



## FIRST EVANGELICAL FREE CHURCH

+

November 1, 2018

Office of the City Clerk,  
The City of Calgary  
700 McLeod Trail SE,  
P.O. Box 2100, Postal Station "M",  
Calgary, Alberta, T2P 2M5



Re: Proposed Rezoning of  
720, 724, 728 – 55<sup>th</sup> Avenue SW  
Calgary, Alberta

Our church is located next door to the proposed condominium project and we visited the open house held at the Windsor Park Community Centre on July 25, 2018. I spoke to the applicant, who took time to discuss the proposed project in detail.

We are supportive of the proposed development as we believe the project will generate new growth and vitality in our community. The renderings depicted a good design and consideration was given to the surrounding neighbors and the street front. We were intrigued as to how the building stepped down from 5 floors to 3 floors. We were also told that the mature trees on 55<sup>th</sup> Avenue will be protected during construction.

Yours truly,

David Wolf  
Chairman of the Board

732 55 Avenue SW  
Calgary, Alberta  
T2V 0G3

Phone: 403-253-1876  
E-mail:  
office@freechurchcalgary.com



April 9, 2018

Gerry Garvin  
Kasian Architecture Interior Design and Planning Ltd  
1011 9th Avenue SE, Suite 450  
Calgary, AB | T2G 0H7

**Subject: 55th Avenue SW Residences – Preliminary Transportation Impact Assessment**

Dear Gerry:

## INTRODUCTION

WSP Canada Inc. has been retained by Kasian Architecture to prepare a preliminary Transportation Impact Assessment (TIA) for the proposed 55<sup>th</sup> Avenue SW Residences in the community of Windsor Park in southwest Calgary.

The development is currently in the Land Use Amendment process and, as part of the City of Calgary's (The City's) Detailed Team Review (DTR), a preliminary TIA for the proposed development has been requested.

## SCOPE OF WORK

The scope of work for this study is based on the DTR comments provided by the City of Calgary, and includes:

- Estimating traffic generation associated with the proposed land use and density;
- Estimating net change in traffic generation for the site;
- Providing a high level trip distribution pattern;
- Providing a statement on the environmental capacity of the adjacent roadways and the potential impact generated by the proposed development;
- Summarising transit services available within 400 m of the site;
- Assessing parking requirements and identifying the deficiency or variance from bylaw requirements;
- Documenting on-street parking supply related to proposed density and providing commentary on potential effect on surrounding streets;
- Examining the proposed access to/from the rear lane and in relation to adjacent the properties;
- and
- Considering access management and potential shared access from the church site.

The items outlined in the scope of work have been investigated in the following sections.

## EXISTING CONDITIONS

The proposed development is located in community of Windsor Park in Calgary's southwest. The subject site is currently occupied by three single family dwelling units.

The surrounding road network consists of:

- **Elbow Drive:** a north-south four lane road classified as a Parkway as per the City of Calgary's Road Classification System. Elbow Drive has a posted speed limit of 50 km/hr, and an AADT of approximately 26,000 vehicles per day (vpd).
- **55<sup>th</sup> Avenue:** an east-west road classified as a Collector, as per the City of Calgary's Road Classification System. 55<sup>th</sup> Avenue has a speed limit of 50 km/hr, and an estimated AADT of approximately 1,000 vpd. The intersection of 55<sup>th</sup> Avenue / Elbow Drive is signalized.
- **54<sup>th</sup> Avenue:** an east-west road classified as a Collector, as per the City of Calgary's Road Classification System. 54<sup>th</sup> Avenue has a speed limit of 50 km/hr, and an estimated AADT of 300 vpd. The intersection of 54<sup>th</sup> Avenue / Elbow Drive is unsignalized.
- **6<sup>th</sup> Street:** a small north-south road classified as a Residential road with low traffic volumes.

The site location, surrounding road network, and bus stops within a 400 m radius of the subject site are illustrated in Figure 1.



Figure 1: Site Context

## PROPOSED DEVELOPMENT

The proposed development is situated on 55<sup>th</sup> Avenue SW, east of the intersection of Elbow Drive and 55<sup>th</sup> Avenue. The proposed development includes off-street parking provisions. Access to the uncovered parking stalls and parkade will be through the existing rear lane off of 6<sup>th</sup> Street SW, between 54<sup>th</sup> Avenue and 55<sup>th</sup> Avenue. The site location and surrounding road network are shown in Figure 2. A site plan can be referenced in Appendix A.



**Figure 2: Site and Surrounding Road Network**

*Base Image: Google Earth Pro*

The development plan for the subject site includes a combination of one-bedroom and two-bedroom units, totalling to 40 units. The current drawings note that a maximum of 44 units will be built.

