

LAND USE AMENDMENT
WILDWOOD (WARD 8)
NW CORNER OF BOW TRAIL AND 38 STREET SW
BYLAW 127D2015

MAP 13W

EXECUTIVE SUMMARY

This is an application by the Office of Land Servicing and Housing (OLSH) to redesignate 0.32 hectares (0.79 acres) of land at 4012 Bow Trail SW (the northwest corner of Bow Trail SW and 38 Street SW) from Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District to Multi-Residential – Contextual Medium Profile (M-C2) District in order to accommodate multi-residential development including at-grade residential units.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2015 June 18

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 127D2015; and

1. **ADOPT** the proposed redesignation of 0.32 hectares \pm (0.79 acres \pm) located at 4012 Bow Trail SW (Plan 2917HJ, Block 1A, Lots 26 and 27) from Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District **to** Multi-Residential – Contextual Medium Profile (M-C2) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 127D2015.

REASON(S) FOR RECOMMENDATION:

Administration recommends approval of this application as it aligns with Municipal Development Plan (MDP) policy objectives relating to increasing housing choice in areas of established communities that are close to the primary transit network. The site is a 13 minute / 1.3 kilometre walk from Westbrook LRT station.

The proposed land use district allows for an increase in the supply of housing within height and density limits that represent a compatible degree of change in terms of form and neighbourhood character.

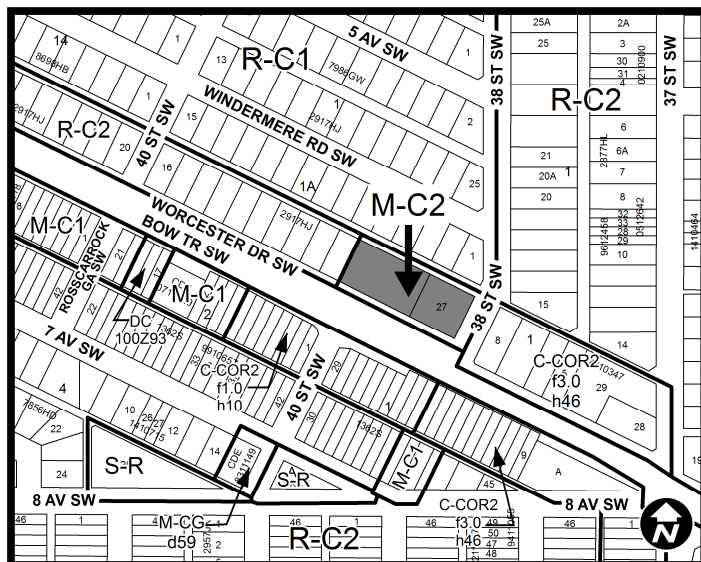
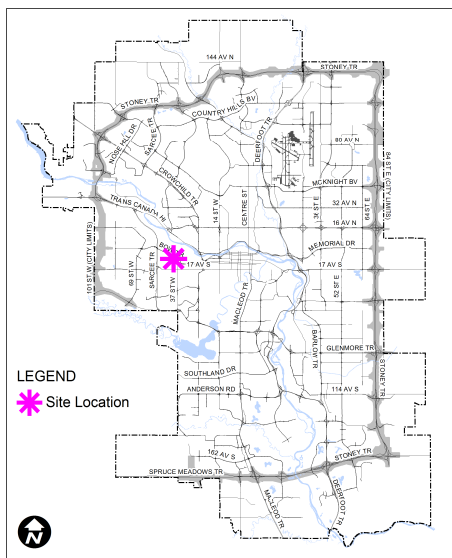
ATTACHMENT

1. Proposed Bylaw 127D2015
2. **Public Submissions**

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.32 hectares \pm (0.79 acres \pm) located at 4012 Bow Trail SW (Plan 2917HJ, Block 1A, Lots 26 and 27) from Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District to Multi-Residential – Contextual Medium Profile (M-C2) District.

Moved by: R. Honsberger

Carried: 8 – 1

Opposed: M. Logan

Reasons for Approval from Mr. Honsberger:

- Given traffic at 38 Street and Bow Trail SW not having commercial makes sense, so as to not increase traffic generation to site.
- Affordable housing aspect, while nice and important, is irrelevant to the land use application.

Reasons for Approval from Ms. Wade:

- Support land use – My concern is that the current conditions of pedestrian and vehicle movement be considered in the larger planning context with Westbrook LRT/TOD improvements to Bow Trail SW and the development permit concepts for this site for collaboration, resolution and equitable cost sharing on improvements to these current conditions. If any capital improvement funds allocated, they also be utilized in this redevelopment. These next steps should be communicated to community associations to inform them of how and when these improvements to vehicle and pedestrian movements/safety may occur.
- Support affordable housing initiative on this corner to meet criteria for affordable housing site selection.

Reasons for Opposition from Mr. Logan:

- I support a change in use from C-COR2 to a residential or mix use. An absence of a Phase 2 environmental or commitment to a noise attenuation solution gives me concerns; the contemplated land development may be more complex and expensive than anticipated. This will potentially lead to requests for relaxations which should be assessed to some degree at the land use stage.

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2015 June 18

MOTION: The Calgary Planning Commission accepted correspondence from:

- Wildwood Community Association dated 2015 June 17;

as distributed, and directs it to be included in the report in APPENDIX III.

