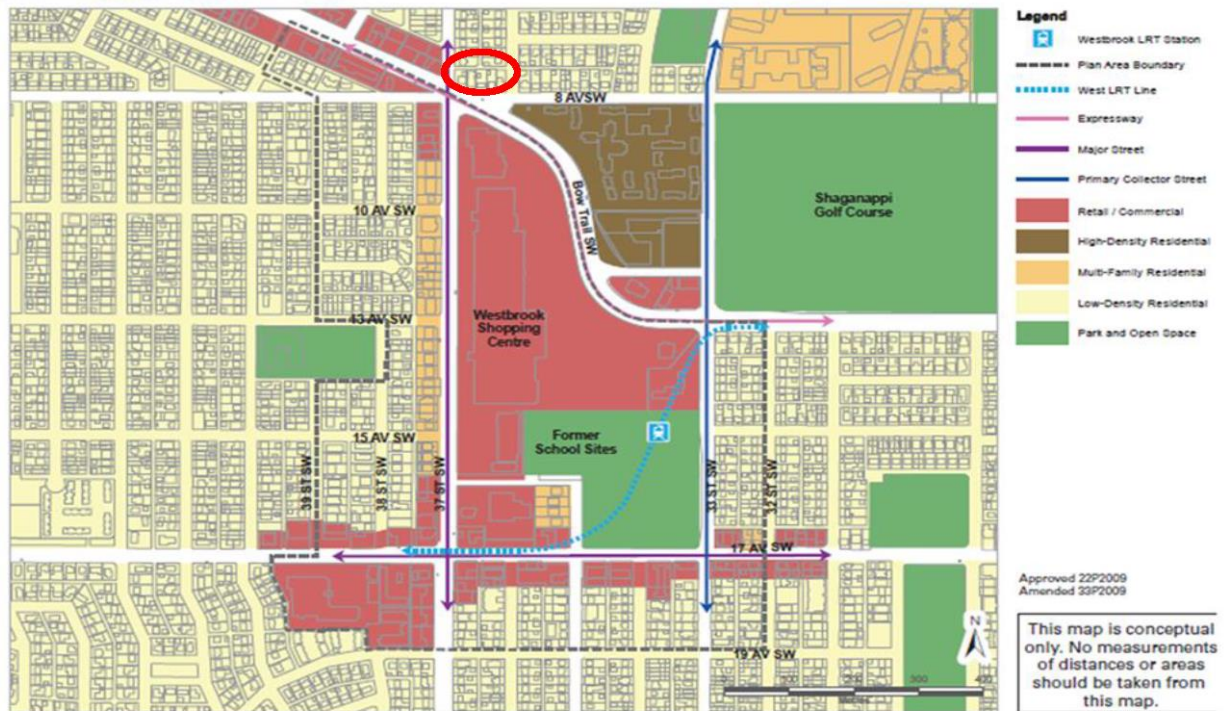
Spruce Cliff: Community Planning Statement



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The plan below pre dates the recently approved 37th Mainstreet re zoning south of Bow Trail and clearly shows there is no shortage of commercial in this area.

Map 1.4 Existing Land Use Pattern



WESTBROOK VILLAGE AREA REDEVELOPMENT PLAN 7

<http://www.calgary.ca/PDA/pd/Documents/Publications/westbrook-village-arp.pdf>

The application talks about changes in the surrounding area Shaganappi, 33rd, Killarney & Roscarock, without identifying the Mainstreet projects of 17th Ave & 37th St. south of Bow Trail being the new approved policy documents guiding that area rezoning - the outcome of significant city project team work with area engagement over years. They also did not identify that many of the other changes noted are within proximity to the LRT stations located inside a TOD zone, and the examples we checked, in proximity to Westbrook LRT, are 4 story with active plaza frontages, and lower height than applied for here.

The application seems unaware of the change Spruce Cliff has undergone since 2006 - significant change. They express an opinion about the need to "modernize the street scape of this portion of Spruce Cliff". It is true to say we did receive opinion in community feedback on this proposal; that these properties are showing age and redevelopment was seen as positive. Conditions of the current property as a reason to redevelop within current zoning is one message, having

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deteriorated conditions as a reward to leap to a different zoning seems to us to be counter to good neighbourhood evolution.

Future statutory plans: The application is referencing a “Westbrook Communities Local Growth Planning Initiative”, to be a deciding positive factor in favour for acceptance of this rezoning request - “*refreshing and revitalizing the communities within it*”

In checking in on (2020 June 13) the city web site for this planning project – I was reassured to find this posting and an update note on the main page, of the suspension of engagement due to Covid 19 – until August 31st.

<https://engage.calgary.ca/westbrook/discover> the posted Question and answer:

Opportunities for Residents to Review and Comment on Progress of the Working Group during the Evaluation Phase of the Planning Program?

The Project Team response:

The evaluate phase will kick off in Spring/ Summer 2020 where we will share the proposed land use concepts and draft plan, for the public to evaluate.

It is premature to speculate on the outcome of The Westbrook Communities Local Growth Plan. Our understanding was/is in line with the city's team answer - the concept plan has yet to go through a broader community engagement &/or awareness, perhaps revisions from that feedback, CPC, through committee and council approvals. The integrity, trust and perceived fairness in distribution of growth to all included communities, and for an open /not predetermined outcome is critical to the acceptance of this city teams' projects final recommendation.

Community perspective:

From all the feedback we received from the broader community on this application; and we want to thank them for engaging; we found no support for the project rezoning to the density sought. In particular, no support for the height, nor the commercial land use in this part of the community.

We have attached, with permission, in Appendix 2 (Page 12 -17), one of the community responses sent to the file manager. The CA appreciates the technical expertise it brings to the community perspective on this application.