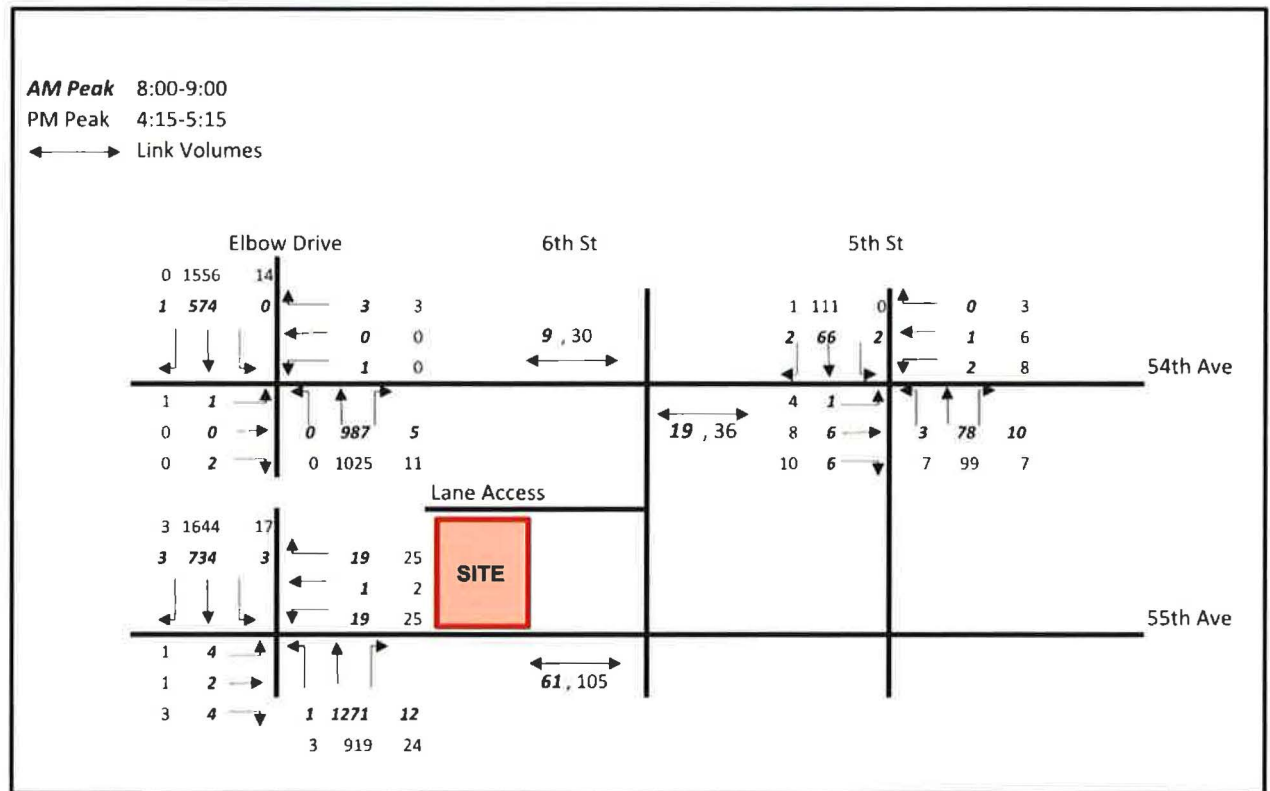
## TRIP GENERATION AND TRAFFIC REVIEW

The City of Calgary Trip Generation Rates have been applied to the proposed and existing land uses. Trips associated with the existing land use have been subtracted from those generated by the proposed use to establish the net new trips that can be expected at this site. Based on the rates and assumptions included, the estimated overall trip generation for the site in the weekday AM and PM peak hours is presented in Table 1. It should be noted that even though some calculations may generate a fraction of a trip, all values have been rounded to the nearest trip.

**Table 1: New Trips Generated**

| Land Use                         |                   | Intensity (units) | GENERATION |     |     |           |     |     | GENERATED TRIPS |          |           |           |           |          |
|----------------------------------|-------------------|-------------------|------------|-----|-----|-----------|-----|-----|-----------------|----------|-----------|-----------|-----------|----------|
|                                  |                   |                   | AM Peak    |     |     | PM Peak   |     |     | AM Peak         |          |           | PM Peak   |           |          |
|                                  |                   |                   | Rate       | In  | Out | Rate      | In  | Out | Total           | In       | Out       | Total     | In        | Out      |
| Proposed                         | Multi-Residential | 40                | 0.6 /unit  | 25% | 75% | 0.7 /unit | 65% | 35% | 24              | 6        | 18        | 28        | 18        | 10       |
| Existing                         | Single- Family    | 3                 | 0.7 /unit  | 20% | 80% | 1 /unit   | 66% | 34% | 2               | 0        | 2         | 3         | 2         | 1        |
| <b>TOTAL NEW TRIP GENERATION</b> |                   |                   |            |     |     |           |     |     | <b>22</b>       | <b>6</b> | <b>16</b> | <b>25</b> | <b>16</b> | <b>9</b> |

Traffic counts sourced from the City of Calgary for the intersections of 55<sup>th</sup> Ave / Elbow Drive (2013), 54<sup>th</sup> Ave / Elbow Drive (2016) and 5<sup>th</sup> Street / 54<sup>th</sup> Avenue (2017) were considered in this analysis. A 2% linear annual growth rate was applied to estimate traffic volumes in 2019, the likely opening year of this development. This is a conservative approach as traffic counts spanned over multiple years and traffic growth currently is low, and in some locations, negative. The estimated 2019 traffic volumes can be referenced in Figure 3.



**Figure 3: Estimated 2019 AM and PM Peak Volumes**

## TRIP ATTRACTION

Trip attraction has been assumed based on the nearby and regional land uses, the surrounding road network, and the City's historical traffic volumes flow maps. The attraction and resulting trips are summarized in Table 2.

