

**Palaschuk, Jordan**

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**From:** [REDACTED]  
**Sent:** Monday, May 23, 2022 2:42 PM  
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**Subject:** [External] 716 37 ST SW - LOC2021-0135 - DMAP Comment - Mon 5/23/2022 2:42:9 PM

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Application: LOC2021-0135

Submitted by: Brian LePargneux

Contact Information

Address: 30 Tamarac Cr SW

Email: [REDACTED]

Phone:

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Land Uses, Height, Density, Amount of Parking, Privacy considerations, Community character, Traffic impacts, Shadowing impacts, Offsite impacts, Other

What are the strengths and challenges of the proposed:

Will the proposed change affect the use and enjoyment of your property? If so, how?

The City views applications in the context of how well it fits within the broader community and alignment to Calgary's Municipal Development Plan (MDP). Do you see the proposed changes as compatible to the community and MDP? If not, what changes would make this application align with The City's goals?

How will the proposed impact the immediate surroundings?

General comments or concerns:

Bow Trail at 37 Street SW is an unique intersection - it will require unique solutions.  
Why is the developer afraid to submit an actual plan for development?  
The current 'cookie cutter' approval was done without proper appraisal of the site.

This is the most dangerous intersection in the neighborhood.  
In fact, it is the most dangerous intersection on Bow Trail.  
It has been a problem ever since Bow Trail was constructed as Bow Trail itself is NOT perpendicular.  
This is an intersection of 5 corners - the ONLY straight through street is from the narrow 37 St on the North side - into the widening street on the South side of the intersection by the Westbrook Mall.  
All this makes the intersection confusing for both vehicular & pedestrian traffic.  
This is evidenced by the myriad of direction signs and delayed signal patterns.

Council had promised for many years that Bow Trail would be re-aligned and straightened in order to re-leave some of this confusion. So there were great expectations when the Westgate Hotel site was to be redeveloped. The public presentations were adamant that the redevelopment would be to the grandfathered maximum of 17 stories including the main floor retail.  
What we got was 22 and 27 and 32 stories - a total of 81 stories verses the 51 stories that were presented to the public. Packed and stacked with no retail.  
However, the then current alderman and mayor did minimal fundraising for the next election cycle?

Emergency vehicle access to the 3 tower complex is solely from Spruce Dr. (33 Street) - adjacent to the access to Shaganappi Village. Here, firetrucks amass 3-5 at a time and do not have sufficient space to turn around and thus must exit on 8 Avenue - immediately East of the proposed development. If 8 Avenue becomes congested with traffic, this exit becomes blocked.

Sole access to this proposed development will be from the rear as Bow Trail is the front door.  
Therefore, the current alley of 8 Avenue is effectively this sole access.  
So wholesale, retail and residential traffic would have a single access point - 36 Street by 8 Avenue. (The narrow gravel alley of northbound 36 Street exiting on 5 Avenue is not a viable option as it is literally impossible for large vehicles to navigate the turn from the alley onto 5 Avenue then 37 Street.)

Where will retail customers park?  
Where are the loading docks for the proposed retail?  
The whole area North of Bow Trail has very limited access.  
The 36 street access takes much of the traffic that would otherwise be forced through the neighborhood onto 37 Street.  
Increasing traffic here may make this access useless.  
The neighborhood is currently more than doubling in population as the former single family homes are being replaced by a minimum of 2 infills with suites. The worst density increase, so far, is a proposal for immediately down 8 Avenue from this development, at Spruce Dr. (33 Street) - where 12 units are to replace a single family residence.  
It is well documented that with increased density comes increased crime.  
The proximity to the LRT has not only brought crime to the neighborhood, it has continued to significantly increase.  
It is time to tell the developers to "stick with the plan." If commercial development is desired - move across the street where the zoning has been accepted. Why ruin the neighborhood when plenty of commercial land is available literally across the street. The developer's immediate gratification will soon becomes the resident's never ending nightmares. The increased taxation also disappears when the additional servicing - including police - is taken into account. Plenty of downside - where is the upside for anyone but the developer?  
The neighborhood is zoned for R2. Replacing single family homes with infills plus suites will quadruple the density. This FOUR times current density increase can be expected to add more stress to an already unsafe intersection. A FORTY times increase to density will make this corner a disaster.