Moved by: R. Honsberger

LOST: 2 – 7

Opposed: G. Morrow, M. Wade,
C. Friesen, R. Wright,
M. Logan, G.-C. Carra,
and J. Gondek

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Applicant:

NORR Architect Planners

Landowner:

The City of Calgary

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	Yes	5
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	5
Legislation and Policy <i>Does the application comply with policy direction and legislation.</i>	Yes	5
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	No	6
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer, storm and emergency response) concerns.</i>	No	6
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	6
Growth Management <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	No	6
Public Engagement <i>Were major comments received from the circulation</i>	Yes	6

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PLANNING EVALUATION

SITE CONTEXT

The site is on the southern boundary of Wildwood, at the northwest corner of Bow Trail SW and 38 Street SW, a 13 minute / 1.3 kilometre walk from the Westbrook LRT station and in close proximity to retail and employment options.

The site is surrounded by:

- To the north: single-detached homes designated R-C1 (across an alley)
- To the south: auto-oriented commercial properties designated C-COR2f1.0h10 (across Bow Trail)
- To the east: auto-oriented commercial properties designated C-COR2f3.0h46 and an 11 suite multi-residential development designated R-C2 (across 38 Street SW)
- To the west: single-detached homes designated R-C2 (immediately adjacent, sharing a side property line)

This application represents an increase in density from 1.0 Floor Area Ratio (FAR) to 2.5 FAR, and proposes to increase height from 10 to 16 meters, although the elimination of the commercial use through the proposed redesignation may result in a decrease in trips generated by the site relative to potential redevelopment scenarios under current land use designation.

LAND USE DISTRICTS

The application proposes changing the land use designation from Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District to Multi-Residential – Contextual Medium Profile (M-C2) District, in order to accommodate multi-residential development including at-grade residential units. The applicant seeks to develop multi-unit residential without commercial uses.

LEGISLATION & POLICY

The application supports the following MDP policy objectives relating to increasing housing choice in areas of established communities that are close to the primary transit network:

- 2.2.2 A transit-supportive land use framework (the site is a 13 minute/1.3 kilometre walk to Westbrook LRT station)
- 2.2.4 Complete communities (particularly b. i.)
- 2.2.5 Strong residential neighbourhoods (particularly a. to c.)
- 2.3.1 Housing (particularly a., b., e., and f.)
- 2.3.2 Respecting and enhancing neighbourhood character (particularly a. and b.)
- 3.5.3 Established areas (particularly a. and c.)

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TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) was not required as part of this application due to the small scale of the proposal. At the Development Permit (DP) stage, should an application be seen as likely to generate enough trips to warrant a TIA, one may be required at that time.

The applicant, the Wildwood and Spruce Cliff Community Associations, and members of the public have reported that current conditions for walking, cycling, and driving (including walking and cycling to access transit service) are, in their view, unsafe, uncomfortable, and inconvenient. While these concerns merit attention, Administration's view is that this application does not represent a substantial change to or worsening of these conditions.

UTILITIES & SERVICING

All required services are available for the proposed land use. The existing servicing can accommodate the proposed development without the need for upgrades or adjustments to the existing infrastructure.

ENVIRONMENTAL ISSUES

A Phase 1 Environmental Site Assessment revealed no significant environmental issues.

ENVIRONMENTAL SUSTAINABILITY

By enabling an increase in the supply of housing in proximity to the primary transit network, this application has the potential to advance The City's efforts to reduce energy and emissions from transportation.

GROWTH MANAGEMENT

There are no growth management considerations on this site and no additional infrastructure is required to service development at this location.

PUBLIC ENGAGEMENT

In addition to attending an applicant-led open house in late 2014, Administration has received numerous comments from members of the public, adjacent landowners, and the Community Associations of Wildwood and Spruce Cliff. Community Association comments are also included in APPENDIX II, for reference. The majority of these comments are not supportive of the application, for multiple reasons, including:

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1. Traffic safety (pedestrian and vehicular) along Bow Trail SW, Worcester Drive SW, on 37 and 38 Streets SW, in rear alleys, and at key intersections;
2. Spillover parking and overuse of on-street parking spaces;
3. Concerns over the appropriateness of multi-residential forms of development in an otherwise single-detached/semi-detached neighbourhood;
4. A desire to maintain commercial space along Bow Trail within Wildwood; and
5. Concerns over the appropriateness of affordable housing.

These comments were considered by Administration and addressed as follows (in response to the list above):

1. The elimination of the commercial use through the proposed redesignation may result in a decrease in trips generated by the site relative to potential redevelopment scenarios under current land use designation.
2. Final parking demand and management will be resolved at the Development Permit (DP) stage. The applicant (OLSH) has indicated that they intend to proceed with a 48 unit affordable housing development to be managed by the Calgary Housing Company, which should generate reduced parking demand relative to conventional multi-residential development. Any relaxation of the parking requirements will be evaluated as part an eventual DP application.
3. The forms of development allowed as discretionary uses under the proposed land use are entirely in line with MDP policy relating to enabling densities of development that support transit use and providing a diversity of housing options throughout the city. At a high level, the proposed land use would allow forms of development broadly similar to existing development at just east of the site at 640 - 38 Street SW.
4. While this application would reduce the amount of commercial land use along Bow Trail SW in Wildwood, there are commercial sites developed at low intensity to the south (across Bow Trail SW) and to the east (across 38 Street SW) that offer better presence on Bow Trail SW with easier vehicle access and less impact on the community.
5. Administration's evaluation of this application considered the land use, not the user or operator of any eventual development.

