

Fairview Community Association Response



Fairview Community Association
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Wallace Leung
File Manager
City of Calgary
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CC: Kourtney Penner, Councillor, Ward 11
Charlotte Quickel, President, Kingsland Community Association

Re: Midtown Station, LOC2019-0082

Dear Mr. Leung,

This letter pertains to the current land use redesignation application submitted by IBI group (now Arcadis) for the project informally known as "Midtown Station."

The Fairview Community Association (FCA) supports development that is thoughtful, deepens community spirit, breathes new life into existing communities, and provides new amenities that are accessible to existing residents. This project and Arcadis' community engagement to date align with our vision of growing a vibrant community that's engaged, inclusive, and thriving.

The FCA has communicated productively with Arcadis since 2020 when the Midtown Station project was first brought to our attention. This includes a presentation at the 2020 FCA AGM, a park design charette in November 2020, and another presentation at the 2023 FCA AGM.

The FCA recognizes the urgent need for more housing in Calgary. Projects like Midtown align with the Housing and Affordability Task Force's recent recommendations, helping to ensure that more residents have safe and affordable housing while leveraging the city's existing infrastructure and minimizing its footprint. The development is transit-oriented and high-density and provides opportunities for many types of use.

The scope of the Midtown Station project is very large and will undoubtedly have both positive and negative effects on neighbouring communities. With this in mind, the FCA requests that Arcadis comprehensively address the questions and potential concerns below and make appropriate assurances to help mitigate possible negative impacts on our community.

Safety

A clear plan for security along with improved pedestrian infrastructure, landscaping, and lighting as outlined in the LAP would foster a more safe, vibrant transit station area.

- As neighbours to the Chinook and Heritage c-train stations, Fairview has seen how unlawful behaviours commonly seen near stations spill into our community. If the proposed infill c-train station is built prior to the establishment of a significant resident community or commercial hub, how will safety and access be addressed? The option to delay the pedestrian access / CPRail crossing until the development has amenities to offer Fairview residents could help to prevent safety issues from affecting Fairview in the early years of the project.
- Arcadis has suggested that private security or a permanent police presence would be stationed on the Fairview side of the newly-built c-train platform and pedestrian crossing. The FCA requests specifics for this plan and details on how Arcadis will balance development and security. A clear, detailed commitment from Arcadis is vital on this item.

Mobility

The FCA supports a walkable, livable community but recognizes that vehicle traffic is still part of our daily experience. Emphasis should be placed on building out 5A network connections and planning appropriately for increased vehicle traffic.

- Pedestrian/cycling access from Fairview (specifically along Flint Place SE, Flint Road SE, and Fairmount Drive/Centre Street SE) needs to be considered and developed along with Midtown Station. There is currently no direct pedestrian/cycling pathway access to the proposed east access to the development via the train track crossing. The FCA strongly recommends that walking and bike pathways as outlined in the City of Calgary's Pathway and Bikeway Plan (2020) and in accordance with 5A Network principles be added or improved along Flint Place, Flint Road, Fairmount Drive/Centre Street SE. The improvement should extend from Heritage Drive SE to Glenmore Trail S. Improvements to Flint Road were also identified in the Heritage Communities Local Area Plan (LAP) to improve community connections and complete missing links between transit station areas.
- Increasing the density of residential, recreational, retail and commercial space at Midtown Station will increase the vehicle traffic to support the area (like garbage trucks, retail/restaurant supply trucks, etc.). Consideration should be given to how this increase in traffic will impact major connectors like MacLeod Trail S and Glenmore Trail E/W.
- No parking should be built on the Fairview side of the train tracks, as nearby infrastructure would not accommodate major traffic volumes. Congestion is already problematic on Flint Road just north of Heritage Drive at the apartment buildings and commercial zone. Plans should be quickly implemented to mitigate potential congestion in communities often used as traffic "cut throughs" like Fairview.

Maximum Building Height

The maximum proposed height for some areas of the development is not suitable for this location.

- The maximum building height (about 45 storeys) in the application seems excessive for a development in such close proximity to established communities composed mostly of detached bungalows, as well as the significantly lower current buildings along Macleod Trail S. Such marked densification could actually diminish the sense of community sought by the applicant, as the streetscape could seem more shaded and out of proportion next to such tall, looming buildings. The proposed height maximums would lead to an area more comparable to downtown in scale than a mixed use area like the East Village. Maximum building heights in the 15-30 storey range would be more appropriate for a development at this location.

Affordable Housing

Housing options for residents of a variety of socio-economic backgrounds is critical in our current housing crisis, and vital for building a healthy, economically viable community.

- New residential builds should adhere to a clearly-defined number/proportion of units designated as non-market affordable housing in support of the Housing and Affordability Task Force's recommendations. Midtown's planned retail shops and services will heavily rely on local residents as both customers and staff. Providing affordable options allows Midtown to become a true live/work/play community for Calgarians from a variety of socioeconomic backgrounds.

The FCA hopes to gain clarity on the points listed above, and assurances that these concerns can be mitigated during the execution of this project.

The FCA looks forward to continued collaboration with the applicant and the City of Calgary to ensure any project built near our community can be executed in a way that enhances life for current and future residents. This includes being consulted during the Development Permit phase for the individual elements of the Midtown Project should it go ahead.

Sincerely,



Megan Federow

President, Fairview Community Association

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