We are not a community that has stood in the way of change:

For an originally 50's-built community, the change has been significant 53% new construction since 1991 – 37 % of that in the 10-year lead in while the city found funding and debated route alignment for the West LRT that finally arrived in 2010. This growth makes us just a little

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desperate for some public realm improvements; that for some areas of the city seem to proceeded this kind of change.

Calgary.ca /spruce cliff profile

Dwellings by period of construction

| Spruce Cliff | | |
|-----------------------------------|--------------|-------------|
| | Number | Per cent |
| Occupied private dwellings | 2,285 | 100% |
| 1960 or before | 405 | 18% |
| 1961 to 1980 | 505 | 22% |
| 1981 to 1990 | 150 | 7% |
| 1991 to 2000 | 125 | 5% |
| 2001 to 2005 | 260 | 11% |
| 2006 to 2010 | 595 | 26% |
| 2011 to 2016 | 255 | 11% |

| Calgary | | |
|-----------------------------------|----------------|-------------|
| | Number | Per cent |
| Occupied private dwellings | 466,730 | 100% |
| 1960 or before | 46,475 | 10% |
| 1961 to 1980 | 136,555 | 29% |
| 1981 to 1990 | 60,930 | 13% |
| 1991 to 2000 | 73,405 | 16% |
| 2001 to 2005 | 52,470 | 11% |
| 2006 to 2010 | 50,135 | 11% |
| 2011 to 2016 | 46,755 | 10% |

In all the 68% growth the community has experienced, the CA’s submissions have only asked you to reject 3 (actually 2, but one with modifications on the 3rd)

There is a growing expectation/ need that more change also benefits the community and those who make it their home– even if for some it is for a short stay. In particular a need for good design/planning around safety in the public realm; with detail scrutiny of the proposals impact on improvements for safety on our sidewalks/bike lanes, streets and in our parks.

We are asking you to reject or significantly modify any approvals on this application.

The community’s history has seen too much tragedy; and it may seem unusual that much of the feedback on a LOC application we hear; and you will read in the letters, focuses on community safety impacts of the proposal.

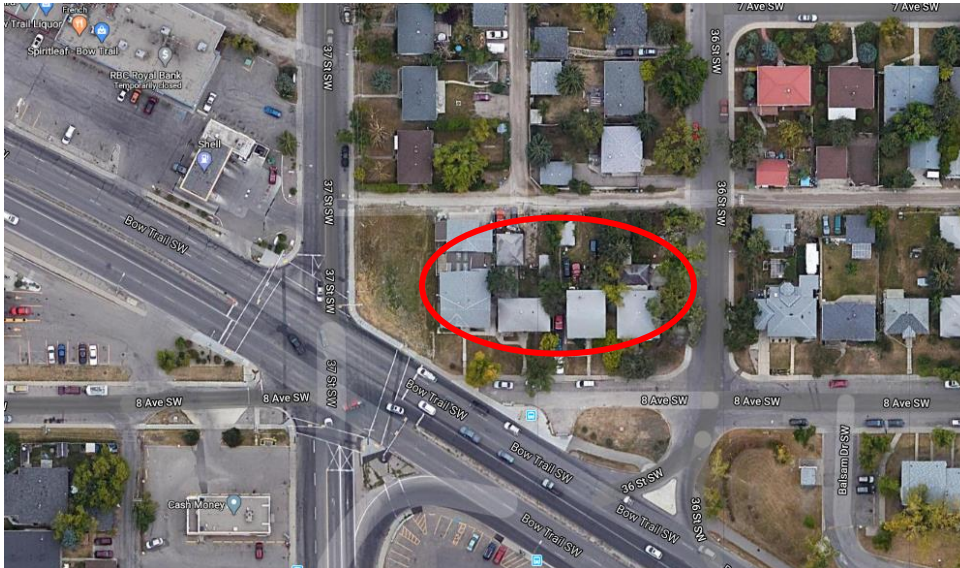
Without being gruesome, we will try to explain why, in the context of this site application, on this street, in proximity to a residential area of the community and the Bow Trail /37th St intersection- A Picture - screen shot for Google maps below:

What could possibly go wrong here? Stats seem to say a lot. One of the letters aptly describes this as - head on a swivel when moving through this area, regardless of which mode you are traveling in.

- a 5-leg intersection, nothing is square,
- lane reductions from south of Bow Trail/ 37th to the north side of the intersection when entering the residential area,
- a higher risk active mode feature of a pork chop island on the SE side,
- a split pedestrian / cycle crossing over the 5th leg on the SW corner vehicle exit

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- right in, right out access from Bow Trail to 36th to 8th Ave, and the short weave distance to the turn lanes to travel south on 37th
- the recently signed no left turn from 37th west into the commercial site – that aligns with the lane behind the applicant's properties on the east side that is closed
- the recently signed one-way lane behind the west commercial site traveling east



This application is proposing to add commercial traffic into the residential area on the east corner, a use that typically adds commercial signage – a distraction; open the closed lane at the rear of the properties on the east side of 37th, closed years ago for safety reasons, and treat that lane as a street.

Applicants Site vehicle access: without the lane access to 37th >

- right in and right out off of Bow Trail,
- **to travel south on 37th** >cross multiple lanes to get to the turn lane. This is an arterial road with traffic volumes that often blocks that move, making the most likely route to be north on 36th from 8 Ave to 5th Ave, then west on 5th and back south on 37th.
- **to go east on Bow Trail**, you must do the route above but left turn At Bow Trail over a pedestrian casualty crossing, or travel east on 8th Ave to Spruce Drive, then south on Spruce to Bow at 33rd – a route adjacent to the highest population of children in the community.

All the routes except the right in, right out at Bow Trail pass residential front doors.

