

From: [REDACTED]
To: [Public Submissions](#); [svc.dmap.commentsProd](#)
Subject: [External] 8330 MACLEOD TR SE - LOC2023-0163 - DMAP Comment - Tue 7/9/2024 8:56:8 AM
Date: Tuesday, July 9, 2024 9:00:56 AM
Attachments: [20240709 FairviewCA Heritage Plaza Letter to Councillor Penner.pdf](#)

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Application: LOC2023-0163

Submitted by: Fairview Community Association

Contact Information

Address: PO Box 78053, RPO Heritage, Calgary, AB T2H 2Y1

Email: [REDACTED]

Phone: [REDACTED]

Overall, I am/we are:
In support of this application

Areas of interest/concern:
Traffic impacts

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:
In general we support the re-development; We request detailed traffic studies and

improvements on nearby intersections as part of development approval. Please see attached letter for details.

Attachments:

20240709 FairviewCA Heritage Plaza Letter to Councillor Penner.pdf



Fairview Community Association
PO Box 78053 RPO Heritage Drive SE
Calgary, Alberta
T2H 2Y1
www.fairviewcommunity.ca

July 9, 2024

Kourtney Penner
Councillor, Ward 11
City of Calgary
403-268-2430
kourtney.penner@calgary.ca

CC:
Quadri Adebayo: Quadri.Adebayo@calgary.ca
Phil Fulton: CLWARD11@calgary.ca
Samuel Alatorre: samuel.alatorre@arcadis.com
Acadia Community Association

Re: Heritage Plaza Development Proposal (LOC2023-0163): Traffic Studies Required

Dear Councillor Penner,

We are writing in regard to the Heritage Plaza development (LOC2023-0163) proposed for the southeast corner of the Macleod Trail - Heritage Drive intersection. This property is the current location of a strip mall with a London Drugs, and is directly adjacent to Fairview's southern boundary.

Potential Traffic Impacts

In general, we are in favour of the proposed transit-adjacent mixed-use development. Given the development's location, however, we'd like to express some concerns regarding the potential impacts of adding several hundred residents and their cars to an already busy set of roads and intersections.

Our full support is contingent on the completion of appropriate traffic planning studies, and commitments from the City and developer to necessary improvements to mitigate future traffic impacts.

Specifically, we refer to the need to model and then confirm a plan for improvements at the following locations:

- Heritage Drive - Bonaventure Drive/Flint Road intersection immediately adjacent to this development.
 - This includes our previous requests for Flint Road improvements tied to the Midtown Station development.
- Heritage Drive - Macleod Trail intersection, likely including Horton Road and the LRT/CPR train track crossing.
- 84th Ave - Bonaventure Drive intersection.
- 86th/Hull - Macleod Trail intersection.



Fairview Community Association
PO Box 78053 RPO Heritage Drive SE
Calgary, Alberta
T2H 2Y1
www.fairviewcommunity.ca

Potential Solutions

We have summarized some of our suggestions for these intersections and roadways in the sections below:

- [Heritage Drive-Bonaventure/Flint Road intersection](#)
- [84th Ave-Bonaventure](#)
- [86th Ave/Hull-Macleod Trail](#)
- [Bonaventure Drive and Flint Road general widening](#)
 - Bonaventure Drive experiences lane tightening in winter with snow/ice buildup in the curb lanes.
- [Flint Road Improvements](#) for 5A Bike and Pedestrian access (previously submitted in response to the Midtown Station development).
- [Macleod-Heritage-Horton Road](#)



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Heritage-Bonaventure/Flint

We propose a general widening of Bonaventure and Flint. In this context, it would be to allow for defined left turn lanes onto Heritage Drive from both directions. Additionally, we'd propose adding a left turn lane on Bonaventure at the new 84th Ave intersection and left turn lanes into the "Winners mall" for Flint Road on the north side of the intersection.

Flint Road widening would also include pedestrian/bike access all the way to Fairmount Drive. Currently there are no sidewalks along most of Flint Road.





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T2H 2Y1
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84th Avenue/Bonaventure Drive Intersection

We suggest converting 84th Ave SE into a through street and use the new 84th as the main entrance into Heritage Plaza from off Bonaventure instead of the current entrance next to the police station. This would provide a controlled traffic flow that would allow better movement onto Bonaventure, and allow a smoother left turn onto Heritage Drive.

- This would include a set of traffic lights at the 84th Ave-Bonaventure Drive intersection instead of the current pedestrian crossing light.

Our proposal would make the Heritage Square laneway immediately south of the Heritage Plaza development into an actual city street including a new entrance and exit for Heritage Plaza.

