

## Community Association Response

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

**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 8<sup>th</sup> Ave SW and street crossings for this intersection at Bow Trail & 37<sup>th</sup> 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 37<sup>th</sup> Mainstreet component that includes a plan for the lands at 716 37<sup>th</sup> Street SW.

This 37<sup>th</sup> Street level crossing is one of only two into and out of the community, the other is east at 33<sup>rd</sup> St (Spruce Drive) and from this corner you must travel north to 3<sup>rd</sup> Avenue to find a street or pathway route to travel west of 37<sup>th</sup> 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 8<sup>th</sup> Ave west of 36<sup>th</sup> 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 8<sup>th</sup> Ave SW & 36<sup>th</sup> Street looking toward 37<sup>th</sup> with the entrance/ exit access to Bow Trail (60 km hour) on the left (south) side of the photo.



pg. 1

2. To navigate from the NE corner of 8<sup>th</sup> Ave and 36<sup>th</sup> 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 37<sup>th</sup> Street along the edge of the 716 37<sup>th</sup> Street parcel to connect to the branching sidewalk & regional pathway routes. The location of Node 1 -Gateway Plan of the 37<sup>th</sup> 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 8<sup>th</sup> Ave SW) and b) looking west from the junction of 8<sup>th</sup> Ave to the Bow Trail intersection. c) 37<sup>th</sup> 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 37<sup>th</sup> Street SW.



Calgary.ca 37<sup>th</sup> Mainstreet Master Plan Node 1 Gateway Bow Tr@37th





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 33<sup>rd</sup> Ave/Spruce Drive intersection and the Bow Trail crossing at 37<sup>th</sup>. – ideally this would extend to the Bow Trail – 38<sup>th</sup> Street T intersection (social housing development).

Photo orientation – looking west across the 36<sup>th</sup> 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 & 37<sup>th</sup> 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 8<sup>th</sup> 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 8<sup>th</sup> 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 8<sup>th</sup> Ave to the corner of 37<sup>th</sup> 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 37<sup>th</sup>, 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:**

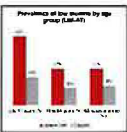
Spruce Cliff - Geodemographic of the land use @2016 (last national census)

Current population – 4673 (2019)

Units (excluding secondary suites) 2431 (2019)

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

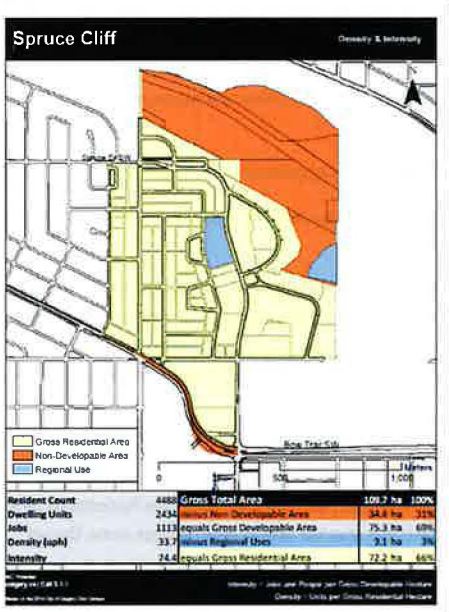
Double the city average living in the poverty demographic. (2016)



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



The community shares the Activity zone of the Westbrook LRT, the area south of 8<sup>th</sup> 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)