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APPENDIX I

APPLICANT'S SUBMISSION

The subject parcel is located in the community of Wildwood and consists of 0.32 ha (0.79 ac). The land is owned by The City of Calgary and is under the stewardship of the Office of Land Servicing and Housing (OLSH). A land use amendment is required in order to construct a new affordable housing development on this site which will be operated by The Calgary Housing Company.

The current land use designation is Commercial Corridor (C-COR2) district which contains modifiers restricting the floor area ratio (FAR) to 1.0 and the building height to 10 metres. A land use redesignation is required to support the proposed development which will include approximately 48 units within three 3-storey buildings. The development will be evenly split between studio, one-bedroom, two-bedroom and three bedroom units, and the main floor of each building will provide barrier free/accessible units. A new land use designation is required to support this development; therefore, the application seeks to amend the designation to a Multi-Residential – Contextual Medium Profile district with a modifier restricting the density to 150 units per ha (M-C2 d150). This results in a maximum of 48 units on site.

While there is no local area plan in place for Wildwood, the proposed development is consistent with policy in imagineCalgary, Calgary's Municipal Development Plan, Sustainability Direction and Council's Fiscal Plan which encourage more housing options in established communities, more efficient use of infrastructure, enhanced mobility options for Calgarians and more compact built forms in locations with direct easy access to transit, shopping, schools, recreation and other community services. In addition, the site has specific attributes which make it ideal for affordable housing that will cater to a variety of individuals and families:

- The site is directly adjacent to major transit routes on Bow Trail which provide easy access to major employment centres around the city;
- It is within 1 km of Westbrook Station and Community Activity Centre (as per the MDP);
- Shopping and other amenities and services are within easy walking distance;
- Major parks and open space is in close proximity to the site; and
- Schools and other community amenities are nearby.

In support of this land use application, OLSH has engaged the communities of Wildwood, Spruce Cliff and Rosscareck through Board Meetings, Planning committee Meetings, an Open House and online report-back opportunities. The communities of Wildwood and Spruce Cliff have consistently advocated for improvements to traffic concerns along 37th, 38th and 45th Streets SW. The community of Wildwood has also voiced a recurring concern for safety at the intersection of 38th Street SW, Worcester Drive SW and Bow Trail SW, citing the death of a pedestrian. In reviewing this land use application, OLSH requests that traffic and safety be key parts of the review.

To conclude, the proposed land use amendment will facilitate OLSH's mandate to support affordable housing and to work towards alleviating the affordable housing crisis in Calgary. For this reason, and the reasons noted above, we respectfully request Calgary Planning Commission and Council's support of our application.

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APPENDIX II

COMMUNITY ASSOCIATION COMMENTS

Wildwood Community Association
P.O. Box 34161 RPO Westbrook Postal Outlet
Calgary, AB T3C 3W2

May 4, 2015

Circulation Controller
Planning, Development and Assessment #8201
P.O Box 2100 Station M
Calgary, AB T2P 2M5

Attention: Desmond Blik

Re: Land Use application LOC2014-0191 4012 Bow Trail SW

Wildwood Community Association (WCA) appreciates the opportunity afforded it by the development process to provide comments on specific development or land use applications. As a general policy, the WCA encourages development within Wildwood that is diverse yet recognizes our existing context and respects people in our community. We have reviewed the above application and would like to submit our comments.

We do appreciate the fact that our concerns regarding safety and traffic have been mentioned in the application. It was suggested that these should be part of the review. Even with this suggestion, we have no guarantee that our concerns will be addressed or that any action to resolve these issues will be taken. With this in mind, we still cannot support this development.

Summary of WCA Feedback to City:

- WCA supports the development of contextual affordable housing (ie. two story complex).
- A 48 unit development is too dense for the 38th Street site and ignores Community context.
- A formal traffic study is required to assess how traffic and parking congestion will frustrate and compromise the safety of existing residents and tenants in the proposed complex.
- Site should be zoned MC-1 as the proposed MC-2 zoning is not contextual. The 10m restriction on the height is appreciated by the WCA, however, all surrounding homes are only single story, so this would still not be contextual on the lot.
- Eliminate alley access by moving parking inside a fence and providing access through an internal driveway
- Establish designated visitor parking on south side of building along Worcester Drive.
- Assurance of funding for future building maintenance
- Enhance privacy for adjacent homes – mature trees; layout of suites

WCA has expended significant effort to provide specific recommendations for this development to help the City fulfill its mandate to provide Affordable Housing within the context of our established neighbourhood. We hope our comments receive fair consideration from the Board in its deliberations on this matter. Please keep the WCA advised of further progress with this Application. We are prepared to provide further feedback and support with regard to contextual and local knowledge.

Thank you.

Robyn Birdsell
Wildwood Development Committee

D. Blik

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LOC2014-0191 – Re Circ

Thank you for the opportunity to contribute a Spruce Cliff community perspective.
We have made some minor revisions to photo text, and added comments for area activities:
Quarry Road Trail and the 37th Main Street projects; that have surfaced in the time frame
between this and the original circulation.
We believe many of our comments align with the city's "in-progress" pedestrian strategy.

We are available to clarify our comments or answer any questions they might generate.