**Table 2: Assumed Trip Attraction and Resulting Trips**

| Trip Attraction |     | AM Peak |     | PM Peak |     |
|-----------------|-----|---------|-----|---------|-----|
|                 |     | In      | Out | In      | Out |
| East            | 20% | 1       | 3   | 3       | 2   |
| North           | 40% | 2       | 6   | 6       | 4   |
| South           | 40% | 2       | 6   | 6       | 4   |

## RELATIVE IMPACTS

The addition of the development traffic will have a negligible impact the operational capacity of the surrounding road network. The added traffic will account for less than 0.5% of the volumes on Elbow Drive. 55<sup>th</sup> Avenue and 54<sup>th</sup> Avenue are Collectors, with an environmental capacity of 2,000-8,000 vpd<sup>1</sup>, and roughly 200-800 vehicles per hour (vph). 6<sup>th</sup> Street is a Residential street with an environmental capacity of 2,000 vpd<sup>1</sup>, and roughly 200 vph. The resulting trips associated with this development are low, as shown in Tables 1 and 2. As shown in Figure 3, the surrounding road network has ample capacity to support the small number of additional trips generated by the proposed development.

## TRANSIT

Calgary Transit operates a three bus services in the immediate vicinity of the proposed development. The available routes within a 400 m radius of the development and their frequencies are summarized in Table 3. The routes are shown in Figure 4.

**Table 3: Existing Transit Routes and Frequencies**

| Route No. | Route Name              | WEEKDAY   |        |           |         | SATURDAY |           | SUNDAY    |
|-----------|-------------------------|-----------|--------|-----------|---------|----------|-----------|-----------|
|           |                         | AM PEAK   | MIDDAY | PM PEAK   | EVENING | DAY      | EVENING   | DAY       |
| 3         | Sandstone – Elbow Drive | 5/10 min  | 10 min | 5/10 min  | 20 min  | 10 min   | 10/15 min | 10/15 min |
| 72        | Circle Route            | 10 min    | 20 min | 10/15 min | 30 min  | 30 min   | 30 min    | 30 min    |
| 73        | Circle Route            | 10/15 min | 20 min | 10/15 min | 30 min  | 30 min   | 30 min    | 30 min    |

<sup>1</sup> Street Capacity Guidelines, City of Calgary (2014)

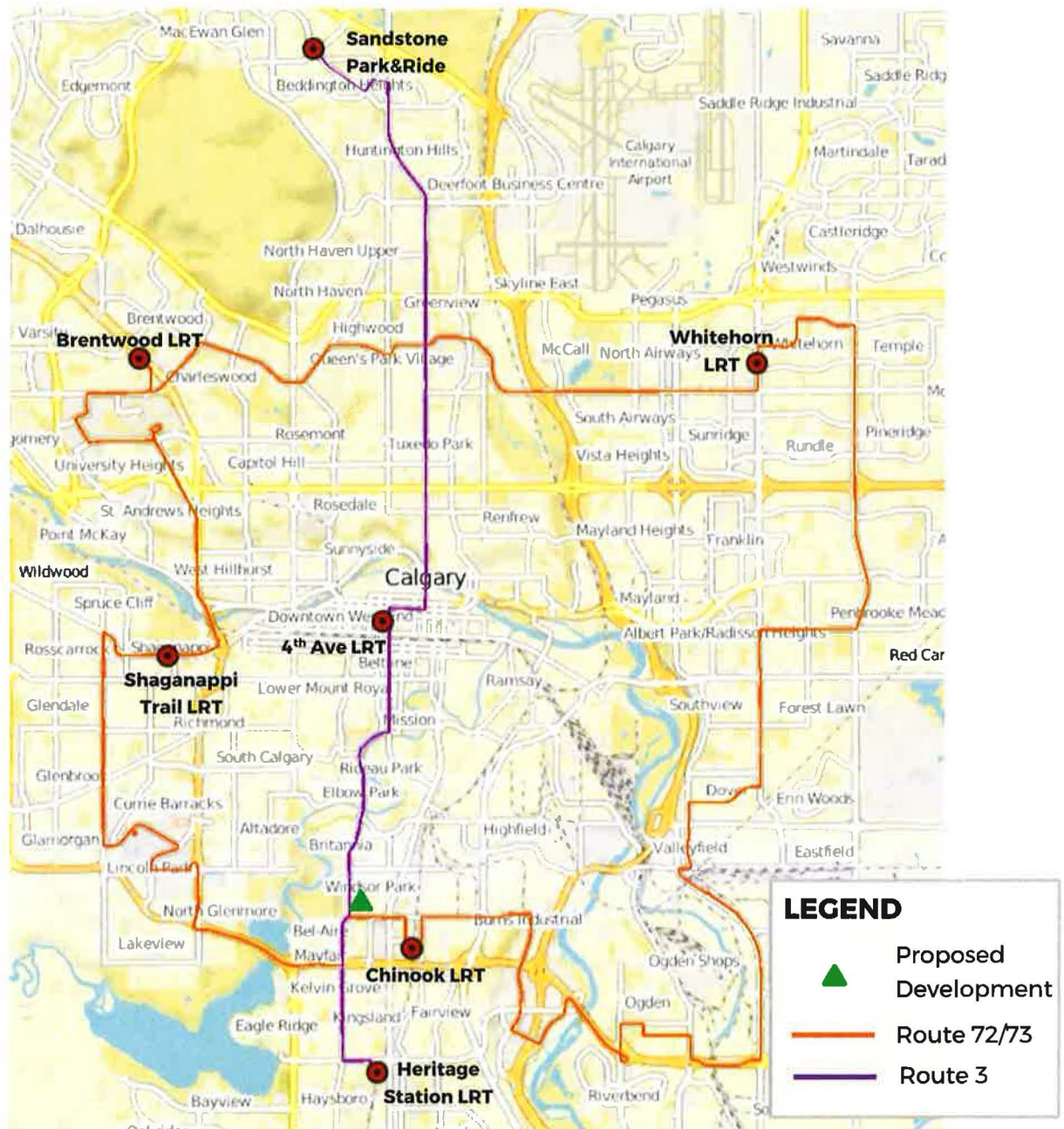


Figure 4: Bus Routes servicing 55th Avenue Residences

With three routes each offering at least 6 services / hour during peak times, relatively low headways and connections to downtown, LRT stations, and other popular destinations, the proposed development is well serviced by transit.