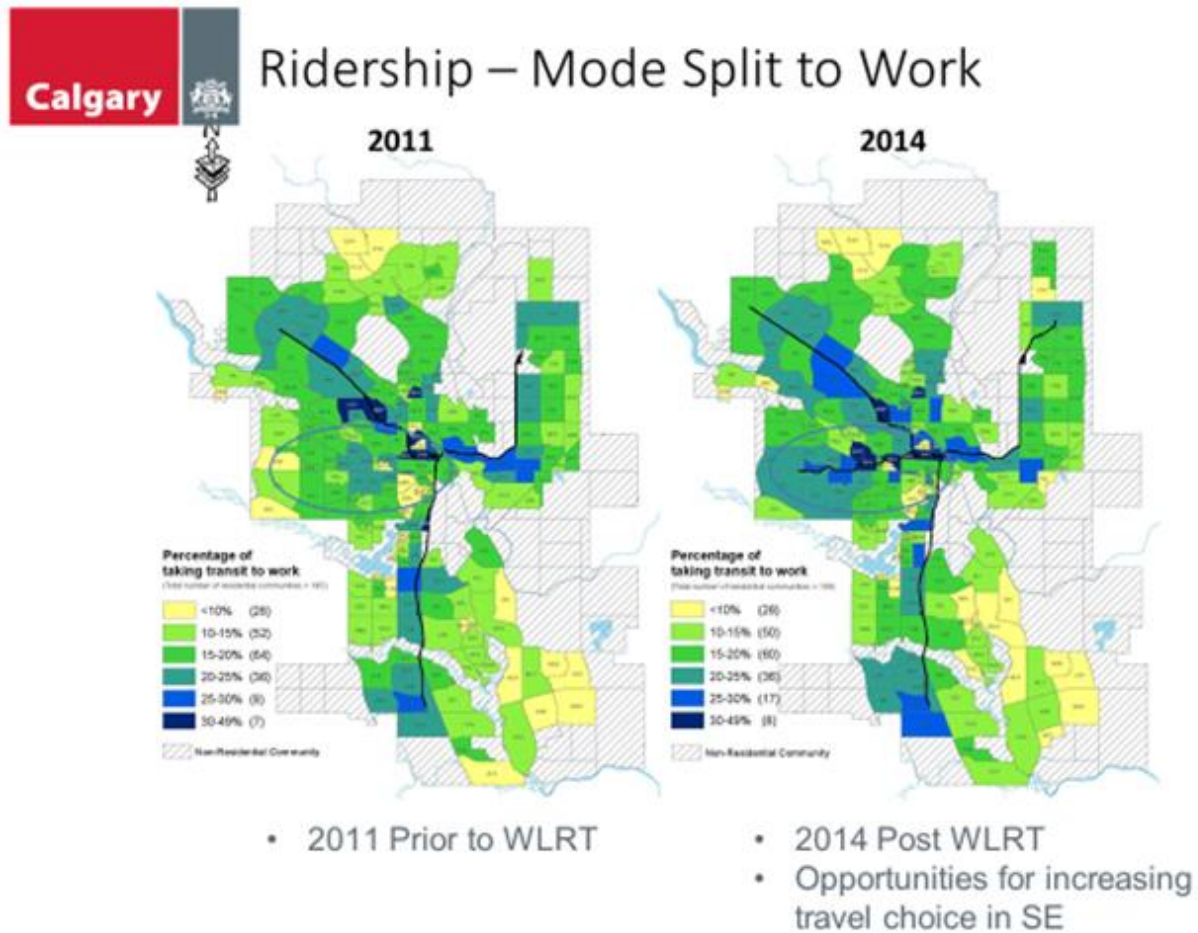
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You will notice the intersection crossings at 37th do not have enhanced markings per the other 3 around the Shopping Centre/LRT frame of 33rd to 17th Ave to 37th.... that was because, we were told at the time, it is outside of the TOD zone. A factor in site density considerations?

What contributes to traffic volumes here and why adding more from proposed commercial or higher density residential use seems wrong to the community:

On a recent ward office green line tweet discussion, to answer a question on change of ridership patterns pre/post the West LRT lines –a graphic was attached - Spruce Cliff is the dark navy box along the line – indicating high usage, where other communities to our west actually had less (lighter green). This graphic verified what we believe to be our observed truth. More of the community is moving in active modes for at least parts of their trips; whether from need (we range over time 20- 30% poverty demographic within the community) or choice (health and recreation), and that we do have higher volumes of cut through traffic entering the community at the intersections on Bow Trail at Spruce Drive and at 36th & 37th Street adjacent to this application.

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<https://twitter.com/EWoolleyWard8/status/1267835994281140224/photo/1>

Blocked exits/entrances from Bow Trail @ 40 & 42nd : Through the years, while towers were being constructed in Spruce Cliff, in anticipation of the new LRT line, Bow Trail was being widened and sound walls were being added along Bow Trail to the west; that installation blocked vehicle access north /south at 40 & 42 St.- much of this traffic; that in history used those routes now flows through Spruce Cliff at our three access points Spruce Dr (33rd) 36th & 37th.

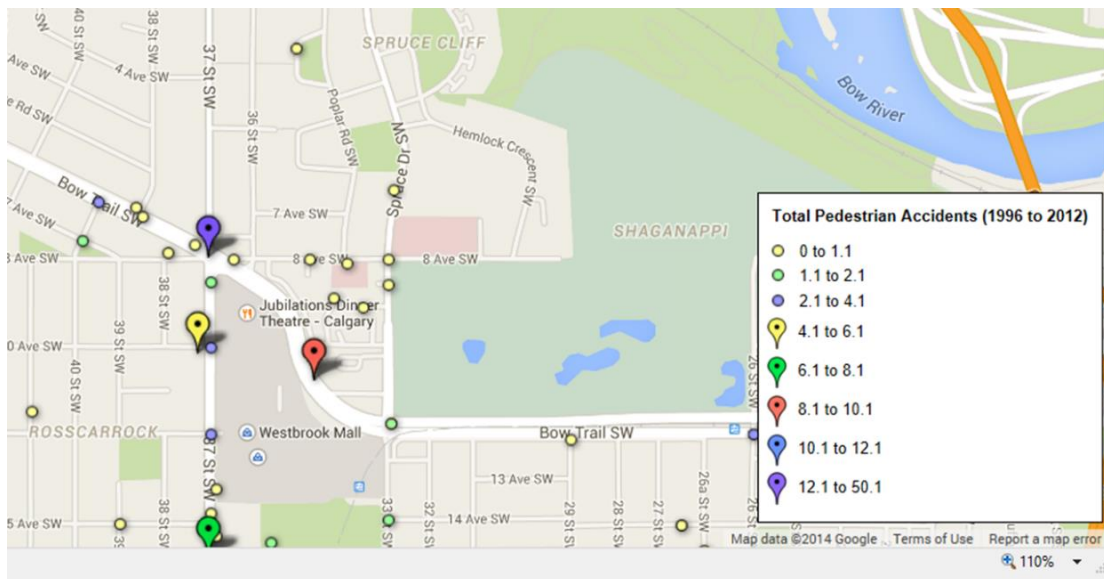
The area pedestrian stats around the applicant’s parcels:

The pedestrian accidents & vehicle collisions down 8th Street & in and around the 36th exit and 37th St intersection should wave red flags about any approval of the idea; that the application suggests to make this projects proposed densities and commercial component viable- *“an alley*

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way can be easily extended between 37th St and 36th Street" to provide access to a Mix Site off of 37th thus providing access from all directions NWES >>>> down a back lane?

In scare quotes on purpose – based on community knowledge, city transportation expert reports, the 37th Mainstreet engagement team's observations/recommendation – this is truly a bad idea.



<http://www.cbc.ca/news/canada/calgary/map-details-16-years-of-calgary-pedestrian-vehicle-collisions-1.2549827>

Some of the community feedback & letters are from those living in and around Poplar Rd / 8th Ave – they have seen years of children migrate through the affordable housing complex on the south side of the street. Some of the children from very challenged backgrounds without urban street smarts – not so innocent little yellow dots on an accident map. With this knowledge you might better understand why these neighbours object to increased traffic down 8th; also knowing commercial uses typically generate more traffic than a residential one.

Pedestrian accidents stats leading up to 2012, the date of the communities planning statement have not significantly change in patterns. Near misses are regularly observed at 37th and with more / troubling pedestrian outcomes occurring along the Spruce Drive route from 8th Ave south to Bow Trail. As an update to the graphic we have attached to this submission the report presented to **SPC on Transportation & Transit 2016 September 21:**

item 3.5 Bow Trail and 37th Street/38th Street – Safety and Pedestrian Review TT2016-0704 (Appendix 1- page 12).

The report shows the unusually high rear end collisions and updates on pedestrian stats.

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The outcome of the TT2016-0704 was the added no left turn from 37th to the commercial site to the west, and signing the lane behind the west commercial site to be one way traveling east. We are still waiting for the painted street double yellow line.

The report also identifies the difficult pedestrian conditions on the NE corner of the intersection directly adjacent to the most west parcel of this application. This intersection needs no further distractions in proximity.

We believe there was another intersection review done in the fall of 2019 as part of the south of Bow Trail, 37th Mainstreet work.

Alternate routes of travel? Some suggest avoid this crossing:

Street safety fronting these parcels – this is a busy sidewalk along 8th along this applications parcels to the corner; to school's further south & west, to the north end of the shopping center, and to the 37th Mainstreet as it exists today and evolves over time.

The current active mode / ped /cycling bridge over Bow Trail to the east – almost finished -directs /exits the ramps on the west side to the south – the LRT / Library and the south mall area. The future development of the site was factored into the configuration. The realities are it is a significant detour walking, to use it if you are traveling south down 37th or anywhere west (where the schools are) – especially if the existing mall doors are closed and you can't cut through. The reason at least in part; that even though known to be dangerous, the 37th intersection sees many active mode travelers.

Impact of a proposal to build commercial at grade:

The proposal of commercial on the lower two floors – one of the letters we were copied on addresses the street impact to this. For residential above commercial; that arrangement offers little to no eyes on the sidewalk below, unless you are standing at the perimeter glass or on the edge of an overlooking balcony- your sight lines are across the street. Across the street from this site is commercial with a dark wall and no occupancy through the evening/overnight/and early morning hours > nothing looking back to the sidewalk on this side of Bow Trail for the foreseeable future. We have more lived experience this spring, of the environmental design weakness of that arrangement with the tragic murder at 6 AM of the shop owner in the front of the commercial strip to the west of this site.

Form of residential?

In some of the community comment, they reference their years in the community in different ways, and talk about what they have leaned /observed over that time. We hope we can support in this submission, enough factual references to verify their concerns; but also acknowledge them

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for hanging in with a community; that has a history of very high move out rates. Leading up to 2011- 69% move out, more recent years 2016 -64% still not close to a stable/engaged community.

A relevant consideration for what form of residential units added at this site, and to the current community inventory might help create a more stable community.

Currently apartments are 73% of total community units.

Mobility status 5 years ago

| Spruce Cliff | | |
|--|--------|----------|
| | Number | Per cent |
| Population aged 5 years and over in private households | 3,405 | 100% |
| Non-movers | 1,065 | 31% |
| Movers | 2,345 | 69% |

2011 national household survey

Mobility status 5 years ago

| Spruce Cliff | | |
|--|--------|----------|
| | Number | Per cent |
| Population aged 5 years and over in private households | 4,220 | 100% |
| Non-movers | 1,520 | 36% |
| Movers | 2,705 | 64% |

2016 Census snapshot

Consideration for Commercial - how much in the area ... we have vacant undeveloped lands zoned commercial sitting ready to go (10 years and counting) at Bow Trail just to the east of the applicant’s site & in the area of the current community center strip mall.

We also have “M” level zoned parcels down Spruce Drive; that have aged buildings (gov’t owned) that are significantly under built for the current zoning.