Lois Sime
Director
Spruce Cliff CA

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The City of Calgary
PLANNING, DEVELOPMENT & ASSESSMENT

REQUEST FOR COMMENT ON APPLICATION

RE-CIRCULATION

Date: April 1, 2015

To: Spruce Cliff Community Association
Lois Sime
3527 Spruce Dr SW
Calgary, Alberta
T3C 3A5

NOTE: The community contact person and address are only as current as the information provided to this office by the Community Association. If there are any changes please contact the Subdivision Secretary at the address to the right.

Return To: **Circulation Control**
Planning, Development & Assessment #8201
P.O. Box 2100 Station M
Calgary AB T2P 2M5
email: CPAG.Circ@calgary.ca

File Number: LOC2014-0191

4012 BOW TR SW 2917HJ;1A;26&2917HJ;1A;27

Community: WILDWOOD
Alderman: Evan Woolley

Ward: 08 **Map:** 13W

Applicant: NORR ARCHITECT PLANNERS

Contact: Tracy Bealing (403) 451-1417

Parcel Owner: THE CITY OF CALGARY
C/O CORPORATE PROPERTIES GROUP ((IMC#8052)PO BOX 2100 STN M
CALGARY AB CANADA T2P 2M5

Application: Land Use Amendment

Site Area: 0.32 ha

Existing Use:

Commercial - Corridor 2 f1.0h10 (C-COR2 f1.0h10)
District

Proposed Use:

Multi-Residential - Contextual Medium Profile (M-C2)
District

Attached are the plans and application material for this proposal. Please submit your response to the above sender by;

DUE DATE Friday April 24, 2015

If you want to discuss this application further, please call the File Manager:

Desmond Bliek (403) 268-2918 <mailto:Desmond.Bliek@calgary.ca>

Please note that any written submissions made in response to this application will form part of the official record, and upon final decision of the application the correspondence will be available for public viewing.

No Objection

See Accompanying Letter

Signed: _____

Signed: Lois Sime

Date: _____

Date: 20 APR 2015

Agency: _____

Agency: Desmond Spruce Cliff/CA

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LOC2014-0191 -Re Circulated - (our submission has been updated from the original submission 2014-12-24 to include added community /city projects that are impacting the neighbourhood of this project site) - 4012 Bow Tr. SW C-Cor2 f1.0h10 to C-M2 multi residential with max 10M Ht.

Spruce Cliff CA response to City of Calgary - Request for Comment. Due by 2015 April 24.

The applicant site shares our community boundary at 38th, is located north of * wall & median* on Worchester Dr., and is front facing onto the one-way street west bound from 38th ST to 45th without vehicle access back onto Bow Trail. .

The city's current directive to CA's is to provide community context to an application; what follows is "our picture".

Generally the CA of Spruce Cliff supports the proposed residential land use of the application; as data to date presented at the open houses concluded, a residential use of this land will generate the lowest volume of vehicle traffic to the community.

We are disappointed; that this proposed community adjacent Affordable Housing Project is unable to be used to rotate – change a percentage of the 265 deep subsidy units at Shaganappi Village, to allow a better maintenance revenue stream for that site, and a progress in place model for our community residents.

The circulated documents attached page identifies concerns the area communities have with the transportation impact and safety, for parking, vehicles, bikes, and pedestrians. To date discussions have lead us to conclude; that for a residential use of this land a transportation study will not be undertake; so the following will outline our concerns in more detail. We hope for an outcome; that advances some of the "future" identified -planned solutions and captures the opportunities adjacent current city land ownership presents.

Our community of Spruce Cliff stats: We are not typical of the city averages so feel it is important to outline info here:

Spruce Cliff Growth from 2006-2014	+59%	City	13%
Spruce Cliff Growth from 2009-2014	+28%	City	12%

2014 stats	Spruce Cliff	City
Owner occupied	41%	69%
% of residents who live in single family	16%	58%
Population 65+	15%	10%

Dwellings by structure type

Single family	14%	58%
Duplex	5%	7%
Apartment	72%	21%
Town homes	6%	11%
Converted structure	3%	3%

Other community changes impacting parking, roads/bus, bike and pedestrian traffic:

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The fall of 2012 brought the installation of through-traffic bike lanes, installed by eliminating 50% of street parking on Spruce Drive.

In 2013/ 2014 further no-parking zone south of 8th on the east side of Spruce Drive were posted due to spill over Westbrook LRT parking. Add to that; the rejection by the city to our request to recover some curb side parking in proximity to Long Term Care, Residential homes, and the Wildflower Art Centre by relocating the bus stop from the north side of the intersection at 8th to the south side, into the Activity Centre; so the bus stop could share the newly posted no parking and fire hydrant curb space.

Our most recent loss of community parking was with the total closure of 11th Avenue for the same LRT parking issue and to stop illegal traffic exiting over the sidewalk to access Bow Trail west.

Changes to bus service – we saw bus size & frequency changes on a new through-traffic route to serve communities to the west; that bypass two LRT stations (Westbrook & 45th St.) and run directly beside the painted line bike lanes. In contrast to the daytime big buses on our residential streets, we saw the even harder to understand decision to have the community friendly, human scale sized shuttle bus being assigned a route running on the main artery of Bow Trail bypassing the community.

Zoning - Our community Plan (2012) – shows adjacent uses & shared boundary with the applicant property at 38th St. and the problematic corner of Bow Trail and 37th St. (www.calgary.ca/)

Spruce Cliff: Community Planning Statement



Map 2 - Land Use Designations

Land Use Designation (1P2007)
Spruce Cliff Community Boundary

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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 brown area on the map adjacent to 8th Avenue is the developed area of Shaganappi Village - Affordable Housing 265 units of deep rent subsidy.