## PARKING REVIEW

A review of the bylaw required parking supply has been conducted based on the City of Calgary's Land Use Bylaw 1P2007 (LUB). For the proposed MC-2 zoning, the bylaw parking requirements are listed in Table 4. The minimum and maximum parking requirements are based on the range of units (40 – 44 units) provided in the site plan in Appendix A.

There is a provision in the LUB [Clause 560 (2)] for transit-supportive multi-residential developments, it allows for a 10% reduction in the required number of residential stalls when the development is located within 150 m of an existing street where frequent bus service operates. The LUB defines a frequent bus service as one which has frequencies of at least:

- One bus every 20 minutes on weekdays from 6:30 a.m. to 6:00 p.m.; and
- One bus every 30 minutes on weekday evenings from 6:00 p.m. to the end of service and on weekends during the times of service.

The development fronts on 55<sup>th</sup> Avenue, and is located approximately 70 m from the intersection with Elbow Drive, where Route 3 runs; therefore meeting the minimum frequency and distance requirements. As such, the 10% reduction is applicable and has been taken into account.

**Table 4: Motor Vehicle Parking Stall Requirements**

| TYPE                            | RATE                                 | MIN REQ'D<br>(40 UNITS) | MAX REQ'D<br>(44 UNITS) |
|---------------------------------|--------------------------------------|-------------------------|-------------------------|
| Resident Parking                | 1.0 /dwelling unit                   | 40                      | 44                      |
| Visitor Parking                 | 0.15 /dwelling unit                  | 6                       | 7                       |
| Transit Supportive<br>Reduction | 10% reduction of<br>resident parking | -4                      | -4                      |
| <b>TOTAL</b>                    |                                      | 42                      | 47                      |

The current site plan indicates that between 42 - 46 stalls can be built; meeting the bylaw parking requirements.

On-street parking is also available in the vicinity of the development and does not require a permit. An evening site visit was conducted March 20, 2018 at 6:20 p.m. to observe the on-street parking availability. On-street parking along 55<sup>th</sup> Avenue, 6<sup>th</sup> Street, and 54<sup>th</sup> Avenue was found to be in use, but not at capacity. Images from the site visit can be referenced in Appendix B. The surrounding residential dwellings have concrete parking pads and/or garages accessed by rear lanes, therefore reducing demand for on-street parking. As such, it is not expected that the development will significantly impact parking in this area.

In addition to motor vehicle parking stalls, a minimum of one loading stall, 20 Class 1 and four Class 2 bicycle stalls should be provided for the development as per LUB Clauses 123 (8) and 559.

In summary, the minimum parking requirements for the development are:

- 42 motor vehicle stalls;
- 1 loading stall; and
- 20 Class 1 and 4 Class 2 bicycle stalls.

## ACCESS MANAGEMENT

Proposed vehicular access to the development is planned through the existing lane accessed off of 6<sup>th</sup> Street, between 54<sup>th</sup> Avenue and 55<sup>th</sup> Avenue. As per the most recent drawings, there are no plans to allow access to the development that would interfere with the neighbouring church access. There are clear sight lines along the rear lane such that drivers travelling in opposite directions can see each other. Based on aerial photography, the gravel surface of the lane is approximately 3.5 m. Vehicles need to pull partially off the gravel surface to pass. The development will add a maximum of 25 vehicles in an hour to this lane. This low number is not expected to cause operational issues in the laneway.

## SUMMARY AND CONCLUSIONS

The proposed 55<sup>th</sup> Avenue SW Multi-Storey Residence will generate low traffic volumes, with estimated typical AM and PM peaks of 22 and 25 trips respectively. It has been assumed that the majority of traffic will be distributed along Elbow Drive, and development generated traffic will not have a notable impact on the operation of the surrounding road network.

Site plans of the proposed development have been examined and no issues have been identified with access to the site, or obstruction of access for the surrounding residential and church use. A parking review was conducted, and the development was found to meet the car parking requirements set out in the Calgary Land Use Bylaw. The site plan was not found to include any information regarding bike parking and loading stalls at this time.

It is concluded there are no material transportation impacts associated with the proposed development.

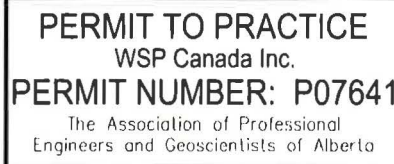
Yours sincerely,




2018-04-09

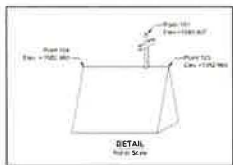
Mariya Otten-Andrew, P.Eng., PTOE

Encl. Appendix A, B





## APPENDIX A – SITE PLAN



**Kasian Architecture**  
Interior Design  
and Planning Ltd

101, 8th Avenue SE, Suite 100  
Calgary, Alberta T2G 1G7  
Phone: 403.243.1111  
Fax: 403.243.1112  
www.kasian.ca