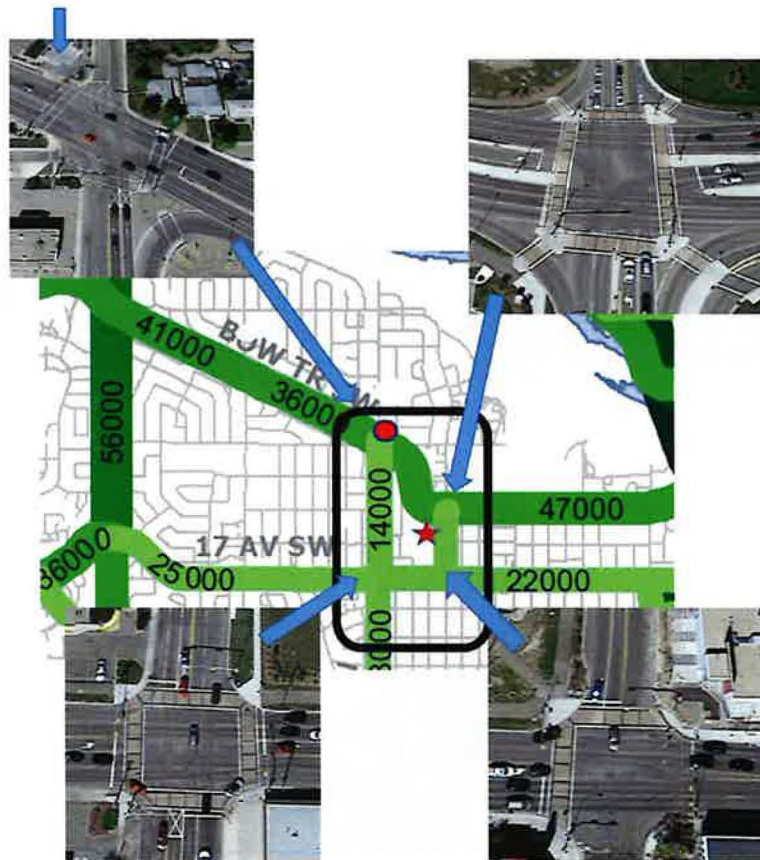


Traffic volumes for Bow Trail are roughly double the volumes of 17<sup>th</sup> Ave and move at a higher rate of (legal) speed.

The 17<sup>th</sup> 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 37<sup>th</sup> / 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

pg. 5

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

Appendix A



Context Plan: Node 1  
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 vehicle-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 2019.

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 - strengthened 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 for:

- Interfere 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, monolithic sidewalk on the west side
- Work within significant private property constraints as 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 3.10 - NODE 1 EXISTING SITUATION

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Public realm streetscape improvements in this area include:

- Providing safer off-street cycling space on a multi-use pathway on the east side
- Enhancing marking and signage for all crosswalks to improve their visibility and accessibility
- 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
- 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
- Providing wider separate sidewalks to create a more comfortable walking experience
- Upgrading streetlights to provide a consistent, aesthetic and comfortable environment during evening hours, and to provide opportunity for pedestrian to enhance the gateway and identity of the street
- Retaining roadway capacity so traffic flow is not impeded, particularly during peak traffic hours
- Encouraging slower and safer traffic speeds and safety for all through right-turning vehicle lanes
- Reinforcing some existing alleyways to minimize streetscape interruptions
- Enhancing paving to delineate transition into the node area
- 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 3.11 - NODE 1 PROPOSED SITUATION

NODES | GATEWAY 1 - BOW TRAIL



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The City of Calgary Main Streets Program - 37 Street SW - Streetscape Master Plan

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**LOC 2020 0070 - 3704, 3708, 3712, 3716 8<sup>th</sup> 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 & 38<sup>th</sup> Street along Bow Trail.

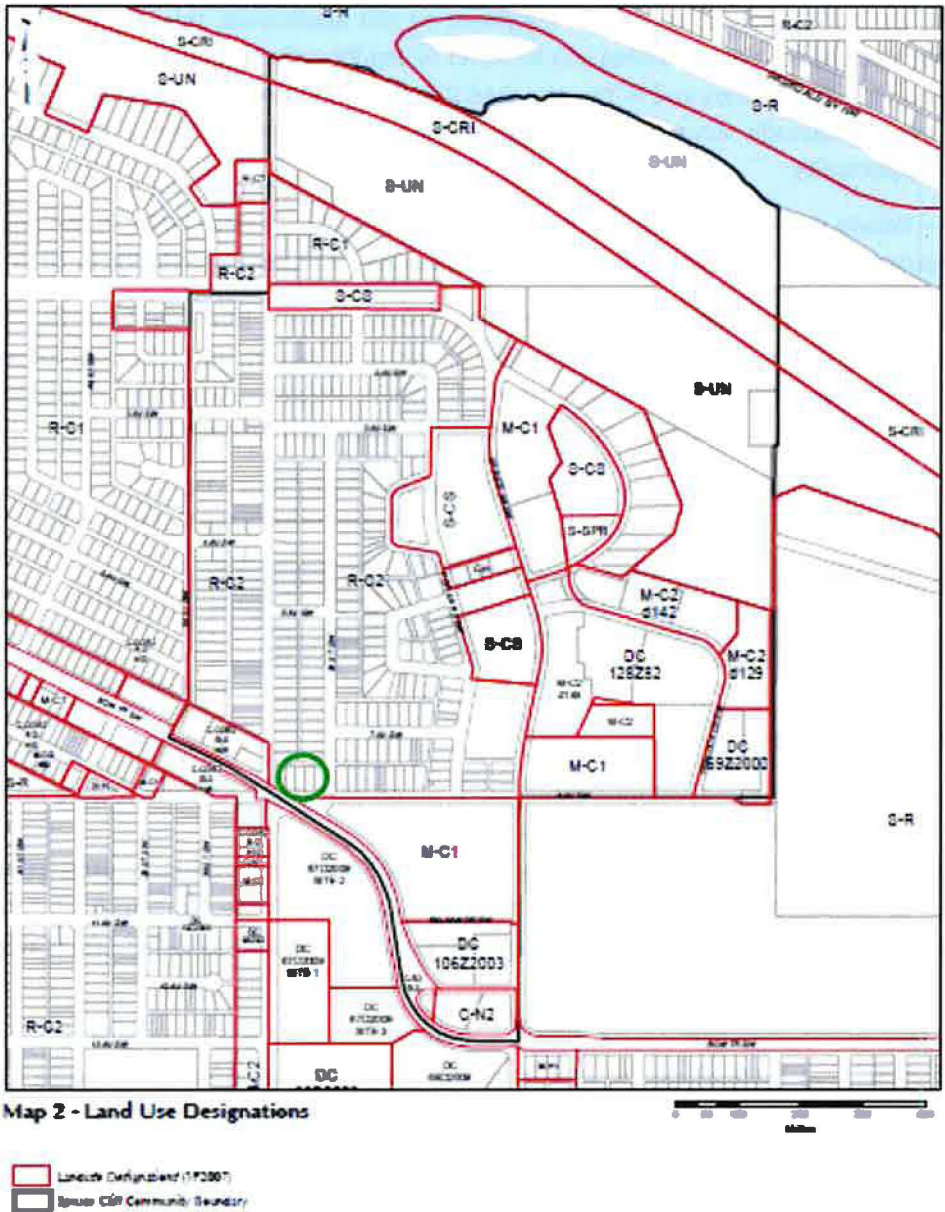
**Guiding Documents:** Spruce Cliff does not have an ARP, our growth took place guided by the Westbrook Village Area Redevelopment Plan, the MDP, the non-statutory 2012 Spruce Cliff Planning Statement, influenced by city policies for contextual development in established areas. The maps on the next two 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.