The orange area to the east includes an institutional long term care facility, and the redeveloped multi residential area along Hemlock Crescent; that saw a new complex adding additional density in 2013/2014 which includes a rent subsidy component.

Located just to the north along Spruce Drive, at the south end of Cedar Crescent is the 55 unit complex of subsidized Seniors Housing.

The yellow area to the north of 8th, the RC2 zone, is undergoing significant infill construction.

The brown area north of 11th Avenue is the 3 tower high density development; that replaced the Westgate Hotel.

The pink area south of 11th Ave (recently closed to vehicles), north of Bow Trail is currently vacant undeveloped land (CN2). (Residual from widening of Bow Trail -believe city owned).

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Getting Around the Neighbourhood:

Directly relevant to the discussion—(Bow Tr. 37th to 38th) this will be a walking /bike route of the applicant sites access to grocery shopping, to the West LRT station and the relocating library.

Vehicle turn signals, the proposed dual turn lanes north & west from 37th, makes a probable pedestrian route, east across 37th and then south across Bow Trail. For those traveling further east to the LRT station, in the current configuration, this is a route via a parking lot.



Photo -NW corner of 37th Street - just east of the applicant property site. Only part of this route has a median between curb and sidewalk. – I.e. 60 km+ beside you.

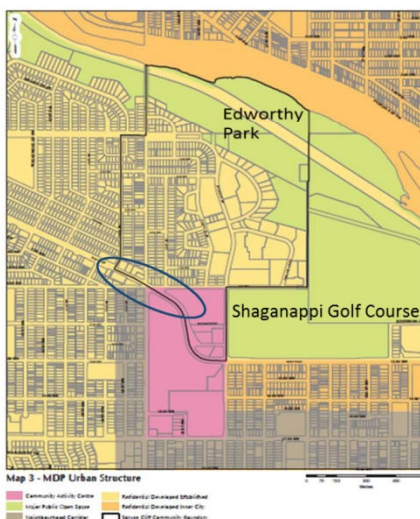
37th Street - <south – north >

The neighbourhood – the map below shows; that the area meeting at the intersection of 37th Street, north of Bow Trail & south of 8th Avenue was designated an Activity Centre under the Westbrook ARP, but was excluded from redevelopment as it already met density targets.

- The community outcome = no changes to street lighting, overhead wiring, sidewalks, median or back of walk upgrades (width changes/ trees) from the 1950s installations.

The NW end of the Activity Centre—8th Ave SW merges to the corner of Bow Trail & 37th Street SW. The east edge of the Activity Centre is the walking route to the Westbrook LRT, the relocating library, and the pedestrian/bike lane route to the Quarry Road Trail entrance of the Edworthy Park Pathway; that links to downtown and the north side of the river. There is no access to the Shaganappi Golf Course along the shared west & north boundaries.

Spruce Cliff: Community Planning Statement

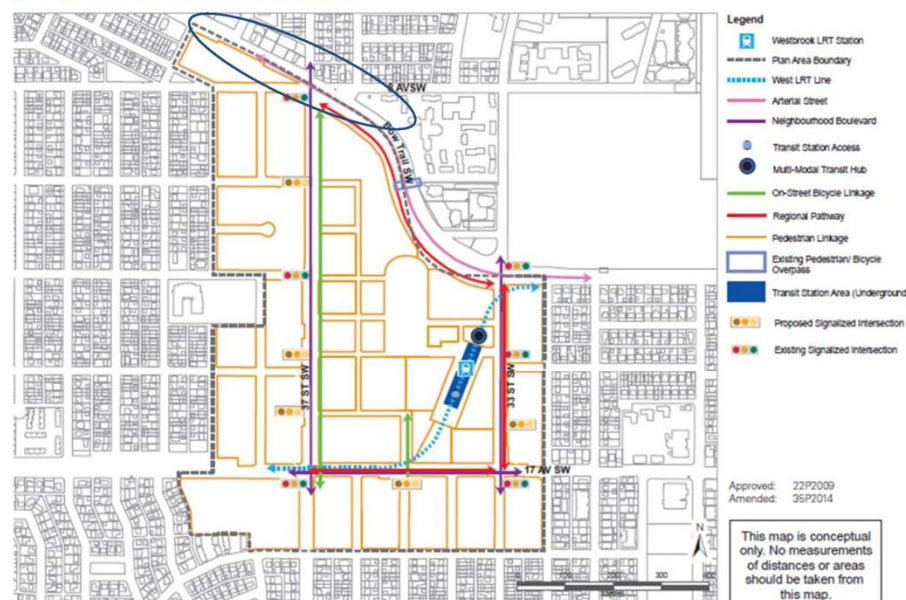


www.calgary.ca/

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Map 3.6 Mobility – Bicycles & Pedestrians



58 WESTBROOK VILLAGE AREA REDEVELOPMENT PLAN

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

The 37th Street traffic lanes, north of the Bow Trail intersection narrows to a single lane north and south, with no parking zones at the curb of the NE and NW corner sites.

The red line regional pathway shown on the above map, south side of Bow Trail heading west of 33rd, currently ends at the pedestrian/bike overpass mid block, and transfers travelers to the pathway on the north side; which ends at the merge point of 8th Ave between 36th and 37th Street. The pathway then further narrows, transferring all users to the sidewalk for the third of a block to the intersection crossing at 37th. This third of the block in our eyes, needs modifications, and we will discuss it further below.

