

**Erlton Community Association letter to City Council**  
**Bylaws 51D2014 & 14P2014**

The Erlton Community Association has been reviewing and commenting on this Anthem file since June 2012.

In June 2013, after one year of discussion and negotiation, Land Use Planning and Policy provided us with a copy of a new DC Bylaw - in which they recommend approval - plus a draft of amendments to the Erlton Area Redevelopment Plan. Both documents are attached for reference.

These documents fully satisfied all our concerns with respect to this development, especially traffic concerns as noted in Section 17(2) in the DC Bylaw and in Section 2.1.3.2 of our ARP:

**Vehicular Access**

**17 (2)** Vehicular access to parking structures for non-residential uses must not be provided from Erlton Road SW.

10. In Section 2.1.3.2 Development Guidelines, delete the text in Subsection 2.1.3.2.v and replace with:

“To minimize the impact of the commercial traffic on the residential area, vehicle access to commercial development shall be from Macleod Trail.”

Then things changed for the worse - much worse. Certainty with respect to protection from non-residential traffic disappeared, and was replaced by ambiguity and uncertainty.

This is the result of the developer submitting a Transportation Impact Assessment and other documentation that, under the DC Bylaw before you, wants unfettered access to Erlton Road for commercial traffic, with the exception of only commercial loading and waste and recycling collection:

**Vehicular Access**

**19. (2)** Vehicular access for commercial loading and waste and recycling collection must not be provided from Erlton Road SW.

Council Policy TP009 - attached - provides capacity guidelines for roadways. The vehicle per day guideline for residential roads is 1000 - 1500. As the attached email from the City's senior traffic engineer states, the current load on Erlton Road is 1372 vehicles per day. This development proposes an additional load of 2300 commercial vehicles per day. If you consider the existing 1372 residential vehicles, the estimated 2300 commercial vehicles, and the expected private vehicle load from the 700+ new residential units envisioned by this development, the end result is 5500 vehicles per day. That's more than 3.5 times the design limit for this residential road. This simply won't work.

Furthermore, the 2011 Interim Complete Streets Guide, at page 25 (attached) states:

Residential Streets provide direct access to abutting low and medium density residential properties. **Access is not permitted to commercial properties because they are high traffic generators.** Residential Streets are low speed, low volume (less than 1,500 vehicles per day), two-lane streets, typically designed to provide on-street parking on both sides.

In our view, Administration erred in confusing Erlton Road with a Primary Collector Street as defined on page 24 (attached), where it states:

Primary collector streets connect lower volume local streets to arterial streets and generally serve transit. Daily traffic volumes range from 5,500 to 12,500. Primary collector streets may be divided or undivided, include or restrict parking, and have two or four travel lanes. Direct access from adjacent properties is usually restricted. A current example of a Primary Collector is 5th Avenue NW in West Hillhurst.

Erlton Road clearly meets the definition of a Residential Street since it is a short two-lane street with parking on both sides. It provides access to adjacent properties and has never seen a transit bus in 100+ years.

The City created a website to inform and gather comments with respect to this land use redesignation. Not one respondent supports the commercial traffic component on Erlton Road. You can read their comments at <http://calgary.ca/erltonroad>

In November 2013, we offered a reasonable traffic compromise - attached - to enable the large grocery store element to proceed. We never received the courtesy of a response.

We consider the following statement in the CPC report to be an inaccurate and over-simplified statement of our position with respect to commercial traffic on Erlton Road. "Although initially objecting against motor vehicle access and egress to/from Erlton Road SW for the purpose of visiting commercial uses in the proposed development, the Community Association is now in accepting these commercial access points to and from the underground parking structures."

Erlton Road is a quiet, local street providing access to a residential portion of our community. It services underground parking facilities for existing low-rise residential condominiums. It was always intended to accommodate future access for similar low and high-rise residential condominiums when they are constructed on the east portion of Erlton Road. It was never contemplated, however, that this residential road would be used as an access point for commercial, retail and employee traffic from three or more points of the compass, and in the volumes proposed.

Given the prominent location of the site, this is a golden opportunity for the City to showcase its skill in successfully integrating a large mixed-use project into a residential community without incurring debilitating side effects. The Vehicular Access section of this proposed bylaw won't accomplish that, since it is grossly deficient in providing meaningful, predictable, and enforceable protection from commercial traffic for this residential road in Erlton.

We ask you to return this file to Administration for further work to clarify and define the flow of commercial traffic that will use Erlton Road. We also ask that the resulting traffic management design, including traffic calming measures to prevent short-cutting, be embedded in the Direct Control Bylaw in the form of rules, and as policy in the Erlton Area Redevelopment Plan. This will provide certainty to our residents when this development is constructed and occupied.