**LEGEND & NOTES :**  
ELEVATIONS ARE GEODETIC DERIVED FROM: HPI 150979  
ELEVATION: 1200.05M  
DISTANCES AND ELEVATIONS SHOWN ARE IN METRES AND DECIMALS THEREOF  
BEARINGS ARE TBM GRID MAG 83 (ORIGINAL) REFERENCE MERIDIAN 111° DERIVED FROM GAST OBSERVATIONS  
COMBINED SCALE FACTOR: 1/80000  
AREA OF INTEREST SHOWN THUS  
ELEVATIONS ARE SHOWN THUS  
STATUTORY IRON POSTS FOUND SHOWN THUS  
CALCULATED POSITIONS FOUND SHOWN THUS  
ORIGINOUS TREES SHOWN THUS  
CONCRETE TREES SHOWN THUS  
CATCH BASINS SHOWN THUS  
WATER VALVES SHOWN THUS  
GAS VALVES SHOWN THUS  
RETAINING WALLS SHOWN THUS  
BUILDING LINES SHOWN THUS  
WOODEN FENCE SHOWN THUS  
UNDERGROUND GAS LINES SHOWN THUS  
SANITARY LINES SHOWN THUS  
WATER LINES SHOWN THUS  
CENTERLINE OF ROAD SHOWN THUS  
SURVEY DATA PROVIDED BETWEEN AUGUST 17TH 2017 AND AUGUST 19TH 2017  
FOR LOCATIONS OF UNDERGROUND UTILITIES CONTACT THE UTILITY COMPANY'S BEFORE EXCAVATING (ALBERTA ONE CALL 1 800 242 3447)

## JAROC HOLDINGS LTD.

**PLAN SHOWING  
SITE SURVEY  
OF PARTS OF  
LOT B, PLAN 1559EO  
AND PLAN 1693AF  
AND  
LOT 4, BLOCK 24, PLAN 4060GN  
720, 724, 728 55th AVENUE SW  
CALGARY, ALBERTA**

| DESCRIPTION                  | THICK | DATE       |
|------------------------------|-------|------------|
| Lot 4, Block 24, Plan 1559EO | 15    | 2018-01-15 |
| Lot 4, Block 24, Plan 1693AF | 15    | 2018-01-15 |
| Lot 4, Block 24, Plan 4060GN | 15    | 2018-01-15 |
| Lot 4, Block 24, Plan 1559EO | 15    | 2018-01-15 |
| Lot 4, Block 24, Plan 1693AF | 15    | 2018-01-15 |
| Lot 4, Block 24, Plan 4060GN | 15    | 2018-01-15 |



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**PROJECT**  
55TH AVENUE SW MULTISTOREY RESIDENCE

720, 724, 728 55th AVENUE SW  
CALGARY, ALBERTA

**PROJECT**  
SITE SURVEY / SITE EXISTING

| PROJECT NO. | PROJECT DATE      | OWNER      |
|-------------|-------------------|------------|
| 150340      | December 16, 2017 | JAROC      |
| DRAWING NO. | DRAWING DATE      | DRAWING BY |
| A01         | 2018-01-15        | CHALLENGER |