- Ensure the Heritage Plaza Development leaves an entrance/exit gap in the south end to allow traffic to exit to the new 84th Ave.
- Add a set of lights at the corner of 84th Ave SE and Bonaventure Drive to make left turns onto Bonaventure easier. This also moves the Heritage Plaza exit off the curve in Bonaventure.

This would create an enhanced and effective controlled left turn exit back onto Bonaventure which then facilitates access back to westbound Heritage Drive. This would minimize sight line challenges with the current Bonaventure Drive entrance next to the police station and the bus stop as the road curves.

Currently, there is almost no way to get westbound except to use several right turns to circle back to 86th Ave and then onto the Macleod Trail/Heritage Drive left turn lane.



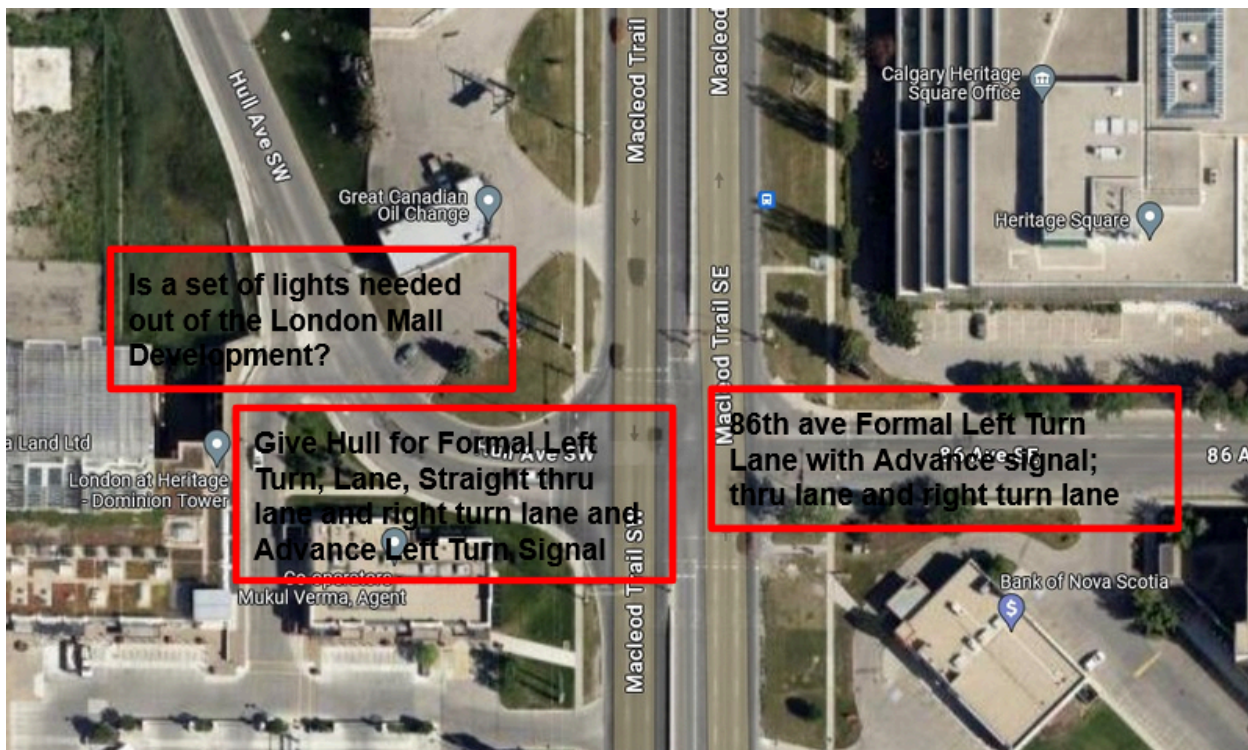


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86th Ave-Hull Ave-Macleod Trail

Since the completion of the London development, there is much more traffic at the Hull Ave/Macleod Trail intersection. We suggest the intersection could be more effective with a few simple changes.

- Define two lanes each way from Bonaventure through to Horton Road.
- This intersection plus the new 84th Ave intersection (see section above) can take the extra traffic exiting Heritage Plaza to Heritage Drive westbound. Instead of trying to get across three lanes on Macleod from the current Heritage Plaza exit on Macleod Trail (too close to the intersection), the 86th Ave corner provides a controlled way to get all the way left.
- Add formal left turn lanes and advance turn signals both east and west bound to account for increased traffic and possibly to as main access point onto Macleod Trail for lower Horton Road and London developments if closing the Horton/Heritage intersection is required for the overpass.





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Calgary, Alberta
T2H 2Y1
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Heritage Drive-Horton Road-Macleod Trail

While it's been discussed for many years and likely comes with a hefty pricetag, we'd be remiss if we failed to mention an overpass at the Macleod Trail - Heritage Drive intersection. Any solution should include a pedestrian/bike overpass and extend the Heritage Pathway smoothly across the intersection and the train tracks. This may require closing the Horton Road/Heritage Drive intersection which could be redirected to Hull Ave.