Part of the “how much commercial” is an important consideration for Spruce Cliff – the reality is the entire community from the furthest developable point north is still very close to a major shopping center (20 min walk) and what is to be (please soon) a major TOD commercial /entertainment/ residential development. We are in that area’s catchment and share the planned activity zone that straddles Bow Trail. We already struggle with cut through traffic, and it is hard to accept that in/ out to visit commercial from other areas is going to improve the safety, and health of the growing number of people that are housed/exposed along those streets (noise, air quality, along with the traffic risks). The traffic from Bow Trail is vehicle traffic.

In the commercial already build west from this application, and at the center of community strip mall – there are periods of vacancy and periods of high turnover of tenants. It is hard to find something that feels more unsafe to an active mode traveler than a dark wall of closed / vacant commercial, and just in case you just didn’t pick up on the “how safe do I feel here”; we could add rolling shutters and grill bars over the windows. Spruce Cliff has a significant ratio of single people, many who move about solo.

We have also heard and read about existing sites within the community that offer social housing, both rent geared to income for Sr’s housing and a Calgary Housing managed property; that they

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need to move from 100% residential rental, to add a component of commercial to generate a supportive site operating revenue to help cover just basic site maintenance. They are already zoned M or higher with D/C uses.

Spruce Cliff has one of the city's largest social housing sites, 267 units of historically 100% deep subsidy rents, and a 55-unit seniors rent geared to income complex. Both of these sites are aging and make up about 20% of our total population (historical it was closer to 50%.) It is extremely important that these sites have viable operating models; that can support a reasonable quality of maintenance. One of these sites is in the Activity Zone of the TOD and fronts on Spruce Drive, the community gateway, a main walking / cycle route traveling to the new library and LRT station > a commercial component make sense here.

It is not hard for Spruce Cliff to understand how corrosive and destructive to community character/reputation & safety poorly maintained sites can be – the decade of the 1990's history of Hemlock Cr, before redevelopment, is not in any way a story of joy. Solutions need to be found to adequately fund maintenance / re-development of our existing social housing sites – so far, adding a small commercial component is all we have heard discussed.

In the community context – even outside of all the difficult access challenges for the properties of this application, it seems wrong to be rezoning residential parcels to commercial, even with a residential apartment component; especially when other existing commercial lands sit undeveloped.

I think you have the best picture we can give you, on why commercial is not the right answer for this site.

Residential- what form would fit in this low-density zoned area of the community and be contextual to adjacent properties to the north and east.

There is a small setback with a wider green edging from Bow Trail across 8th Ave at these parcels; that offers shielding from Bow Trail and landscaping could improve that. Perhaps live work on the west end as exists today with the seamstress outlet in the basement. The highest density form in the Low Density envelop, more density than the existing RC2 would be RGC at 11M height, or MCG 12M restricted to a Row House form and step backs at any 3rd level.

If you grant a rezoning on these sites from the existing RC2, we hope you find enough reasons in our submission to support an alternative lower density and lower height residential use than the applicants requested mix use MU1 at 26M and; that if you consider MCG it be with a concurrent DP application tied to plans.

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Thank you for the opportunity to contribute comment, and for considering community perspectives in your review of this application.

Lois Sime
Spruce Cliff CA

Appendix 1 Bow Trail- 37th Street/38th Street – Safety and Pedestrian Review TT2016-0704
2 PDF report files attached

Appendix 2 Resident correspondence referenced on page 12-17

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Appendix 1 PDF files (2) summary & report attached

SPC ON TRANSPORTATION AND TRANSIT
TO BE HELD 2016 SEPTEMBER 21 AT 9:30 AM

3.5 BOW TRAIL AND 37 STREET / 38 STREET - SAFETY AND PEDESTRIAN REVIEW, TT2016-0704

Appendix 2

From: Sam Sidhu

Sent: June 15, 2020 1:58 PM

To: jarred.friedman@calgary.ca

Subject: Land Use Amendment - LOC2020-0070

Hello Jarred,

I am writing to you in opposition to the proposed land use amendment LOC2020-0070.

The proposed land use amendment in my mind is going to very detrimental to not only my lot (711 36th Street SW) but I believe it will have a negative impact on the whole community.

Background:

Spruce Cliff is primarily a residential community, that lies between Bow Trail SW and the Bow River Escarpment immediately west of the Shaganappi Golf Course in south west Calgary. The subject site is currently designated Residential -Contextual One/Two Dwelling (R-C2) District which is intended to accommodate residential development in the form of duplex, semi-detached and single detached dwellings in developed areas of the City (Appendix A1). The district allows for a maximum of two dwelling units and a maximum building height of 10 metres.

Westbrook Communities Local Growth Planning Project: <https://engage.calgary.ca/westbrook>

Currently there are no ARPs that relate to the Spruce Cliff Community. However, the Westbrook Communities Local Growth Planning project (ongoing) includes the community of Spruce Cliff and builds on the vision, goals and policies outlined in Calgary's Municipal Development Plan (MDP) and the proposed Guidebook for Great Communities.

The key planning documents relating to Spruce Cliff are the Land Use Bylaw and the Municipal Development Plan (MDP).

Municipal Development Plan:

- The MDP indicates that the majority of Spruce Cliff is considered part of the Established Area (Appendix A2). This area considered modest intensification in the form of townhomes, semi-detached, single detached and secondary suites on an infill basis.

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- The area south of 8 Avenue SW is part of a Community Activity Centre. This is defined in the MDP as “areas of moderate, job and population growth convenient to one or more communities and supported by Primary Transit Network” (Appendix A2).

As a result, density should strategically be focused within the Community Activity Centre and not within the Established Area of the MDP.

Height and Density + Transition:

The height, massing, and density of the proposed application does not conform with the neighbourhood's MDP and ARP policies nor its land use designation (R-C2). The height and massing of the resulting development are not appropriate or compatible with the surrounding context. With respect to the height of 26m (an increase from the current maximum of 10m) - it is not appropriate given the built form context, the height of existing building, human-scale, and overall low-rise character of the adjacent parcels.