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PROJECT  
**55TH AVENUE SW MULTISTOREY RESIDENCE**

720, 722, 724, 55TH AVENUE SW  
CALGARY, ALBERTA

DATE: 10/10/2019  
**SITE PHOTOS**

PROJECT NO: 190340  
PROJECT NAME: 55TH AVENUE SW  
DRAWN BY: KTS  
CHECKED BY: KTS

DATE: 10/10/2019  
DRAWING NO: A02  
REVISIONS: 01

A03

## APPENDIX B – SITE VISIT PHOTOS

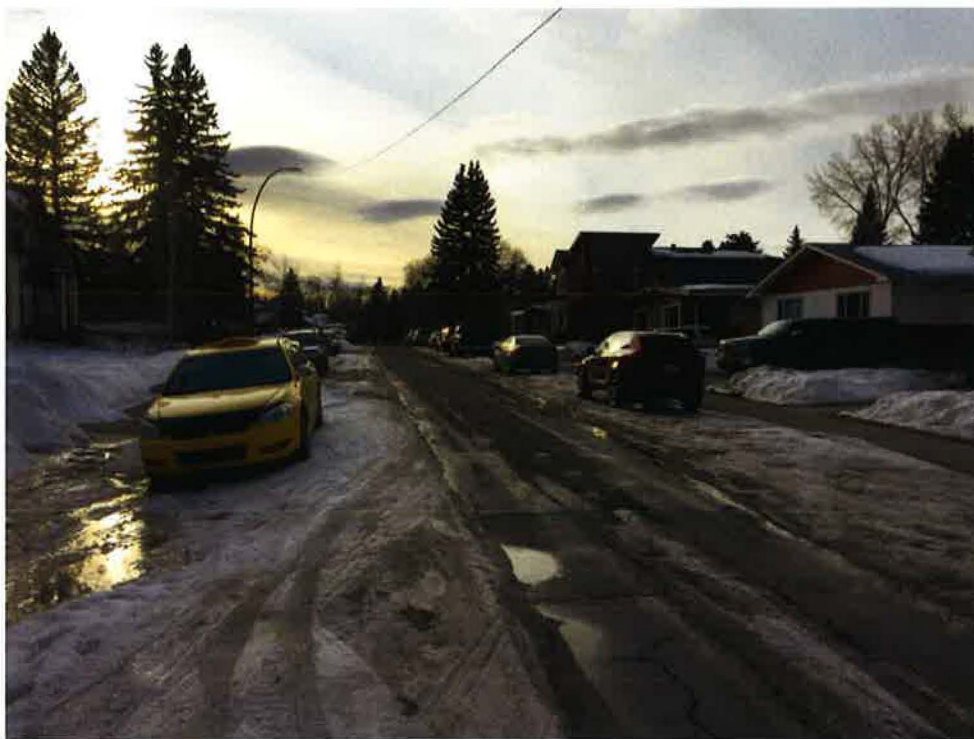


Figure 5: 54<sup>th</sup> Avenue – facing west



Figure 6: 6<sup>th</sup> Street – facing south



Figure 7: 55<sup>th</sup> Avenue – facing east



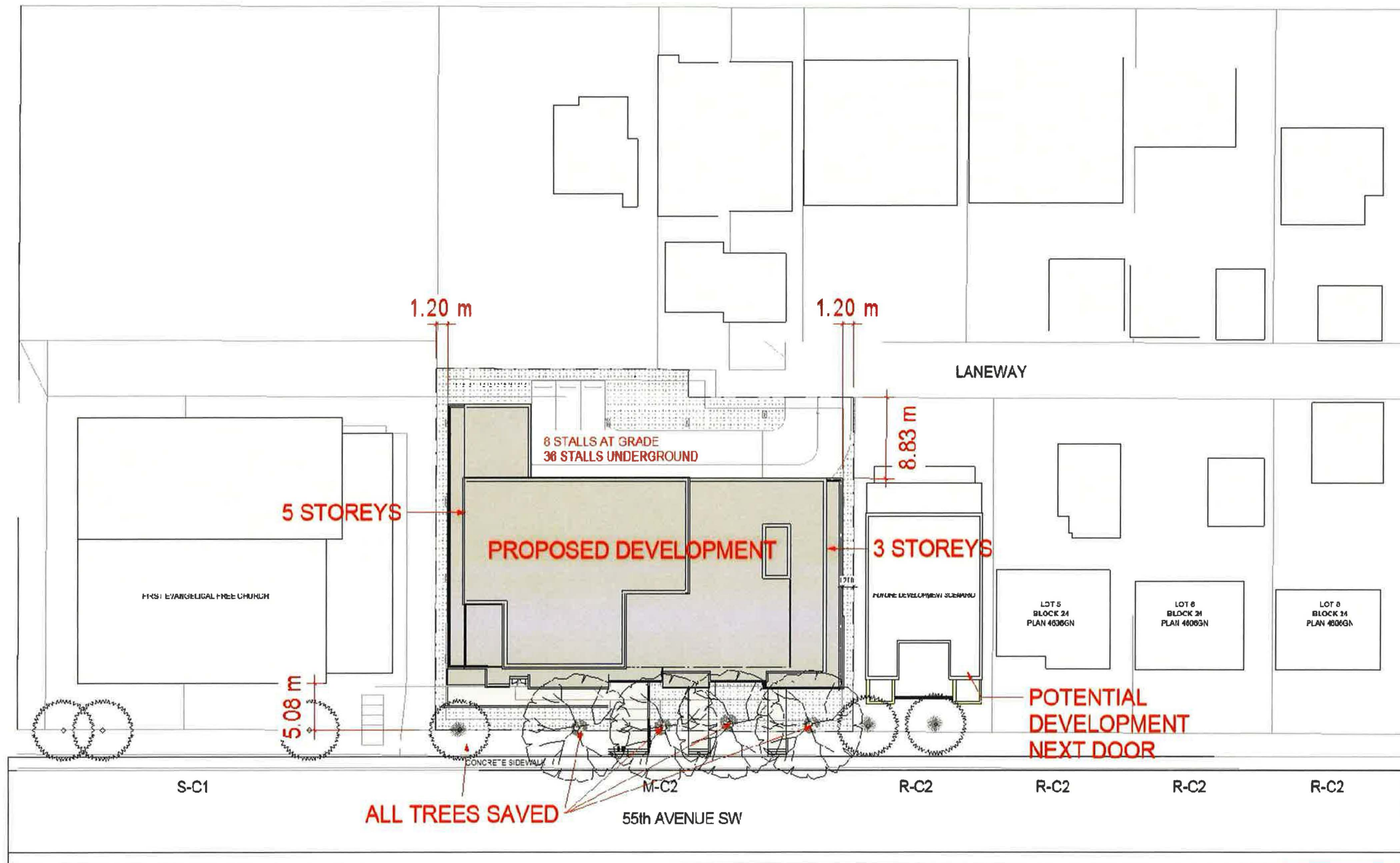
Figure 8: Lane - facing west



*Figure 9: Church Parking Lot*



**55<sup>th</sup> Avenue SW Development**





# **What We Heard: Community Engagement Report**

## **CONTENTS:**

- **Our Process**
- **Door to Door Initiative**
- **Social Media and Web**
- **Community Engagement Survey Results**
- **Open House Feedback**
- **Verbatim Comments (Online)**
- **Project Team: Notes to the Community**

# Our Process

**\*\*This "What We Heard: Report to the Community" was developed to share the results of the Applicant's engagement process, initiated by Kasian Architecture, focused on the redevelopment of 720, 724, & 728 55<sup>th</sup> Avenue SW.**

- The engagement strategy provided multiple opportunities and channels for Windsor Park Residents to learn about the future visions for this site, and to share their thoughts. Through multiple engagement channels online and in-person, we heard from many community members.**
- The community engagement process took place from May - October 2018.**
- The social media channels, email and website are still in operation, and will continue to be an open form of communication for the project team and the community throughout this process.**
- The dedicated website email address provides citizens and immediate stakeholders direct access to the architectural team.**