The sidewalk leading to the 37th NE corner is narrow and is further constricted by a retaining wall right at the back edge of the walk – making the only option to pass being to step into the curb drive lane of Bow Trail. See photos below.

The plans for 37th south of Bow Trail forecasts even more bike and pedestrian traffic (green line on map) headed to the NE corner of 37th & Bow Trail.

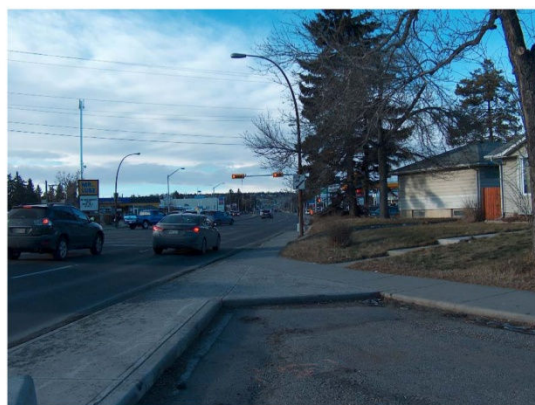
Adding to the mix, at the SW corner of 37th, a stopped/ parked bus often has its back end blocking the off set through-traffic lane heading south (not 90 deg. corner), adding to intersection congestion and dodging traffic. (mid intersection lane changes)

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Bow Trail facing west to 37th St NE corner – end of bike path and forced crowding to the curb by the bus bench.



Just west of photo to left – merge point of Bow Trail and 8th Avenue sidewalk heading to crosswalks at 37th.



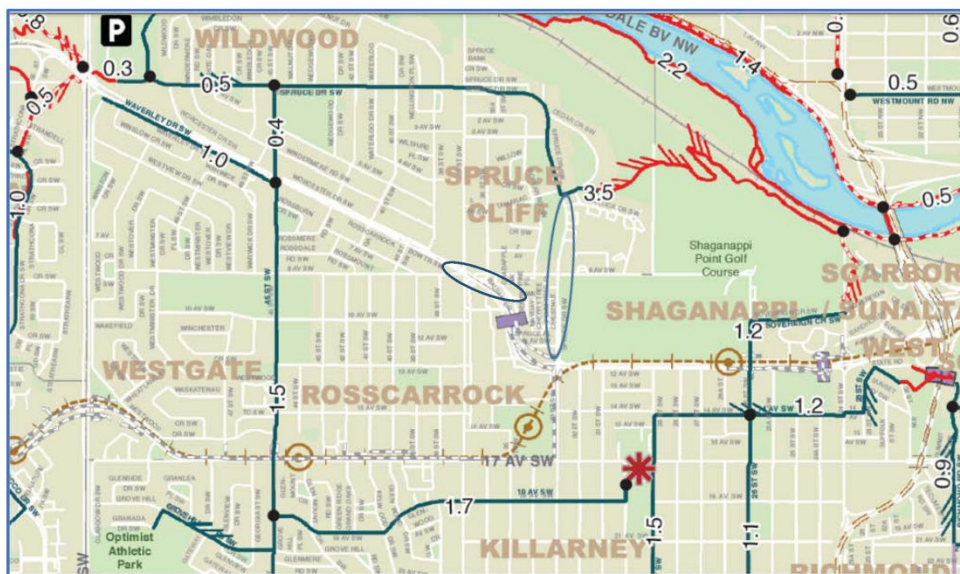
Moving west to the corner- The pole with the "stop line" sign is the *off * NE corner north/ south Bow Trail cross with audio function, it is interrupted at an island median on the south side (with very uneven surfacing) before continuing through an exit lane from 37th to Bow Trail east.

The crosswalk road markings are 4 to 5 months old and are already worn off.



Photo from the corner of 37th looking east. You can see the "off" corner N/S crossing – the narrow sidewalk, the proximity to fast traffic, the blocked access to the back of walk, and the shrubs atop the wall obscuring site lines. This is the convergence point of bike traffic and pedestrians, often with backpacks, grocery bags in hands, a grocery caddy or stroller – all taking up more than "normal" room. ADD - new pedestrian/bike traffic from the applicant site to the west.

Opportunity to fix – this NE corner of Bow Trail (condemned property at 716 37th ST SW) is a city owned site which council approved for demo mid 2014. – the sidewalks along the east side of 37th and the photo section along Bow Trail above, could be widened now, and greatly improve safety. – Pedestrian accident stats for this intersection and area to follow.

MAP 13W

We are including this map information here, because it forms the closing loop around the area Activity Centre referenced in the applicants circulation material – the on street bike lanes along Spruce Drive were installed in 2012 - sidewalks are still narrow and often uneven -1950s built. This map has not been updated to show the “regional pathway” plan shown just south of Bow Trail at 33rd on the previous mobility map, and points to the “gap” of plans for the “mobility” in the Activity Centre north of Bow Trail. (three quarters of the sites along the section south of 8th are land owned by the city, the balance has seen some upgrades).

