

Community Association Response

LCO 2021-0135 716 -37th St SW. RC-2 to MU-1 with Road Closure.
Submission deadline 2021 Oct 27th

Spruce Cliff

Thank you for the opportunity to contribute comment on this proposal.

The Spruce Cliff Community Association's response to the circulated request follows with attached appendices A & B:

Lois Sime Spruce Cliff CA. 27 Oct 2021

We are submitting today to meet the site posted comment closing date of 2021 Oct 27 but appreciate that the File Manager with the Transportation & Mainstreet teams continue to work on solving the significant design challenges for the pedestrian / cyclist travel links along 8th Ave SW and street crossings for this intersection at Bow Trail & 37th immediately adjacent to the land of this LOC and the recent LOC that amalgamated the lots to the east that are being discussed. We are hopeful all will transpire with a positive outcome for the community prior to a public hearing date for this file.

We are attaching in Appendix B, the CA's submission (LOC2020-0070) for the file of the amalgamated lands abutting this LOC & Road Closure application that the applicant refers to. The applicant is also referencing a Westbrook Communities Local Growth Plan that the community does not think exists as it has not been shared with them. The attachment contains references and relevant community context compiled from various city team's good work. What was not included in that submission was the 37th Mainstreet component that includes a plan for the lands at 716 37th Street SW.

This 37th Street level crossing is one of only two into and out of the community, the other is east at 33rd St (Spruce Drive) and from this corner you must travel north to 3rd Avenue to find a street or pathway route to travel west of 37th Street.

Our ask – please insist, before any approval, on retaining enough public lands and guaranteed public access to achieve a **safe & comfortable solution for active mode travelers:**

1. To navigate along the north side sidewalk of 8th Ave west of 36th St. (north east edge of the gray triangle area on the file circulated map) (binding / documented long term public access and passage)

Photo orientation - standing at the corner of 8th Ave SW & 36th Street looking toward 37th with the entrance/ exit access to Bow Trail (60 km hour) on the left (south) side of the photo.



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2. To navigate from the NE corner of 8th Ave and 36th Street to the corner of Bow Trail in both the east/west and south directions across the intersection. This sidewalk is a snow storage site for clearing Bow Trail.



And the corner of 37th Street along the edge of the 716 37th Street parcel to connect to the branching sidewalk & regional pathway routes. The location of Node 1 -Gateway Plan of the 37th Mainstreet Improvement Project Appendix A.

Photo orientation -a) looking east down Bow Trail (the orange safety fence is the most westerly parcel -the recent fire site) of the amalgamated lots of LOC 2020-0070 (3704,3708,3712 &3716 8th Ave SW) and b) looking west from the junction of 8th Ave to the Bow Trail intersection. c) 37th narrow sidewalks with a rolled curb where cars crowd the sidewalk with overhanging mirrors – the west sidewalk adjacent to the vacant partial lot at 716 37th Street SW.



Calgary.ca 37th Mainstreet Master Plan Node 1 Gateway Bow Tr@37th



FIGURE 3.18 - NODE 1 PROPOSED VISUALIZATION

3. And to connect the now dead ending or start point depending on travel direction, the paved regional pathway that shares a curb with the Bow Trail arterial road to 33rd Ave/Spruce Drive intersection and the Bow Trail crossing at 37th. – ideally this would extend to the Bow Trail – 38th Street T intersection (social housing development).

Photo orientation – looking west across the 36th Street (right only access) to Bow Trail.



Our concern, after a very patient wait (since the LRT 2010-12 build) for intersection and sidewalk improvements for our 70-year-old community; is that the Node 1 -Bow Trail & 37th Street Mainstreet Gateway will be deferred beyond the 2022 construction season or will no longer be doable due to not enough available adjacent land. Is this LOC now going to further delay or disable the much-needed work that precedes density growth in many communities?

This is only an LOC, there has been no shared concept site plan even though the parcels are oddly shaped and difficult to access. The development of these amalgamated lands might not happen for many more years as this is not a concurrent DP, there appears to be no build by date attached to the residual lands, nor development commitments from the applicant in the current discussions. This level of “up in the air,” we feel should not defer the planned work of the Section 1 Node 1 Mainstreet Project.