## The 20-week engagement process included:

- 2 meetings with the Windsor Park Community Association to review the project and to obtain feedback and to utilize Community Association input into project.
- Multiple meetings with area Councillor Jeromy Farkas, starting in November 2017 (prior to landuse submission) with ongoing and consistent dialogue.
- Door-to-door feedback gathering (over 160 homes in a 0.5km radius from the project site), plus a collection of signatures for support conducted on May 27<sup>th</sup> & 28<sup>th</sup>.
- Dedicated project website ( [55avenuesw.com](http://55avenuesw.com) ) launched May 1, 2018 complete with online survey for community residents, open house dates, online feedback form, dedicated email & downloadable project documents (website remains active to date)
- The creation of a dedicated project social media page, community feedback group and open house events on Facebook (social media channels remain active to date)
- Targeted Facebook and Instagram advertisements to Windsor Park area residents (via Postal Code Targeting) to gain awareness for the open house events
- 2 Open House info sessions, coordinated in cooperation with the Windsor Park Community Association in July & August
- 2000 Open House invitations sent via 2 Canada Post mail-outs, to households within in 1 km radius from the project site, advertising both the July & August Open Houses
- Sandwich boards advertising project details, website and Open House dates on 5th St SW, between 52<sup>nd</sup> and 53<sup>rd</sup> Avenue SW
- September and October engagement conducted by compiling data and responding to community resident concerns, by written letter from Kasian addressing how each concern has been heard and rectified. Open dialogue with community residents continues via Kasian Architecture, project website, and social media channels.

# Community Participation in Engagement Process:

**Residents were given multiple outlets, both online and in person, in which to give their ideas, concerns, opinions and ask questions.**

## Participants:

- 68 residents responded to our online-survey, via our website [55thavenuesw.com](http://55thavenuesw.com)
- 49 people we personally engaged in the 2 day door-to-door direct campaign
- 17 project inquiries via website comment form
- 47 attendees to the July 25<sup>th</sup> Open House
- 42 attendees to the August 28<sup>th</sup> Open House
- 349+ unique website visitors
- 44 comments, concerns and opinions via Feedback Forms at the Public Open Houses and via comment forms on the website







April 9, 2018

Gerry Garvin  
Kasian Architecture Interior Design and Planning Ltd  
1011 9th Avenue SE, Suite 450  
Calgary, AB | T2G 0H7

**Subject: 55th Avenue SW Residences – Preliminary Transportation Impact Assessment**  
Dear Gerry:

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Sheet 3300  
777 4th Avenue SW  
Calgary, AB, Canada T2P 4K3

wsp.com



In summary, the minimum parking requirements for the development are:

- 42 motor vehicle stalls;
- 1 loading stall; and
- 20 Class 1 and 4 Class 2 bicycle stalls.

## ACCESS MANAGEMENT

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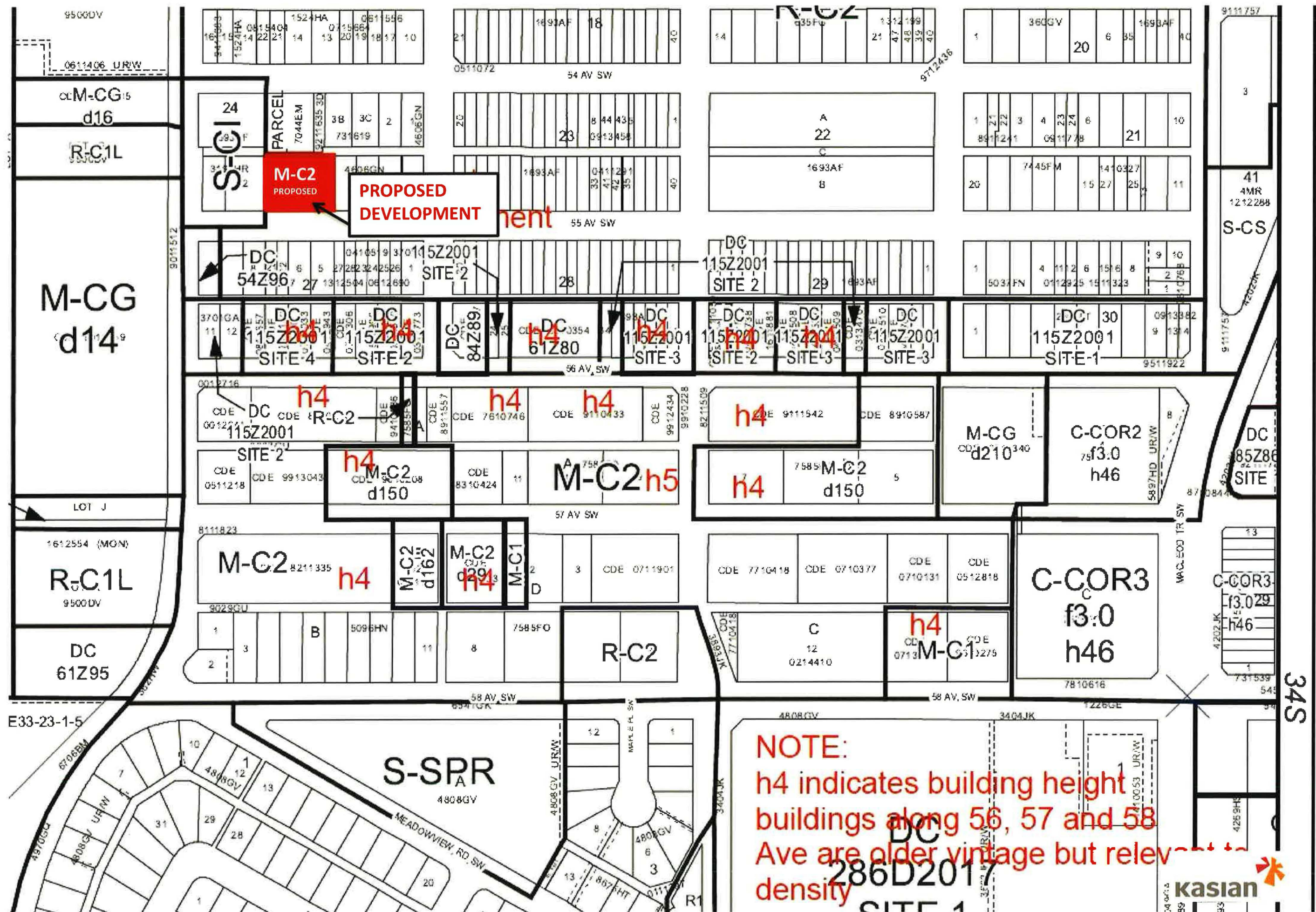
Mariya Otten-Andrew, P.Eng., PTOE