If you travel (bike or walking) south along Spruce Dr. from 8th, to the mid block west- onto **private land** (Shaganappi Village) - you can access the pedesrain overpass. Walking from the north/*east*, this route is a more direct path if your end destination is shopping at Westbrook Mall vs. south to the soon to be relocated Shaganappi Library & West LRT station across Bow Trail. The *west* link along 8th Ave. makes it a desirable route for the applicant site:

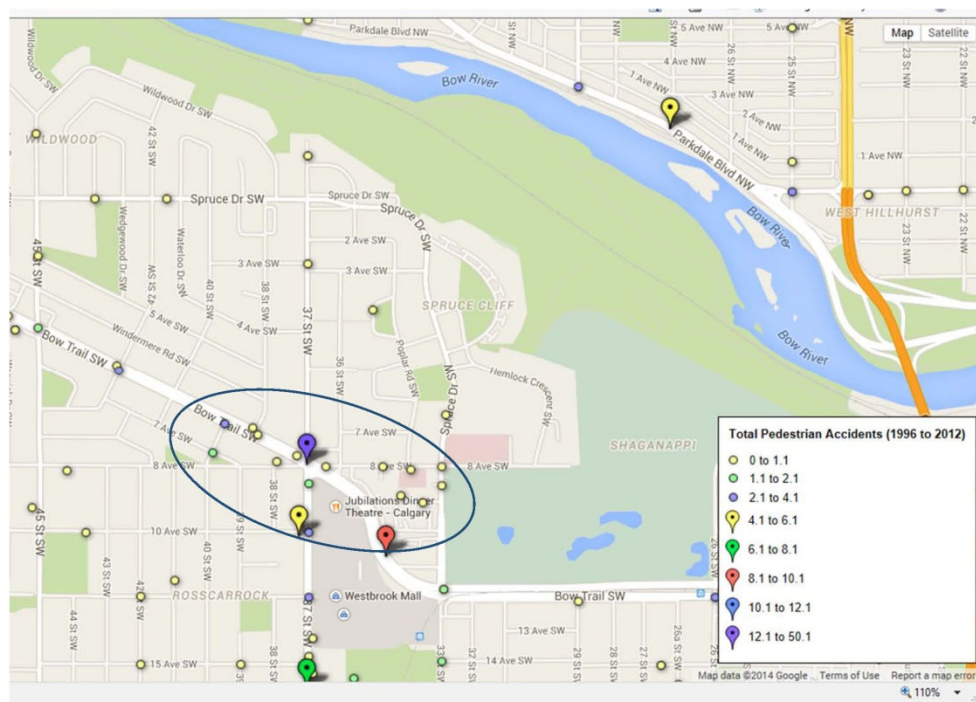
- it is adjacent to slower moving curb side traffic
- avoids the open parking lot route of the unfinished mobility paths provided from the SE corner of 37th, and the wind tunnel at curb side paved bike /pedestrian path (without back of *curb* trees) along the east side of Bow Trail.
- It links to the route to the Wildflower Art Centre located a half block north of 8th, and is halfway along the route to Edworthy Park, Quarry Road Trail entrance (Cedar Cr south end) – Park & river pathway system.

The application attachments identify that the site pedestrians and bikers will share this Activity Centre route; with the population from the build out of the high density area around the Westbrook LRT (currently at DP app stage) to access the park & river pathway system, and join the current residents of Spruce Cliff on route to the relocating library and the West LRT.

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MAP 13W

37th Street Intersction and surrounding area. Pedestrain accident statistics.



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

The Blue drop at the intersection of Bow Trail & 37th St SW - 16 pedestrian accidents including one death in 2012.

In proximity to the blue drop (16) there are 4 additional pedestrain accidents, several more east along 8th Avenue, more yet by the pedestrian/bike overpass along Bow Trail, and 2 injury accidents at the intersection of 38th.

(There appears to be an error in the fatal accident location, in the back up info sheet attached to the cirulation document. <http://www.calgarysun.com/2012/01/07/pedestrian-in-life-threatening-condition> "The woman was in the crosswalk at Bow Tr. at 37 St. S.W." "The pedestrian was taken to hospital in life threatening condition. She has since died.")

The Pedestrian stats for this 37th St. intersection and area tell a story, changes are needed. Those of us in the community who regularly walk and bike can atest to seeing many near misses, and with the available city owned land at the NE corner, it raises the question, if not now when?

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MAP 13W

In summary – The included reference materials are a good indication of some of the area activities that are impacting our community of Spruce Cliff, and will be the “neighbourhood” for the applicant site. Some initiatives are completed, others are just getting underway, some we were promised a two year (lapsed) yet to happen review, still others are forecast.

Our community density, some built in the 50’s, with other increases starting early in the process pre the West LRT, most include a transportation structure; that was never granted the often spoken of offsetting design elements like wider sidewalks, better lighting, back of walk/ median tree planting, human scale shuttle buses adjacent to bike lanes, or updated vehicle traffic calming.

We are now in an unfortunate position of trying to catch-up to manage the negative outcomes to liveability, and safety generated by some of those installations, and look to avoid adding any more “issues” to exiting trouble spots. Many seem eager to claim a piece of our community when convenient, be it conversion of curb parking space for through-traffic bike/ bus service beyond the community primary transit zone, or a claim to our area density stats. An approval of this site application will hopefully lead the city to better outcomes for Spruce Cliff, by addressing what are an identified “accumulation” of this and past project impacts for the community; that has a significant representation of subsidized housing and is meeting the MDP density plan.