Why we believe strongly that a written public access condition be part of any approval.

Following are Spruce Cliff's various “no public access” routes impacted inside the Activity Zone of the TOD lands (South of 8th Ave to Bow Trail)

- ❖ with the closure of 11th Ave. in 2016 (west of Spruce Dr.) and its amalgamation to the parcels south, no public access was cemented into that sale of land. The route identified at the public hearing was foot travelers should make their way to the regional pathway at the edge of Bow Trail and loop back to use the pedestrian bridge.
- ❖ The Westgate Tower lands are a keyhole design and have no public access to travel east / west from Spruce Drive to the pathway along Bow Trail.
- ❖ The lands north of the tower, Shaganappi Village, has a private road (paved lane with dumpsters) – Balsam Road and the property is marked Private Property at the access points from Spruce Drive and 8th Avenue.

Getting around in active mode has become increasingly strangled with lengthy detours to reach the Pedestrian overpass bridge stairs / ramps on the east side of Bow Trail, and why many take the shorter street level routes even though proven more dangerous.

We do not believe the right answer is another active mode detour to lengthen our trip along 8th Ave to the corner of 37th or for it to be moved into the more hostile adjacency of fast-moving Bow Trail vehicles. If this application is advanced, we strongly believe that public access should be articulated and not left to future good will.

In a very rare community objection to a land use / redevelopment proposal, the MU1 land use for the adjacent amalgamated parcels 3 +1 was not supported by the community. That was in part because of the height jump from 10M TO 22M, but also because we believe commercial in this access restricted spot and at the lower levels of the buildings will detract from a safe walk home in the early morning / late evening hours with a dark wall with no “eyes on the street” occupancy against the sidewalk site lines. Extending the MU1 land use to this parcel adjacent to 37th, bringing more adjacent distraction for a street section with no curb parking does not seem to help that design dilemma.

pg. 3

The community context for this application:

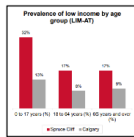
Spruce Cliff - Geodemographic of the land use @2016 (last national census)

Current population – 4673 (2019)

Units (excluding secondary suites) 2431 (2019)

Occupancy 61 % rent vs 39% own - the reverse of most city communities. (2016)

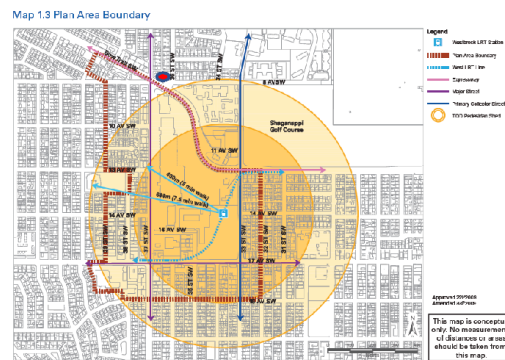
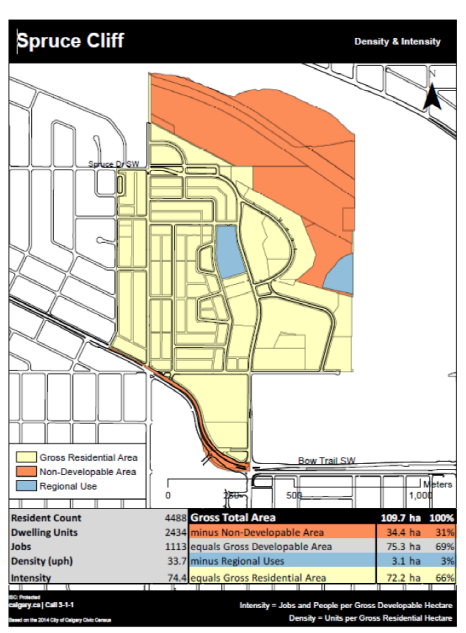
Double the city average living in the poverty demographic. (2016)



Calgary.ca Spruce Cliff profile.