**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 37<sup>th</sup> Main Street Area south of Bow Trail



Spruce Cliff: Community Planning Statement



The plan below pre dates the recently approved 37<sup>th</sup> 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

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

The application talks about changes in the surrounding area Shaganappi, 33<sup>rd</sup>, Killarney & Roscarrock, without identifying the Mainstreet projects of 17<sup>th</sup> Ave & 37<sup>th</sup> 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 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 31<sup>st</sup>.

<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 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 3<sup>rd</sup>)

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 /37<sup>th</sup> 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/ 37<sup>th</sup> 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 5<sup>th</sup> leg on the SW corner vehicle exit
- right in, right out access from Bow Trail to 36<sup>th</sup> to 8<sup>th</sup> Ave, and the short weave distance to the turn lanes to travel south on 37<sup>th</sup>
- the recently signed no left turn from 37<sup>th</sup> 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



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**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 37<sup>th</sup> >**

- right in and right out off of Bow Trail,
- **to travel south on 37<sup>th</sup> >**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 36<sup>th</sup> from 8 Ave to 5th Ave, then west on 5<sup>th</sup> and back south on 37<sup>th</sup>.
- **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 8<sup>th</sup> Ave to Spruce Drive, then south on Spruce to Bow at 33<sup>rd</sup> – 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.**

You will notice the intersection crossings at 37<sup>th</sup> do not have enhanced markings per the other 3 around the Shopping Centre/LRT frame of 33rd to 17<sup>th</sup> 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:**

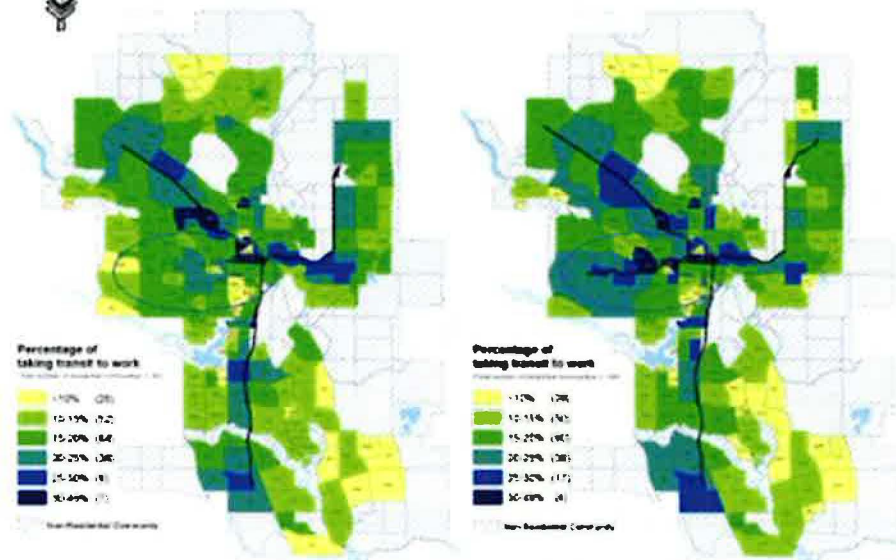
On a recent ward office green line tweet discussion, to answer a question on change of ridership patterns pre/post the West LRT lines –a graphic was attached - Spruce Cliff is the dark navy box along the line – indicating high usage, where other communities to our west actually had less (lighter green). 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 36<sup>th</sup> & 37<sup>th</sup> Street adjacent to this application.