Pedestrian:

We hope, with or without the addition of the proposed land use of medium density housing west of 38th; that are projected to have a low vehicle ownership ratio, and by default residents will walk or bike through the intersection at 37th Street and along the Activity Centre boundaries, the following will be addressed:

- Take advantage of the (condemned property) city ownership of the 37th St NE corner lot and remove the retaining wall (make the land elevation contextual to the “back of walk” land levels of the block) and widen the sidewalk along that parcels perimeter along both 37th and Bow Trail.
 - What needs to be accommodated at this spot so people have other options than stepping off the curb into the traffic lane spaces:
 - Room for people to pass people standing at the NE Corner crosswalks waiting to cross in both the south and west directions, (and space to dodge the flying road muck)
 - A walkway wide enough to have two people carrying a bag of groceries in each hand to pass each other; without your bag of groceries being tugged away by the 60 km+ passing vehicles,
 - A comfortable sidewalk width for sidewalk bike users to pass a package carrying pedestrian. (someone kindly sponsored bikes for most of the under 14 children at Shag. Village – they routinely use the sidewalk)
 - Fix the crosswalk 37th SE side mid point island median surfaces (not a place you want to trip) and establish snow clearing operating policies; that this is not a snow “storage” spot.
 - Install some type of enhanced crosswalk surface markings. The NE side crossing has features of a mid block setting on the north side, and the “stop line” is often missed by motorist - a “no right turn on red “ might be helpful at this spot.

The stop line at the left turn lane (Bow to 37th south) does not align with the other lanes, and is not signed with the result that vehicles not clearing the intersection are often parked over the crosswalk through a light cycle and force the pedestrian traffic to step around and closer to the moving traffic turning 37th to Bow Trail travelling west.

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MAP 13W

- Plan to upgrade the pedestrian environment in the identified Activity Centre along the city owned land – east of 37th along 8th Avenue and south along Spruce Drive (widen walks and plant back of walk trees) as a safer walking route for the applicant site traveling to the relocating Library location (south of Bow Tr.), the West LRT station, and the other half of the identified Activity Center south of Bow Trail. Like other 50's communities Spruce Cliff is due for sidewalk replacements, hopefully coordinated with underground street light wiring, and the other "attributes" the city defines for a healthy (safe) walking environment for an Activity Centre.

Vehicles/ Buses– Roads

- Look to advance the installation of the 37th north to Bow Trail west bound dual turn lanes to help discouraged detour shortcutting through the back lane, to loop back to Bow Trail at 38th, and the "U" turn traffic at the "T" intersection of 37th and 5th Avenue.
- Make the lane behind the commercial activities along Bow Trail between 38th & 37th one way traveling east (access at 38th exit at 37th)
 - this will stop the practice of the short cutting frustrated 37th to Bow Trail west bound vehicles looping through the lane back to Bow Trail via 38th
 - It will also help eliminate the 37th Street north bound traffic being backed up to block the intersection by vehicles trying to turn into the lane, but unable to do so because of the que of vehicles traveling 37th going south.
- Consider shifting the SW (Bow Tr & 37th) corner bus stop slightly south to remove the situation of the back end of the parked /stopped bus blocking the south bound through traffic lane .
- Consider opening the wall at 40th to exit directly from the applicant site, one way street of Worchester back onto Bow Trail, without having to travel through residential streets and adding further to looping traffic landing at the 37th street intersection. - ie back to the original grid road street pattern for the community.
- Study the vehicle route to travel south and east on Bow Tr. leaving the applicant site. – with the increases in traffic our own community growth is generating, we do not need or want any additional short cutting traffic on our residential streets. Our neighbourhood "collector", unlike the newer community developments, has residential yards (without medians) & driveways fronting onto this "mixed" road type. The closure of access/exit point of the grid street design west along Bow Trail has compounded short cutting traffic.
- Look at the timing of the signal lights for west bound traffic along Bow Trail at the 33rd, & 37th intersections – to encourage those tempted to shortcut through Spruce Cliff to stay on the Bow Trail Artery to an exit point closer to their end destination. The dual turns at 37th north & west provides an opportunity to lengthen the light cycle for through west Bow Trail traffic.
- Reconsider the refusal and relocate the bus stop (east side Spruce Dr at 8th) to the south side of the intersection into the "Activity Centre" to assist the community in a recovery of curb side parking.

Thank- you for considering our perspective on the impact this property application could have on some of our community identified transportation – hot spots. We hope the reference material included are useful to your understanding the many moving parts impacting the neighbourhood.

With this "re circulation" the site under application will be one hundred percent residential and is forecast to have a lower onsite vehicle ratio, with a resulting higher bike and pedestrian component.

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MAP 13W

In the time frame between the original circulation and this one, the city has held open houses to seek city input into upgrades to the Quarry Road Trail pathway links from Spruce Drive to the river pathway system; which if advanced will increase the feeder traffic on the routes through the community discussed above.

The other new overlapping city activity underway; which will also impact the 37th St - Bow Trail intersection, is the *37th Mainstreet* project; which project boundaries terminate on the south side of the intersection - highlighting the need for this project to champion the pedestrian intersection changes needed for safety on the north side of Bow Trail.

We learnt from living through the construction of the West LRT, the importance of the street and sidewalk fixes, as a first step where possible. Ideally, before the construction vehicles start accessing the applicant site or the project runs out of funds, and hope that would be a condition of any site approval. We expect everyone collectively desires a safer neighbourhood for the existing and the new area residents this application, sharing our west community boundary, will generate.

Spruce Cliff CA – 2015 April 20

Lois Sime, Director

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