

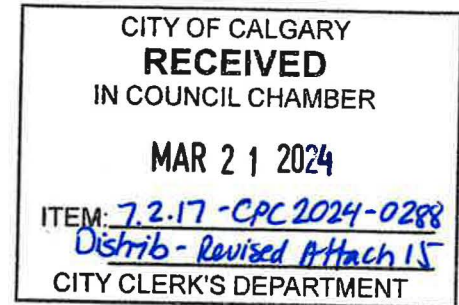
Fairview Community Association Response



Fairview Community Association
PO Box 78053 RPO Heritage Drive SE
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www.fairviewcommunity.ca

March 19, 2024

Kourtney Penner
Councillor, Ward 11
City of Calgary
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CC:

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Kingsland Community Association

Re: Midtown Development and Flint Road Mobility

Dear Councillor Penner,

We are writing to follow up on our discussion of November 9, 2023, regarding the proposed Midtown development. In addition to our previous letter submitted to the file manager in October 2023 (attached for reference), we were asked to share specific feedback regarding potential impacts to mobility along Flint Road and the community at large.

We've detailed mobility-related opportunities and potential solutions below, in advance of Midtown's consideration by the Calgary Planning Commission, and later, council. Our understanding is that funding for Flint Road upgrades may be available based on the mobility vision of the Heritage LAP and 5A/Pathways and Bikeways Network plans, that could expedite necessary improvements even prior to the Midtown project progressing into construction.

In addition to the feedback we provided in our October letter, our hope is that the following items be addressed during the development approval process. At a high level, the items are:

- Sidewalks, pathway, and bikeway along Flint Road
- Safety and security at the proposed Midtown LRT station
- Flint Road traffic flow studies
- Fairview bike pathway system connections



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Sidewalks, Pathway and Bikeway along Flint Road

Both the Heritage Local Area Plan (HLAP) and the most recent Calgary Pathway and Bikeway Plan (5A) recognize the need for improved mobility along Flint Road. Improving access will give residents more options in their commute and significantly improve connection between the west side of Fairview and the growing bikeway and pathway networks to the east.

- This item must be addressed as part of the Midtown development to provide effective access, but could be completed sooner.
- At a bare minimum, Midtown-related improvements should immediately include sidewalks within Flint Place itself, plus at-grade/roadside sidewalks leading north to Fairmount Drive and nearby bus connections.
- Sidewalks should run south to Heritage Drive without breaks. This section of road currently has only sporadic sections of sidewalk and is not safe or even in places passable for non-vehicular traffic.
- The current Midtown proposal includes only a sidewalk that runs up the steep hill across from Flint Place to the playground at Flint Park across the street. Our understanding is that this was a tentative plan proposed by Arcadis, given that it isn't responsible for City infrastructure, and that a complete plan will emerge through productive, thorough discussion with the City that includes all appropriate sidewalk, pathway, and bikeway connections.

The need for pathways and sidewalks along Flint Road is noted in the **Heritage LAP** as follows:

Flint Road SE / Bonaventure Drive SE

Flint Road SE and Bonaventure Drive SE serve as an important north-south mobility corridor that connects Fairview Industrial and the communities of Fairview, Acadia, and Willow Park. While the Macleod Trail S Urban Main Street Area policies in Section 2.5.1 of this Plan provide direction for how new development can improve connectivity and the public realm on the west side of Bonaventure Drive SE, additional enhancements should be considered for the entire corridor.

The following provides direction for mobility enhancement along Flint Road SE and Bonaventure Drive SE between Fairmount Drive SE to Anderson Road SE.

d. To improve pedestrian and cycling connectivity, comfort, and safety, design for this mobility corridor should:



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i. complete missing sidewalks along Flint Road SE;

ii. explore conversion of vehicle lanes from three to two to realize two-way wheeling infrastructure along Flint Road SE and Bonaventure Drive SE; and, [...]

Our hope is that the City, together with Arcadis as appropriate, and in consultation with Fairview residents, can create and expedite a plan for mobility improvements for this area in alignment with HLAP and 5A network goals.

Midtown LRT Station Safety and Security

The FCA generally supports the addition of the proposed Midtown LRT station with pedestrian access across the LRT and CPR tracks at Flint Place. The Arcadis proposal of an attended security office at the station appears to address many concerns about safety and security. Many Fairview residents have expressed concern that any safety or security issues at the future LRT station could “spill over” into the residential neighborhood.