The proposed application represents a significant density and height increase and does not restrict development to a form and massing that would be compatible with the low-density residential character of the existing neighbourhood. This land use amendment application shows no consideration towards the pedestrian scale or human scale, the shadow impact on the adjacent residential areas and there is no appropriate transition between the scale of the existing and the proposed development area.

The proposed FAR of 4.0 would create inappropriate transitions to neighbouring existing residences. The MDP requires there to be a transition from higher scale to lower scale residential buildings on adjacent parcels through building location, building massing and landscaping. However, this is not reflected in the proposed application. In fact, the land use district selected by the applicant is wholly inappropriate given the following policies outlined in the MDP. A more appropriate land use redesignation needs to be selected that more closely aligns with the policies below i.e. M-CG or R-CG which facilitates townhomes.

MDP 2.3.2 Respecting and enhancing neighbourhood character –

- ***Ensure an appropriate transition of development intensity, uses, and built form between low-density residential areas and more intensive multi-residential or commercial areas.***

MDP 2.4.2. Built Form –

“A tall building is generally defined as a building whose height is greater than the width of the right-of way of the street that it fronts”.

- ***Tall buildings are appropriate in the Centre City, Major Activity Centres or community Activity Centres and Urban Main Streets where deemed appropriate through Local Area Plan.***
- ***Plans and designs for tall buildings should ensure that they are designed with pedestrian scale, considerate on the shadow impact on the adjacent residential areas, integrated with adjacent areas by stepping down to lower scale buildings and neighbourhoods***

MDP 2.4.2. Developed Residential Areas –

- ***Recognize the predominantly low density, residential nature of Developed Residential Areas and support retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.***

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Land Use Bylaw MU-1

- ***be characterized by*** buildings ***typically between four and six*** storeys ***in height and generally not exceeding ten*** storeys;
- ***achieve transition to lower scale residential buildings on adjacent parcels through building location, buildings massing and landscaping.***

The surrounding land use districts around the proposed application are M-C1 and R-C2 (Appendix A3). M-C1 is primarily designated to accommodate multi-residential development of low height and medium density of up to a **maximum of 148 units per hectare and a maximum building height of up to 14 metres.**

The Main Street on 37 Street S.W. ends at Bow Trail and doesn't extend to the subject parcel. It is within the Main Street area where policy encourages the use of the MU-1 General Mixed-Use District (Appendix A4).

Previous and current Land Use Redesignation applications along 8 Ave SW have approved lower building heights at 12m (an increase from the current maximum of 10.0 metres).

- LOC2019-0199 – 712 Poplar Road SW

RC-2 to M-CG – Multi-residential development to accommodate a maximum of 4 grade-oriented dwelling units – base density of 75 units per Hecate and maximum building height of 12 metres.

- LOC2017-0398 – 3355 Spruce Drive SW

RC-2 to M-CG – Maximum building height of 12 metres and a density modifier of 75 units per Hectare

The proposed application is generally inconsistent with the MDP and previous application of the land use bylaw within the community.

Traffic:

Based on the City of Calgary Traffic Assessment, the traffic volume generated is anticipated to be slow, and moderate. Given the proposed development, the site related traffic interactions with the surrounding street network of 8Ave SW, Bow Trail, 36 St SW, and 37 St SW are expected to have a significant increase in traffic volume. This would create increased congestion considering commercial uses at-grade and would disrupt the existing character of the neighbourhood, especially during peak hours. (Bow trail is classified as an arterial road).

Source: <https://maps.calgary.ca/TrafficInformation/>

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Conclusion:

The proposal does not respect the existing surrounding physical character of the neighbourhood. Based on the foregoing, the proposed development should have an appropriate and compatible built form relationship with adjacent properties (scale) which cannot be accommodated within the MU-1 land use district at the proposed heights and FAR. As currently proposed, there are unacceptable impacts in terms of lack of policy alignment with the MDP, shadowing, and massing.

Please keep me informed regarding any changes to the application

Thanks,

Sam Sidhu

Appendix to Sam Sidhu's letter.

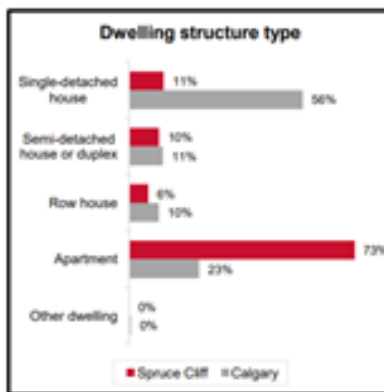
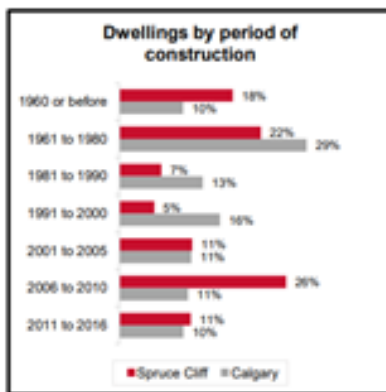
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A1: Spruce Cliff Dwelling Profile