Spruce Cliff's growth in population has exceeded the 50% MDP targets - 68% in population and approximately 74 % increase in units, and to dispel a common belief the Westgate three tower complex contributed a net gain of only about 480 units of that total when they replaced the Westgate Hotel.

@ 2016



6 WESTBROOK VILLAGE AREA REDEVELOPMENT PLAN

The community shares the Activity zone of the Westbrook LRT, the area south of 8th Ave SW. The property of this LOC application is on the outer edge of the 600M radius and the intersection was therefore not improved per the other three during the 2012 LRT project. (Red oval)

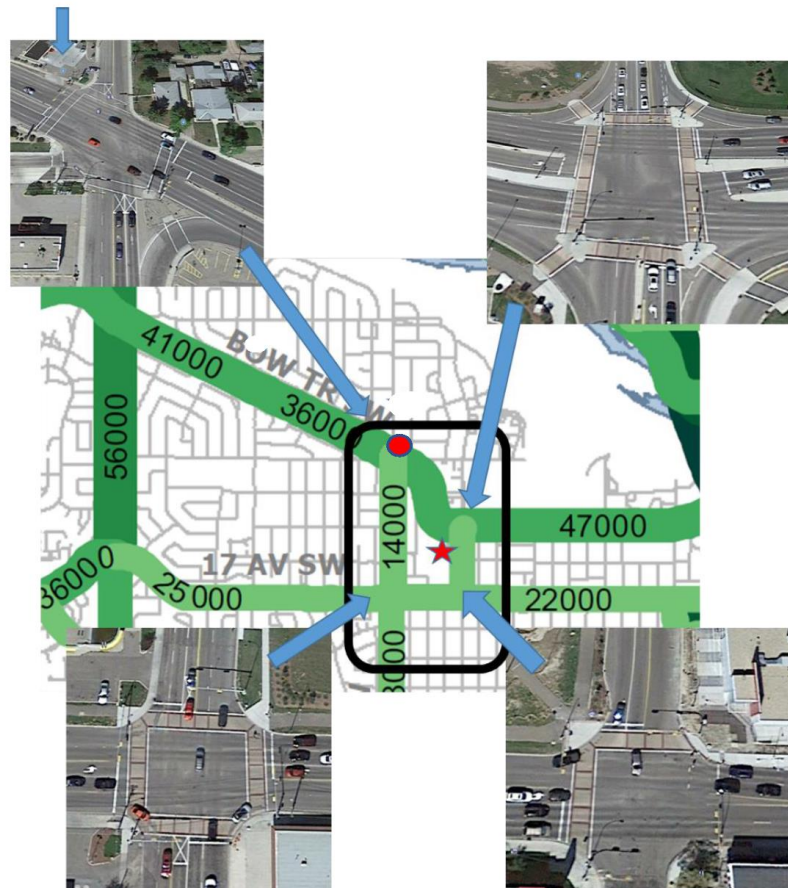
The LRT quadrant: The graphic on the next page of the “corners” and traffic volumes – we are borrowing from our LOC submission in 2016 – “long time advocacy for a fix”. The two houses show in the arial view on this corner no longer exist – one demolished by city order- the site of this LOC, and the adjacent one to the east destroyed by a fire shortly after the LOC public hearing that amalgamated those 3 +1 parcels. (red oval)

Traffic volumes for Bow Trail are roughly double the volumes of 17th Ave and move at a higher rate of (legal) speed.

The 17th Ave Mainstreet work is just being completed: we are thankful to have those changes in our district of walkability but now more than ever find it hard to accept that the 37th / Bow Trail intersection may not be given the same safe street considerations because of this LOC application.

(From traffic volumes / 2015) <http://www.calgary.ca/.../traffic-flow-city-2015.pdf> /google map for the aerial photos

The four-corner quadrant around the Westbrook LRT Station: labelled red star (red oval – this LOC)
The NE corner is the only one of the four that has not seen enhanced pedestrian markings. The vehicle traffic volumes do not offer any explanation as to why. The apparent answer is it is not close enough to the station to qualify, in contrast to the counter position, that the station proximity is the qualifier to increase the zoning density.