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Bonaventure Drive and Flint Road general widening

- In the winter, the Bonaventure Drive curb lane snow/ice buildup greatly tightens the roadway. Either the sidewalks are sacrificed to clear snow or the curb lane is not a full car width.
- Create more left turn lanes along Flint Road to accommodate the businesses and eventually the Midtown Station drop-off area.

Flint Road Traffic Studies

This section is a repeat of the points raised in our March 2024 letter regarding the Midtown development.

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”).

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



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T2H 2Y1
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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:

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, [...]

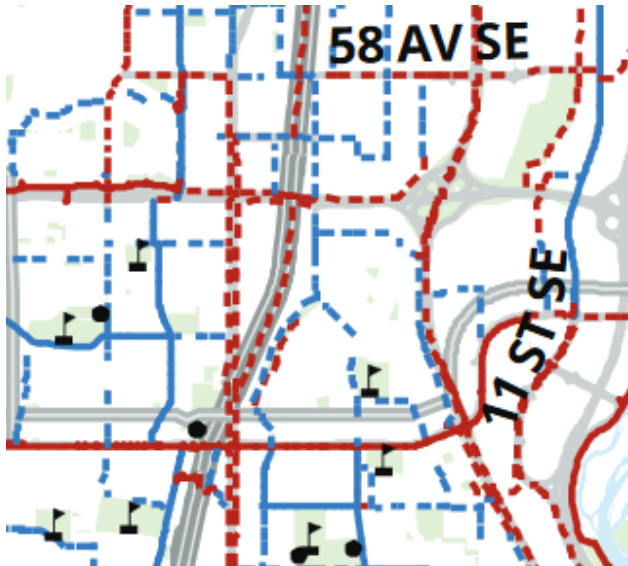
Our hope is that the City, together with Arcadis as appropriate, and in consultation with Fairview residents, can create and expedite a plan for mobility improvements for this area in alignment with HLAP and 5A network goals.



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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 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).



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In closing, 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
Fairview Community Association Development and Planning Committee
president@fairviewcommunity.ca
403-710-0598

From: [REDACTED]
To: [Public Submissions; svc.dmap.commentsProd](#)
Subject: [External] 8330 MACLEOD TR SE - LOC2023-0163 - DMAP Comment - Tue 7/9/2024 11:54:30 AM
Date: Tuesday, July 9, 2024 11:57:32 AM
Attachments: [Traffic and Surrounding Area.docx](#)

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Application: LOC2023-0163

Submitted by: Valeria Zapata

Contact Information

Address: 94 210 86 Ave SE

Email: [REDACTED]

Phone:

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Land Uses, Height, Density, Amount of Parking, Traffic impacts

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:

I am a young student has lived in Acadia for about ten years now, and I believe that

the proposed building in 8330 Macleod Trail SE is not the best idea for the future of the neighborhood. My family and neighbours always use the pharmacy that is only a couple steps away, we also have various restaurants to choose from if we are ever hungry. Friendships have been formed in the plaza and many people have become regulars to different stores. This proposed building would also take away a big part of why people move to the area, they come to live here because everything is nearby and you can buy almost anything within walking distance. I have attached a file with more information regarding what I believe in, I hope you have the time read this, thank you for your time.

Attachments:

Traffic and Surrounding Area.docx

Traffic and Surrounding Area

The area where a proposed building is supposed to go will impact parking and traffic throughout the day, everyday. During rush hour it gets very busy around the red circled roads that I have included down below (Which includes Bonaventure Drive and Heritage Drive.) I believe that if a building with both commercial and retail values were to be build here, it would worsen the traffic that we already face everyday. The 26 proposed storeys would definitely impact the roads and parking around the neighborhood. The parking is already difficult to find sometimes and introducing a very large number of people would make it worse.

When I am walking early in the morning to the station, I find that the stairs from the parking to Macleod Trail is the quickest way to get there. The view is very enthralling so it calms down anybody who comes along. If a 96 meter tall building was to be made here. I'm afraid it would not be peaceful and it would rather ruin the landscape. There are already many other apartments in the area and having a small little plaza is just right for this neighborhood.

Lots of people love coming here to chat, or have food, to buy medicine and much more with friends and family. This building would break lots of hearts and make people unimaginably sad, me included. There are other areas here in the south that would work better such as the empty lot of land near Heritage Station between Horton Road and Macleod Trail, there has not been anything there for awhile and it is much bigger than the plaza which would make it perfect for a tall building.

I also ask that you please reconsider this proposed land change. Thank you very much for taking the time to read this message, please have a great day.

Sincerely,

Valeria Zapata