## Ridership – Mode Split to Work

2011

2014



• 2011 Prior to WLRT

- 2014 Post WLRT
- Opportunities for increasing travel choice in SE

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

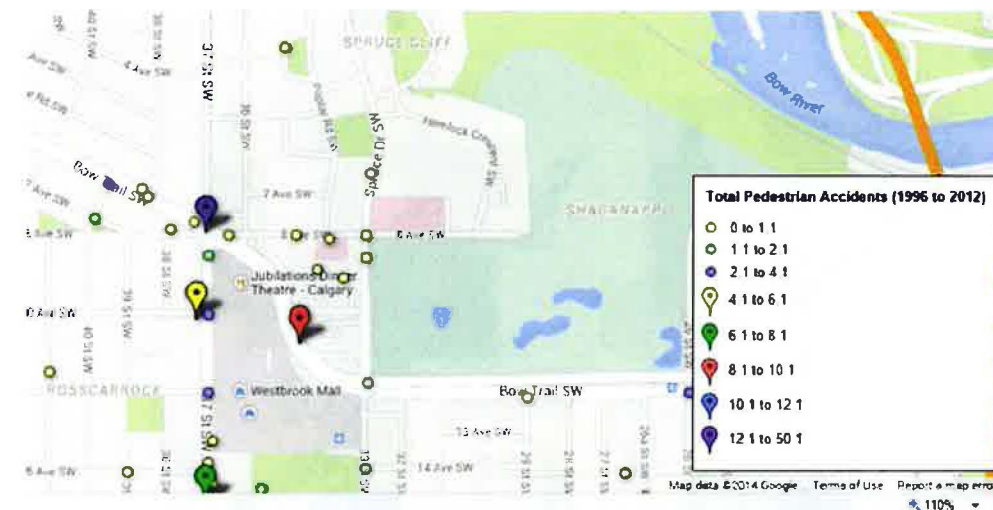
**Blocked exits/entrances from Bow Trail @ 40 & 42<sup>nd</sup> :** Through the years, while towers were being constructed in Spruce Cliff, in anticipation of the new LRT line, Bow Trail was being widened and sound walls were being added along Bow Trail to the west; that installation blocked vehicle 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 (33<sup>rd</sup>) 36<sup>th</sup> & 37<sup>th</sup>.

### The area pedestrian stats around the applicant's parcels:

The pedestrian accidents & vehicle collisions down 8<sup>th</sup> Street & in and around the 36<sup>th</sup> exit and 37<sup>th</sup> 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 way can be easily extended between 37<sup>th</sup> St and 36<sup>th</sup> Street" to provide access to a Mix Site off of 37<sup>th</sup> 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 37<sup>th</sup> 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 / 8<sup>th</sup> 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 8<sup>th</sup>; 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 37<sup>th</sup> and with more / troubling pedestrian outcomes occurring along the Spruce Drive route from 8<sup>th</sup> 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 37<sup>th</sup> Street/38<sup>th</sup> 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.

The outcome of the TT2016-0704 was the added no left turn from 37<sup>th</sup> 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, 37<sup>th</sup> Mainstreet work.

#### **Alternate routes of travel? Some suggest avoid this crossing:**

Street safety fronting these parcels – this is a busy sidewalk along 8<sup>th</sup> along this applications parcels to the corner; to school's further south & west, to the north end of the shopping center, and to the 37<sup>th</sup> 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 37<sup>th</sup> 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 37<sup>th</sup> 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 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.

Calgary.ca

Mobility status 5 years ago

Spruce Cliff		
	Number	Per cent
Population aged 5 years and over in private households	3,495	100%
Non-movers	1,085	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 shudders 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 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 8<sup>th</sup> 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 3<sup>rd</sup> 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.