Appendix B attached - LOC 2020-0070 18 June 2020. Site Adjacent Road Conditions

In this appendix (our submission for the adjacent now adjoining lands of this LOC) on pages 5 to 10 you will find additional information on community mobility, about the adjacent intersections 5 legged design, street conditions , and accident stats. On page 12 you will find the City of Calgary's 2016 transportation review TT2016-0704

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The 37th Main Street plan for the Node 1 north end gateway
Calgary.ca 37th Mainstreet Master Plan pages 30 & 31

Appendix A



3.3 MASTER PLAN NODES

NODE 1 - BOW TRAIL SW

The Bow Trail intersection is the northern gateway to the 37 Street SW Main Street. The intersection is a highly constrained area, with limited public ROW, skewed geometry and poor pedestrian connections. A major challenge is the vehicular-oriented nature of Bow Trail, resulting in long crossing distances for pedestrians and cyclists across many traffic lanes. The crossing conditions were a key concern identified by public stakeholders during the engagement process in the Spring and Fall of 2018.

Improvements to the Bow Trail Gateway are primarily focused on 37 Street SW plus enhanced pedestrian and cycling conditions across Bow Trail, but larger design moves to address changes along Bow Trail itself are outside the scope of this plan. On 37 Street SW, removing one southbound lane of vehicle traffic at the intersection provides additional space to provide separation of sidewalks, a multi-use pathway, and landscape boulevards with street trees that will create a sense of gateway and arrival - strengthening the identity of the street.

The enhanced pedestrian and cyclist crossings on the east side of 37 Street SW require the use of a vacant lot owned by The City. The plan is reliant on the assumption that this lot can be converted to road ROW to accommodate the crossing. The resulting space also provides opportunity for gateway features including enhanced planting and public art.

Site analysis of this area indicated several constraints that influenced the streetscape plan shown. These included a need to:

- Interface with commercial parking lots on both sides of the street
- Retain existing back-of-sidewalk edge on both sides to avoid property impacts
- Address the uncomfortably narrow, monoethnic sidewalk on the west side
- Work within significant private property constraints in all corners of the Bow Trail intersection, which also preclude any changes to Bow Trail itself in conjunction with the Main Street project
- Retain or consolidate existing driveways to minimize streetscape interruptions



FIGURE 3.9 - NODE 1 EXISTING VISUALIZATION

Public realm streetscape improvements in this area include:

- ① Providing safer off-street cycling space on a multi-use pathway on the east side
- ② Enhancing marking and signage for all crosswalks to improve their visibility and accessibility
- ③ Providing separate crossing facilities for cyclists and pedestrians at the intersection to allow for safer crossing, and provide a transition between on-street cycling north of Bow Trail and the new multi-use pathway; this feature uses space in an empty residential lot owned by The City in the northeast corner of the intersection
- ④ Modifying the right-turn island at Bow Trail to:
 - provide additional space for pedestrian and cyclist crossing
 - improve sightlines and visibility for pedestrians and drivers
 - encourage slower vehicle traffic
 - provide a short bus-only lane on eastbound Bow Trail to improve transit operations
- ⑤ Providing wider separate sidewalks to create a more comfortable walking experience
- ⑥ Upgrading streetlights to provide a consistent, aesthetic and comfortable environment during evening hours, and to provide opportunity for pageantry to enhance the gateway and identity of the street
- ⑦ Retaining roadway capacity so traffic flow is not impeded, particularly during peak traffic hours
- ⑧ Encouraging slower and safer traffic speeds and safety for all through right-sizing vehicle lanes
- ⑨ Removing some existing driveways to minimize streetscape interruptions
- ⑩ Enhancing paving to delineate transition into the node area
- ⑪ Enhancing planting or public art opportunity to highlight 37 Street SW Gateway

An existing visualization of Node 1 is illustrated in Figure 3.9, a proposed visualization of Node 1 is illustrated in Figure 3.10, and a proposed site plan of Node 1 is illustrated on Map 3.7.



FIGURE 3.10 - NODE 1 PROPOSED VISUALIZATION

NODES | GATEWAY 1 - BOW TRAIL

