

Community Association Response



West Springs/Cougar Ridge Community Association

Circulation Control
Planning and Development
P.O. Box 2100, Station M
IMC 8201
Calgary T2P 2M5
ATTN: Mr. Jarred Friedman
May 31, 2021

Re: LOC2019 - 0144, West Springs Landing, 918-952 85th Street S.W.

Dear Mr. Friedman,

Further to our letter of October 9, 2020, the West Springs/Cougar Ridge Community Association (WSCRC) would like to provide *additional* comments in regards to the West Springs Landing LOC2019-0144. We are still in agreement with all comments made in our October 2020 letter.

The WSCRC participated in the virtual public outreach session on January 13, 2021. To note, there was a very good turnout to this virtual meeting with over 50 residents participating and asking questions. In addition, the April 25, 2019 Traffic Impact Assessment was received from the applicant in February 2021. The comments below are in response to this outreach session and the 2019 TIA.

Traffic Impact Assessment:

The community regularly observes heavy congestion at the entry/exit point onto 9th Ave SW between Calgary CoOp and Shoppers Drug Mart, to the west of this development. Therefore, we have concerns regarding the two 9 Ave vehicular entry points for West Springs Landing development

1. According to the Watt 2019 TIA forecasting to 2028, the development's all-turns access onto 9 Ave will fail in the northbound direction. This confirms our concerns that this intersection will function poorly. We urge the City to jointly develop a solution with the developer and Truman (developer of West District) to make operational improvements to this access.
2. In addition, at the time of the 2019 TIA, the access onto 9 Ave from Westpark Link (No Frills) would have been a right in/right out only. Since that time the median at this point has been removed, allowing the location to become "all turns". Therefore this situation is not reflected in the TIA. The WSCRC therefore strongly recommends that the Watt report be updated to reflect these new traffic patterns. We question whether it makes sense for there to be two all-turns access onto 9th Ave at this point. Will the removal of the median now make the development's western exit an all-turns rather than the planned right in/right out only?
3. The section of 9 Ave between 85th St and Westland Manor is designated as a parking lane and driving lane. Currently there is little parking along this section and 9 Ave, at times, becomes two driving lanes. The WSCRC has serious concerns about the impact that two lanes of traffic will have for traffic turning east bound off of Westpark Link and west bound out of West Springs Landing development. Conversely, if there is significant on-street parking adjacent to the Landing, this may significantly restrict sight lines for left turners. Both of these situations are less than ideal. The WSCRC therefore recommends that bike lanes be put in along the north and south sides of 9th Ave thereby making this section of 9th Ave as only one driving lane in both directions. This will effectively keep sight lines open and permit safer left turns, and a safer pedestrian experience.
4. The TIA considered peak afternoon traffic time to be from 4-6pm. However, there are three schools within close proximity to this area and school traffic may have a significant impact on overall traffic. Would Watt please comment on the effects of the school traffic on traffic from 3-4pm, and recommend safety measures that will be effective during pickup and drop off time.
5. The 2019 TIA also concludes that the 85th St/9 Ave intersection will perform poorly in the 2028 forecast. Therefore, we urge the City to explore treatments on a network level that would improve this intersection.
6. The WSCRC strongly urges the City to develop a community wide bike infrastructure network with developers to support the growing community of WSCR. Cycling is seen as a more sustainable method of transportation especially for users travelling the short distance to local stores as well as the preferred way for teenagers to travel. One trip made by a bike means one car taken off the road. Providing a safe and convenient bike infrastructure increases the roadway capacity without increasing the size of the roadway. As the density of our community increases, and thus vehicular traffic, it is essential that we encourage the already burgeoning cycling culture in our community with a full cycling infrastructure along our main streets.
7. Frequent and reliable transit services will also be critical in delaying the traffic issues coming with increased density. While this is not specifically the developer's responsibility, we would like the developer to make better plans for transit access.

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Pedestrian Connection:

As this development lies within the “core” of the West Springs/Cougar Ridge community, it is extremely important that the pedestrian connectivity be well planned in order to facilitate pedestrian traffic from all sides. This will also reduce vehicular traffic on streets. The WSCRCA strongly urges the City to extend the public access/pathway from the SE corner of this development, across the greenspace north of St. Joan of Arc, to join up with the existing public pathway north of the school. We have been informed that according to the WS ASP the regional pathway is up to 9th Ave SW. However, it is unreasonable to expect pedestrians to walk SEVEN times the distance from the existing pathway, up to 9th Ave, and then into the WS Landing development, when a short extension of the path to the SE corner will provide easy and complete pathway connections. During the virtual public session, the applicant agreed that a public path could be made along the southern edge of the development. It was also mentioned that a public access sidewalk could be made in front of the residential buildings in order to access the greenspace to the east and link up with the existing pathway across 9th Ave. This would be extremely beneficial to the businesses within WS Landing by permitting quick and easy access by foot and bike, rather than forcing residents to drive around by car.

Urban Plaza:

The applicant has proposed three public plazas to be included in this development. While these plazas will add to the public experience, the WSCRCA would like to see a *more creative solution* with less use of “hardscaping” and more “softscaping”. During the virtual public outreach session many attendees voiced concerns around the lack of an inviting greenspace in the development. At our community core all existing developments are car-centric with vast swaths of pavement. None include a welcoming green oasis for pedestrians and bikers to relax. As WS Landing is the final piece of the core business development we urge the applicant to create a 21 century retail environment that focuses on pedestrians and cyclists, instead of cars, that includes grass and trees.

Springside Condominiums:

Members of the Springside Condominium Board were present at the January virtual public outreach session. They expressed concerns with viewpoints looking north into the West Springs Landing development and did not want to be looking at a wall of buildings. We appreciate that the applicant has included trees between the condo development and the WS Landing buildings along the southern edge.

In addition, the WSCRCA has serious concerns about the completion of the sidewalk along the east side of 85th St SW, between Wentworth Dr SW and the West Springs Landing development (beside the Springside Condominiums). Presently there is no sidewalk there. It is imperative that this sidewalk portion be completed at the same time as the sidewalk installation along the West Springs Landing portion of 85th St SW.

Summary:

Therefore, in summary, the WSCRCA strongly encourages the City to: (1) request an update to the TIA for the reasons above; (2) develop a community wide cycling infrastructure particularly along main streets in our core; (3) develop strong pedestrian connections through this development by completing a pathway extension from the existing pathway north of St Joan of Arc school to the SE corner of the development, and requiring the applicant to include a public path along the front of the residential buildings and along the south border, to the SE corner; (4) require the applicant to include more soft-scaping in the development’s plaza areas such as grass and trees.

Regards,

Linda Nessel
Director
Planning & Development Committee
West Springs/Cougar Ridge Community Association

cc: Jeff Davison, Councillor Ward 6
Paul Ghazar, President WSCR Community Association

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