Dwellings by structure type

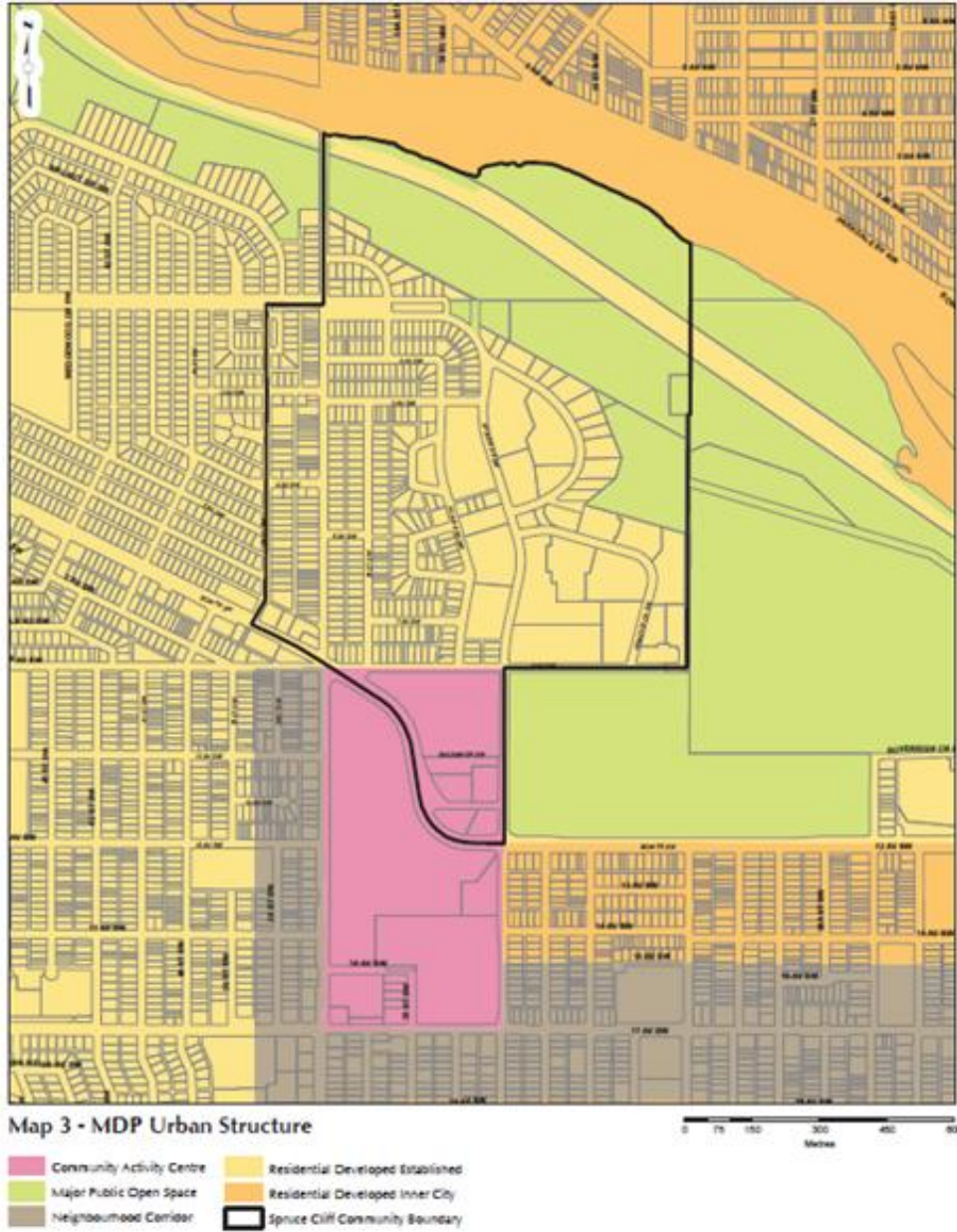
| Spruce Cliff | | |
|-------------------------------|--------|----------|
| | Number | Per cent |
| Occupied private dwellings | 2,285 | 100% |
| Single-detached house | 255 | 11% |
| Semi-detached house or duplex | 220 | 10% |
| Semi-detached | 95 | 4% |
| Duplex | 125 | 5% |
| Row house | 140 | 6% |
| Apartment | 1,675 | 73% |
| Less than 5 storeys | 1,050 | 46% |
| 5 storeys or more | 625 | 27% |
| Other dwelling | 0 | 0% |

| Calgary | | |
|-------------------------------|---------|----------|
| | Number | Per cent |
| Occupied private dwellings | 466,725 | 100% |
| Single-detached house | 262,965 | 56% |
| Semi-detached house or duplex | 50,880 | 11% |
| Semi-detached | 29,295 | 6% |
| Duplex | 21,585 | 5% |
| Row house | 44,705 | 10% |
| Apartment | 105,890 | 23% |
| Less than 5 storeys | 72,880 | 16% |
| 5 storeys or more | 33,010 | 7% |
| Other dwelling | 2,295 | 0% |