**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- 37<sup>th</sup> Street/38<sup>th</sup> Street – Safety and Pedestrian Review TT2016-0704  
2 PDF report files attached

**Appendix 2** Resident correspondence referenced on page 12-17

## 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](mailto: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 be 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.
- 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.***

#### ***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 Hectare 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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### Engagement:

To date there has been no open house and no website with more information about this application.

### 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

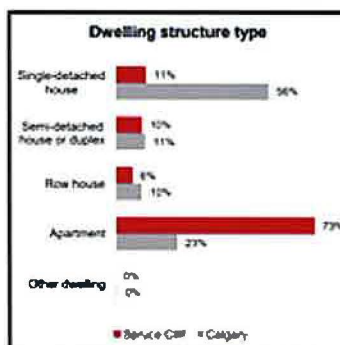
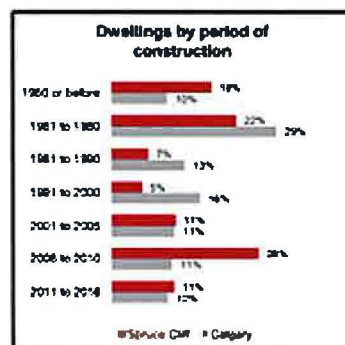
Appendix to Sam Sidhu's letter.

### 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	1,678	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	60,890	11%
Semi-detached	29,295	6%
Duplex	31,595	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%







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



# Main Street: 37 Street S.W.

Rosscarrock, Killarney/Glengarry and Glendale

North of 11 Avenue SW, the Rosscarrock Village Area Redevelopment Plan, approved in 2009, remains primary in guiding land use planning along 37 Street for the communities of Killarney, Glengarry, Rosscarrock, Glendale and Killarney/Glengarry. As well, the main regulatory West of 17 Avenue SW Study (2009) provides guidance for redevelopment along 17 Avenue SW. These plans provide land use plans that support the Vision and Development Plan goals of a mixed use urban along 37 Street SW.

**COMMUNITY CONSULTATION (Planning)**  
When 37 Street SW regeneration was presented input about the future of this area, they showed that they would like to see the main street become a variety destination with great shops and a lot of activity and housing options. Residents supporting development and another desire. Additional urban and regional public realm is an area for support with more population housing would allow for more mixed use and apartment development along 37 Street SW and new housing options may be more of townhomes, in addition to existing single and semi detached houses in these areas as one of both of 2014, two requests presented detailed feedback of public input concerns on a proposed land use framework to meet the growth potential. These comments were considered when refining the proposal.

<p><b>Map 1: Residential - Commercial Core 1 (East Downtown District)</b></p>	<p>A C-1 is a low density residential designation that is primarily for single detached houses and some ground level housing. This district contains many lots that are suitable for conversion to the surrounding urban housing. New heights and larger setbacks, for permitted use buildings, when adjusted to meet with buildings.</p>	<p><b>Map 2: Residential - Core 2 (Central Downtown District)</b></p>	<p>A C-2 is a multi residential designation in the downtown core of the city that is primarily for use with apartment buildings, 4-5 stories, of townhouses. The district contains many lots that are suitable for conversion to the surrounding urban housing. New heights and larger setbacks, for permitted use buildings, when adjusted to meet with buildings.</p>
<p><b>Map 3: Residential - Core 3 (Central Downtown District)</b></p>	<p>A C-3 is a low density residential designation that is primarily for single detached houses and some ground level housing. This district contains many lots that are suitable for conversion to the surrounding urban housing. New heights and larger setbacks, for permitted use buildings, when adjusted to meet with buildings.</p>	<p><b>Map 4: Residential - Core 4 (Central Downtown District)</b></p>	<p>A C-4 is a multi residential designation in the downtown core of the city that is primarily for use with apartment buildings, 4-5 stories, of townhouses. The district contains many lots that are suitable for conversion to the surrounding urban housing. New heights and larger setbacks, for permitted use buildings, when adjusted to meet with buildings.</p>
<p><b>Map 5: Multi Residential - Commercial Core Public District</b></p>	<p>A C-5 is a multi residential designation in the downtown core of the city that is primarily for use with apartment buildings, 4-5 stories, of townhouses. The district contains many lots that are suitable for conversion to the surrounding urban housing. New heights and larger setbacks, for permitted use buildings, when adjusted to meet with buildings.</p>	<p><b>Map 6: Multi Residential - Commercial Core Public District</b></p>	<p>A C-6 is a multi residential designation in the downtown core of the city that is primarily for use with apartment buildings, 4-5 stories, of townhouses. The district contains many lots that are suitable for conversion to the surrounding urban housing. New heights and larger setbacks, for permitted use buildings, when adjusted to meet with buildings.</p>

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