Thank you for your time in reviewing and considering this in your deliberations.

Natalya Nicholson, President, Erlton Community Association  
Kasper Lund, Vice-President, ECA  
Bobbie Clark, Secretary, ECA  
Bonnie Fischer, Treasurer, ECA  
Geoff Granville, Chairman, ECA Post-Flood Committee  
Michelle Smekal, Chair, ECA Parks Committee  
Bill Fischer, Chairman, ECA Planning and Development Committee  
Kirt van der Woude

May 2014

**CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION:      Approval**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 2.19 hectares ± (5.40 acres ±) located at 2327, 2328, 2399, 2418 and 2425 Macleod Trail SW (Plan 0813116, Block 3, Lots 37 to 39; Plan 0813116, Block 8, Lots 37 and 38) from DC Direct Control District to DC Direct Control District to accommodate a transit oriented mixed use development, with the following guidelines:

**Purpose**

- 1 This Direct Control District is intended to:
  - (a) provide for a pedestrian and transit oriented mixed use development;
  - (b) provide for a range of commercial uses with some restrictions on size and location within **buildings**;
  - (c) provide for a range of multi-residential uses with a variety of built forms;
  - (d) provide for flexibility in the mix and intensity of uses, built form and size; and
  - (e) provide for **building** locations, **setback areas**, and **landscaping** that create sensitive interface treatment with adjacent residential developments.

**Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

**Reference to Bylaw 1P2007**

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Permitted Uses**

- 4 (1) The **permitted uses** of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.
  - (2) Despite the **uses** deemed to be **permitted uses** in Subsection 21(1) of Bylaw 1P2007 on all areas designated as Direct Control, the following **use** is prohibited in this Direct Control District:
    - (a) Special Function – Class 1.

**Discretionary Uses**

- 5 (1) The **discretionary uses** of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:
  - (a) with the addition of:
    - (i) **Multi-Residential Development**;
    - (ii) **Parking Lot – Grade (temporary)**.

- (b) with the exclusion of:
  - (i) **Custodial Care;**
  - (ii) **Parking Lot – Grade;** and
  - (iii) **Parking Lot – Structure.**
- (2) Despite the **uses** deemed to be **discretionary uses** in Subsection 21(2) of Bylaw 1P2007 on all areas designated as Direct Control, the following **use** is prohibited in this Direct Control District:
  - (a) Special Function – Class 2.

### **Bylaw 1P2007 District Rules**

**6** Unless otherwise specified, the General Rules for Commercial Land Use Districts of Bylaw 1P2007 apply in this Direct Control District.

### **Floor Area Ratio**

- 7**
- (1) The maximum total **floor area ratio** over the entire site is 5.0.
  - (2) The maximum total **floor area ratio** over the entire site is 1.0 for commercial uses.
  - (3) The minimum total **floor area ratio** over the entire site is 1.0. for residential uses.

### **Building Height**

- 8**
- (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 90.0 metres.
  - (2) Where a **parcel** shares a **property line** with Erlton Road, the maximum **building height** is:
    - a) 24.0 metres measured from **grade** within 10.0 metres of that **property line**; and
    - b) 48.0 metres measured from **grade** at a distance between 10.0 metres and 22.0 metres from that **property line**.

### **Use Area**

- 9**
- (1) Unless otherwise referenced in subsection (2) and (3), there is no maximum **use area** requirement for commercial **uses**.
  - (2)
    - (a) Unless otherwise referenced in subsection (b), the maximum **use area** for commercial **uses** on the ground floor of **buildings** in this Direct Control District is 465.0 square metres.
    - (b) One (1) **retail and consumer service use** may have a maximum **use area** of 1115 square metres on the ground floor of **buildings**, subject to the use area width requirements in section 11 of this Direct Control District.

- (3) The maximum **use area** for a **supermarket** is 3800 square metres on the ground floor of **buildings**.

#### Location of Uses within Buildings

- 10 (1) No **Retail and Consumer Service uses** are to be located above residential **uses** and must have its own separate entrance from any residential component of the **building**.
- (2) Only **Retail and Consumer Service uses** must be oriented towards the 25 Avenue SW frontage and the private road, legally described as Lot 39, Block 3, Plan 0813116 (previously a part of 24 AV SW).
- (3) **Retail and Consumer Service uses** must not be oriented towards the Erlton Road SW frontage, except at the following locations:
- (a) at either corners of the intersection of Erlton Road SW with the private road, legally described as Lot 39, Block 3, Plan 0813116 (previously a part of 24 AV SW) for a maximum distance of 20.0 metres from the corner of the intersection; and,
  - (b) at the intersection of Erlton Road SW with 25 Avenue SW for a maximum distance of 25.0 metres from the corner of the intersection.
- (4) A **supermarket** must not be developed as a stand-alone **use** on the site, but must form part of a comprehensively designed development.