- More details about the security station are necessary. Would the City support the proposed security station? The proposal indicates that it would be handed over to the City's jurisdiction in the future. How would that transition be handled? Would the security station become a satellite station for CPS? What specific security measures would the City and Arcadis implement to maximize safety for residents when this mobility connection is complete?
- Lighting must be improved in Flint Place.
- Sidewalks in Flint Place must be completed and connected to Flint Road.
- Access (LRT “kiss and ride” drop-offs) in and out of Flint Place should be considered.

Flint Road Traffic Studies

It has been noted in multiple studies that the Flint Road/Bonaventure Road and Heritage Drive intersection will need improvement. This may include addressing Heritage Drive/MacLeod Trail and LRT cross-traffic. Improvements for this intersection become an even higher priority when adding the Heritage Plaza proposed development (current site of London Drugs) into the mix.

As part of both projects, we would like to see formal traffic planning studies completed for Flint Road, running from Fairmount Drive to at least Heritage Drive, if not through to 86th Ave SW.

The study would evaluate the current infrastructure in light of future expected traffic, including:

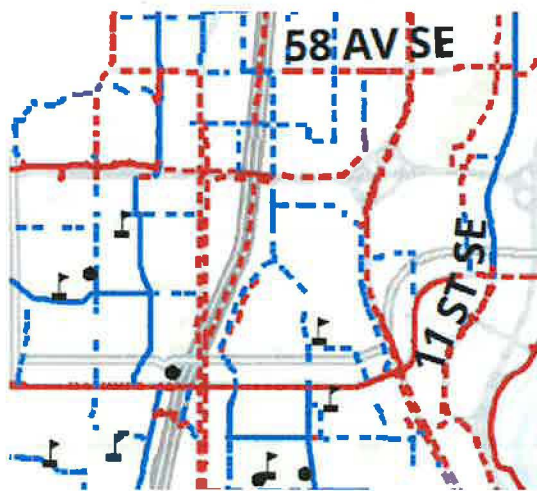
- Pedestrian, bike and vehicle traffic interactions along Flint Road.
- More effective left turn lanes at both ends for improved traffic flow.
- The addition of turning lanes where appropriate around the malls and Flint Place.
- Flint Road traffic in and out of Flint Place (“kiss and ride”).




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Fairview Bike Pathways and Connections to Pathway Network

While addressing vehicular traffic, we'd also like to see a focus on improving the pathway and bikeway tie-ins for our community. Tie-ins should maximize mobility in light of Midtown, but are already needed to build out non-vehicular mobility routes for Calgarians. The 5A Network map from the Calgary Transportation Plan is shown below:



Legend

-  Recommended On-Street Bikeway - 5A
-  Recommended Pathway - 5A
-  Existing On-Street Bikeway - 5A†
-  Existing Pathway - 5A†

<https://www.calgary.ca/planning/transportation/pathway-bikeway-plan.html>

The FCA would like to highlight the following priorities:

- Implement the 5A plan's recommended bikeways and pathways along Flint Road, which can be tied in to Midtown-related upgrades;
- Implement the 5A plan's recommended bikeway or an adjacent pathway along Fairmount Drive/Centre Street, a busy road which is currently seen by many residents as an impediment to safely biking out of Fairview to the north;
- Implement the east-west bikeway in Fairview Industrial and the north and east parts of Fairview (Farrell Road through to the off-leash area that runs north-south along Blackfoot



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Trail which would require minimal upgrades, plus consideration of options for potential future eastward link across Blackfoot Trail).

- Start work on leveraging the LRT right-of-way for recommended pathways and formally link Fairview into that pathway (Centre Street/Fairmont Drive and Flint Road).

Thank you for your work on behalf of Fairview residents, and interest in our community's transportation future. We are available for further discussion, input, and collaboration with you, your team, City staff, and Arcadis, at your convenience.

Sincerely,

Les Sorenson
Elizabeth Duerkop
Sam Koots
Fairview Community Association Development and Planning Committee

Megan Federow
President, Fairview Community Association
Fairview Community Association Development and Planning Committee
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October 15, 2023

Wallace Leung
File Manager
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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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