

Community Association Response

2025 May 12

SOUTHVIEW COMMUNITY ASSOCIATION



City of Calgary
Development and Building Approvals #8201
PO Box 2100 Station M
Calgary AB T2P2M5

May 12, 2025

RE: LOC2025-0064 – 1820 33 St. SE

Dear Mr. Giyan Brenkman:

The Southview Community Association supports increased density for the purpose of providing mixed-income housing units to improve housing access for individuals in a variety of economic circumstances, from requiring subsidies to paying market pricing. We believe that providing mixed-income housing units reflects the demographic of the community and provides a more sustainable model for the residents and the community at large.

However, increased density can pose some concerns for the community and surrounding neighbourhood. It is important to note that many of the communities East of Deerfoot and certainly the communities within the East Calgary International Avenue Local Area Plan have been 'traditionally underserved' for an extended period of time. Therefore, planning as though certain amenities were in place may not work in this area of the city.

Two major concerns arising from adding 372 units to the area are: traffic and parking.

Increased Traffic:

The two major arterial roads nearest the proposed LOC2025-0064, 17 Ave SE and 36 St SE, are already heavily travelled. The collector road (19 Ave SE), that the parcel is adjacent to, experiences higher traffic volume due to motorists rerouting to 19 Ave SE to avoid the congestion of 17 Ave SE. This poses a concern for the community since the new traffic lights, installed as part of the East Central Project, have had the unintended consequence of redirecting traffic into the neighbourhood. Consequently, the intersection at 35 St SE and 19 Ave SE is no longer safe to navigate, on foot or in a vehicle. We propose that Calgary Housing Corporation complete a traffic impact assessment prior to the LOC2025-0064 being considered for approval.

Comments sent to the City of Calgary – Transportation and Infrastructure in 2022.

We (Southview residents) have some ongoing traffic concerns as a result of the changes to 19th Ave SE, specifically the restricted turn changes, lights, and bump-out at the intersection of 19th Ave SE and 36 St SE. The goal was to reduce the quantity and speed of traffic on 19th Ave SE. In theory, this (the intersection changes), should act as a deterrent to drivers using 19th Ave to bypass 17th Ave SE. However, in practice it does not seem to be deterring traffic and has resulted in traffic rerouting onto both 35 St SE and Birch Ave SE. Residents have reported that the traffic, on 19th Ave SE, does not seem to have abated.

We (Southview residents) would like to know when you are going to correct the traffic flow problem created on 35 ST SE since the traffic flow has changed due to the turning restriction for both east and west bound traffic on 19 Ave. Since eastbound traffic on 19 Ave cannot turn right on a red light at the 36 St SE intersection and the westbound traffic on 19 Ave SE cannot turn left onto 36 St SE – they (east and west bound traffic) now turn onto 35 ST SE. The lights have forced traffic from a main corridor onto a residential side

street. Traffic in both directions is now flowing onto 35 St SE [a residential street] when the traffic should be on 19th Ave SE, a collector road and 36 St SE an arterial road.

Project goals [for East Central Phase 2 Improvements]

- **Improving safety** and predictability of road use by providing dedicated facilities for all users, **traffic calming**, and **improving key intersections**.
- Providing a wheeling network connection to support local and regional travel.
- Supporting pedestrian travel by building missing infrastructure and adding curb extensions.
- Promoting slower vehicle speeds by narrowing the width of the road.

These features will improve safety and predictability of road use, provide a wheeling network connection to support local and regional travel, and support pedestrian access.

The intended goals: *improving safety, traffic calming, and improving key intersections* were not met. The residents of Southview and surrounding communities are very pleased with the addition of new sidewalks, a bike path, and lighting. However, the traffic calming and safety at the intersections along 19 Ave SE are a concern and unless remediated will become a larger problem with the increased density proposed in LOC2025-0064.

Inadequate Parking:

The City of Calgary has revised the requirement for parking spaces presumably to promote a shift from using automobiles to using bicycles and public transit. Traditionally underserved communities may not be ready for this transition. East Calgary International Avenue [ECIA] communities recently had a bike lane installed on 19 Ave SE. Commuters living near the BRZ or 19 Ave have easy access to downtown. However, if you don't work downtown, it becomes more difficult and takes much longer to get to work via public transit.

For example, it takes approximately 8 min. – 13 min to arrive at Franklin C-train or Marlborough C-train station using a bike. The allotment of 374 Class 1 Bike Stalls, 38 Class 2 Bike Stalls suggest an expectation that residents will use bikes to commute. If you ride your bike to the Marlborough C-train, the arterial roads, 17 Ave SE and 36 St SE, have heavy vehicle traffic and make no accommodation for bike traffic. (Franklin Station can be accessed via side streets).

When you arrive at the C-train station you must comply with the regulations for cyclists (listed below). Which means you might not be able to take your bike on the train during peak travel times. ***Neither Franklin nor Marlborough C-train stations have bike storage lockers and there are very few, if any, bike racks in the area where you can lock your bike.***

- Bikes are only allowed on the train *if there is room for them*. Please only board cars that can comfortably accommodate you and your bike (two bikes per section of a car).
- Cyclists must yield space to seniors and customers with disabilities, mobility equipment or strollers.
- You must dismount and walk your bike on the CTrain platform and onto the CTrain.
- Bikes can't block access to the CTrain doors at any time.
- Cyclists should wait until non-cyclists have boarded before entering a car.
- Cyclists must exit a CTrain if instructed to do so by a Calgary Transit official or peace officer.
- Cyclists must be in control of your bicycle at all times, and aware of any bike parts that may obstruct or injure other riders (e.g. bike pedals, kick stands). Your bicycle can't lean against a seat, wall, pole, door, or other equipment on the train.
- Cyclists must stand with your bike.
- Cyclists are not permitted onto the train through the front door of the first car of the train and shall not obstruct the vehicle Operator's access door.
- Cyclists should only enter or leave using the doors marked for bikes and should remain in the open areas of the CTrain car. Look for this symbol on the CTrain

In addition, if you are using your bike in East Central Calgary to go shopping you will have a difficult time finding a place to lock-up your bike. Most of the shopping plazas do not have accommodations for people to safely lock their bike while shopping.

These are very real barriers that make it difficult for people to use bikes and public transportation to get to work. If you don't ride a bike, you will most likely drive a vehicle to the park and ride at the C-train.

Although we appreciate and support the lofty goal of future Calgary Housing residents at 1820 33 ST SE using bicycles as a main mode of transportation, we know that this is not the current reality. Southview Community Association asserts that 150 residential parking stalls and 3 visitor parking stalls is inadequate. The area around the proposed LOC2025-0064 will have a difficult time absorbing the extra vehicles. There is limited parking on 19 Ave SE because of the bike path, therefore, future residents will have to park on 33 St SE which will impede traffic flow. Southview Community Association would encourage Calgary Housing Corporation to increase the number of parking stalls to, at least, 200.

The City of Calgary and Calgary Housing Corporation could bring benefit to the communities of East Central Calgary by working with communities, businesses, corporate entities and so on to promote a culture where bikes could be used more easily in the future.

Sincerely,

Wendy Whitehouse
President,
Southview Community Association

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