Encl. Appendix A, B

PERMIT TO PRACTICE  
WSP Canada Inc.  
PERMIT NUMBER: P07641  
The Association of Professional  
Engineers and Geoscientists of Alberta









TRUE NORTH

|            |            |                          |        |
|------------|------------|--------------------------|--------|
| REV.       | YYYY-MM-DD | REVISION / DRAWING ISSUE | REVIEW |
| CONSULTANT |            |                          |        |

SEAL

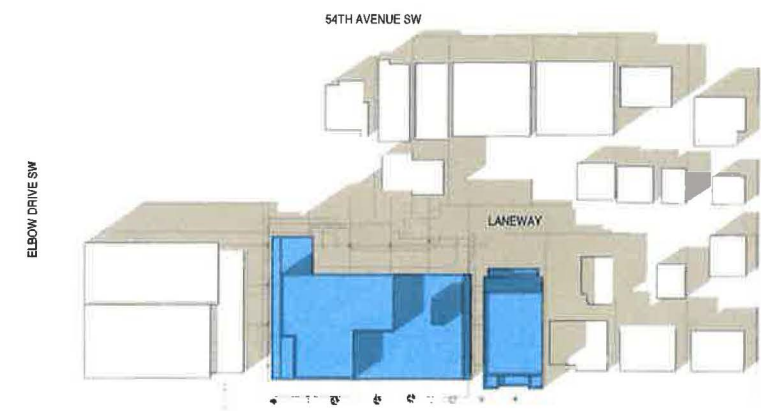
PROJECT

CALGARY, ALBERTA, CANADA

SPRING + AUGUST EQUINOX

**DRAWING ISSUE**

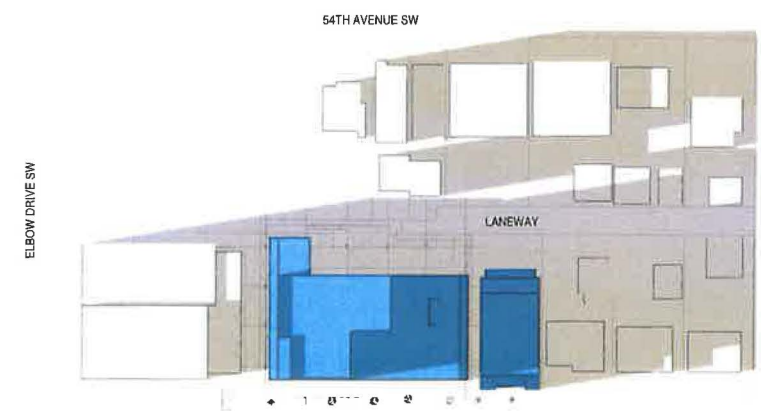
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| DRAWING NO.<br><br>A100   |           |            | REVISION |         |



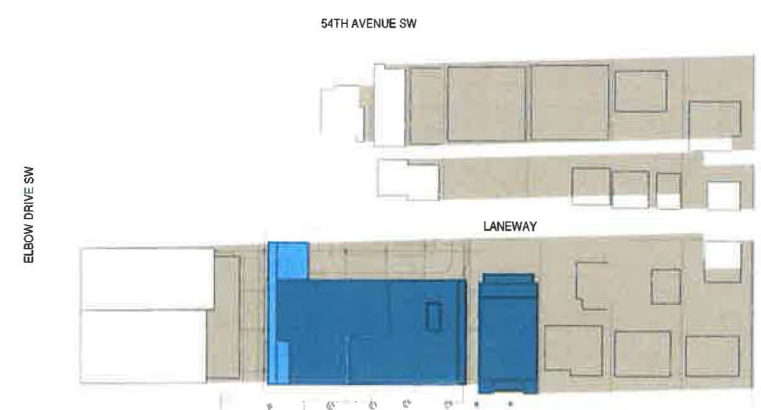
55TH AVENUE SW  
SPRING / AUTUMN EQUINOX 3:00 PM



55TH AVENUE SW  
SPRING / AUTUMN EQUINOX 4:00 PM



55TH AVENUE SW  
SPRING / AUTUMN EQUINOX 5:00 PM



55TH AVENUE SW  
SPRING / AUTUMN EQUINOX 6:00 PM

[illegible]

|            |            |                          |        |
|------------|------------|--------------------------|--------|
| REV.       | YYYY-MM-DD | REVISION / DRAWING ISSUE | REVIEW |
| CONSULTANT |            |                          |        |

CONSULTANT

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