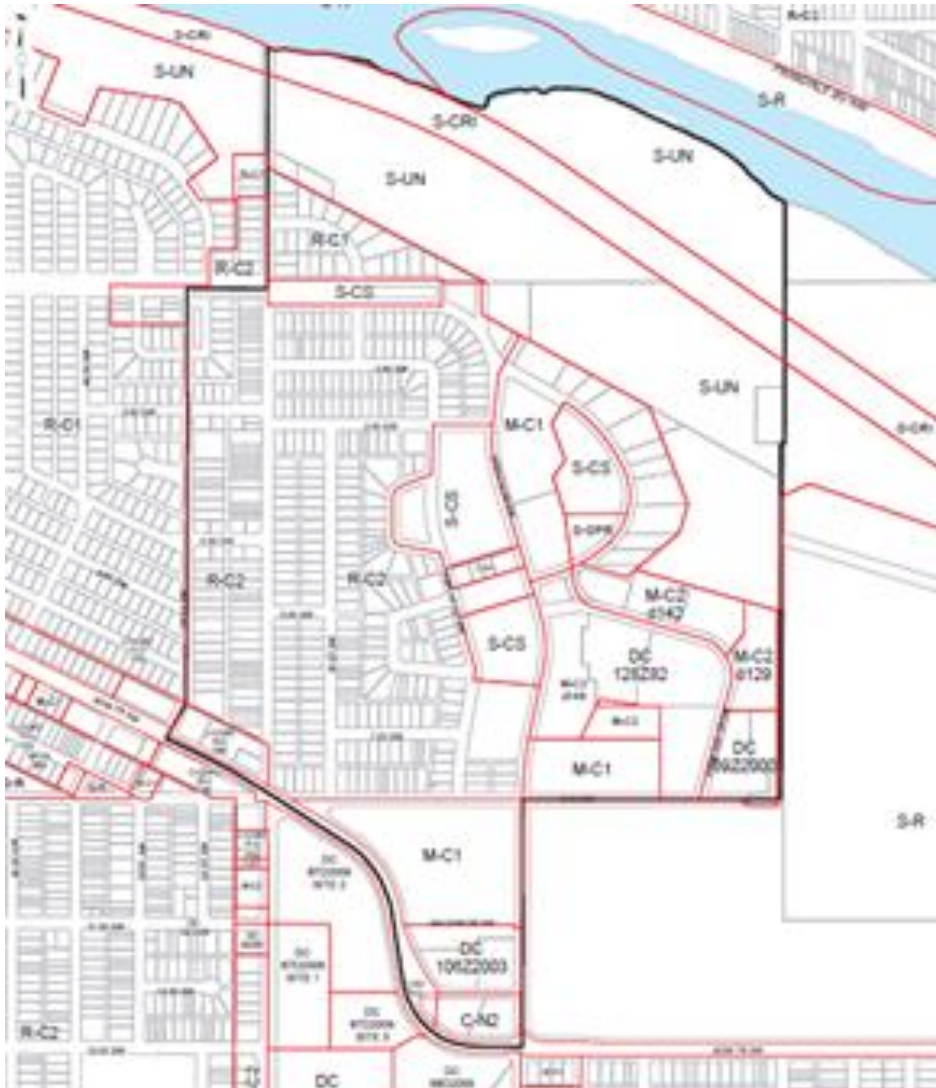
Community Association's Submission

A2: MDP Urban Structure



Community Association's Submission

A3: Land Use Districts – Spruce Cliff



Community Association's Submission

A4: Main Street – 37 Street S.W. (South of Bow Trail)



Main Street: 37 Street S.W.

Rosscarrock, Killarney/Glengarry and Glendale

North of 17 Avenue SW the Westbrook Village Area Redevelopment Plan, approved in 2009, contains policies to guide land use planning along 37 Street for the communities of Shaganappi, Rosscarrock, Glendale and Killarney/Glengarry. As well, the non-statutory West LRT Land Use Study (2009) provides guidance for redevelopment along 17 Avenue SW. These plans provide land use policies that support the Municipal Development Plan goals of a mixed use street along 37 Street SW.

APPROVED Land Use (2019)
When 37 Street SW main street users provided input about the future of this area, they shared that they would like to see this main street become a trendy destination with unique shops and a lot of activity and housing options. Attention to parking management was another desire. Additional retail and improved public realm can only be supported with more population. Reversing could allow for more mixed use and apartment development along 37 Street SW and new housing options such as row- or townhouses, in addition to existing single- and semi-detached homes in Rosscarrock.

In the fall of 2016, local residents provided detailed feedback at public input sessions on a proposed land use framework to meet this growth potential. These comments were considered when refining this proposal.

| | | | |
|---|---|---|---|
| <p>R-C2 Residential - Contextual One / Two Dwelling District</p> | <p>R-C2 is a low density residential designation that is primarily for single detached, duplex and semi-detached dwellings. The district contains many rules that are sensitive, or contextual, to the surrounding scale, requiring lower heights and larger setbacks, for permitted use buildings, when adjacent to lower scale buildings.</p> <p>Maximum height 10m</p> | <p>M-C2 Residential - Grade-Oriented Infill District</p> | <p>M-C2 is a multi-residential designation in the developed area of the city that is primarily for low rise apartment buildings (3 - 5 stories) or townhouses. The district contains many rules that are sensitive, or contextual, to the surrounding scale, requiring lower heights and larger setbacks when adjacent to low scale buildings. Maximum density based on building area (2.5 Floor Area Ratio) which typically allows an average 50 foot (15 metres) wide parcel to have about 12 - 14 units.</p> |
| <p>R-CG Residential - Grade-Oriented Infill District</p> | <p>R-CG is a low density residential designation that is primarily for rowhouses that face a street with a front door. Does also allow single detached and lots by side and duplex houses. Only slightly larger buildings than allowed by the R-C2 district. Maximum density is 75 units per hectare (up to) which typically allows an average 50 foot (15 metres) wide parcel to have 8 units, 4 units could be developed on a corner site with two street frontages.</p> <p>Maximum height 10m</p> <p>Maximum density 75 up to</p> <p>Open facing 3 or 4 units residential units</p> | <p>MU-1 General Mixed Use District</p> | <p>MU-1 is a new district recently approved by Council. It was developed to support growth in key areas like Main Street. Characterized by street-oriented building design in mid-rise buildings typically between four and six stories in height requiring a transition to lower scale residential uses on adjacent parcels through building location, building massing and landscaping. Main floor can be commercial or residential.</p> |
| <p>M-C1 Multi-Residential - Contextual Low Profile District</p> | <p>M-C1 is a multi-residential designation in the developed area of the city that is primarily for low rise apartment buildings (3 - 4 stories) or townhouses. The district contains many rules that are sensitive, or contextual, to the surrounding scale, requiring lower heights and larger setbacks when adjacent to low scale buildings. Maximum density is 148 units per hectare (up to) which typically allows an average 50 foot (15 metres) wide parcel to have 8 units.</p> <p>Maximum height 10m</p> <p>Maximum density 148 up to</p> | <p>MU-2 Active Frontage Mixed Use District</p> | <p>MU-2 is a new district recently approved by Council. It was developed to support growth in key areas like Main Street. Characterized by street-oriented building design in mid-rise buildings typically between four and six stories in height requiring a transition to lower scale residential uses on adjacent parcels through building location, building massing and landscaping. Main floor must be commercial uses.</p> |