#### Use Area Width

- 11 (1) Unless otherwise referenced in subsection (2) and (3), the maximum width of a **use area** on the ground floor fronting the private road, legally described as Lot 39, Block 3, Plan 0813116 (previously a part of 24 AV SW), is 15.0 metres.
- (2) The **use area** width may be relaxed by the **Development Authority** for the following **uses** where the test for relaxation set out in section 31 or 36 of Bylaw 1P2007 is met.
- (a) **Restaurant: Food Service Only - Large;**
  - (b) **Restaurant: Food Service Only - Medium;**
  - (c) **Restaurants Licensed - Large;** and
  - (d) **Restaurants Licensed - Medium.**
- (3) There is no **use area** width requirement for a **supermarket**.

#### Front Setback Area

- 12 (1) Unless otherwise referenced in subsection (2), there is no minimum requirement for a **front setback area**;
- (2) For all development along Erlton Road, the **front setback area** must have a minimum depth of 2.0 metres.

### Rear Setback Area

13 There is no minimum requirement for a **rear setback area**.

### Side Setback Area

14 There is no minimum requirement for a **side setback area**.

### Building Design

15 (1) **Multi-Residential Development** above the podium must have a maximum floor plate size of 700.0 square metres **gross floor area**, which may be relaxed by the **Development Authority** to a maximum of 750.0 square metres where the test for relaxation set out in section 31 or 36 of Bylaw 1P2007 is met

(2) The separation distance between **buildings** above the podium must be a minimum of 24.0 metres.

### Landscaping in Setback Area

16 The landscape requirements of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 are the landscape requirements in this Direct Control District.

### Vehicular Access

17 (1) Vehicular access to parking structures must not be provided from the private road, legally described as Lot 39, Block 3, Plan 0813116 (previously a part of 24 AV SW).

(2) Vehicular access to parking structures for non-residential uses must not be provided from Erlton Road SW.

(3) Vehicular access for commercial loading/unloading and waste and recycling pick up must not be provided from Erlton Road SW.

### Minimum Required Motor Vehicle Parking Stalls

18 (1) Unless otherwise referenced in subsections (2), (3) and (4) below, the minimum required motor vehicle parking stalls of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the minimum required **motor vehicle parking stalls** in this Direct Control District.

(2) The minimum required **motor vehicle parking stalls** for a supermarket is 3.5 stalls per 100 square metres of **gross usable floor area**.

(3) The minimum **motor vehicle parking stall** requirements for each **use** is the maximum **motor vehicle parking** stall requirement provided for each **use**.

(4) The minimum number of **motor vehicle parking stalls** is reduced by 10.0 per cent where a **building** that generates the parking requirement is located within 400.0 metres of an existing or approved Capital funded **LRT platform**.

(5) The **Development Authority** may consider a further relaxation of the required **motor vehicle parking stalls** for a development where a parking study submitted as part of a development permit application demonstrates that the **motor vehicle parking stalls** requirement should vary from the requirements of this Direct Control District, and the test for the relaxations set out in section 31

and 36 of Bylaw 1P2007 is met.

**Required Bicycle Parking Stalls**

**19** The minimum required bicycle parking stalls of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 are the minimum required bicycle parking stalls in this Direct Control District.

**Phasing**

- 20**
- (1)** A phasing plan must be submitted with the first Development Permit application providing development sequencing information.
  - (2)** The private road, legally described as Lot 39, Block 3, Plan 0813116 (previously a part of 24 AV SW), must be constructed as part of phase 1 of the development.
  - (3)** The overhead pedestrian bridge must be constructed as part of phase 1 of the development,



Draft Amendments to the Erlton Area Redevelopment Plan  
2013 June 20

1. In Section 2.1.2 Erlton Station Area, insert the text “(see Site 17 on Map 2)” at the end of the heading.
2. In Section 2.1.3.1 Policies, add the following text to the end of Subsection 2.1.3.1.1:  
“To ensure transit supportive uses and discourage stand alone uses, developments should achieve a minimum density of 1 FAR.”
3. In Section 2.1.3.1 Policies, delete Subsections 2.1.3.1.4 and 2.1.3.1.5 in their entirety.
4. In Section 2.1.3.2 Development Guidelines, add the following text to the end of Subsection 2.1.3.2.b:  
“Where roof areas of more than 700 square metres occur on at grade retail buildings, the building shall contain a green roof covering at least 75% of the roof area.”
5. In Section 2.1.3.2 Development Guidelines, add the following text to the end of the last sentence in Subsection 2.1.3.2.d:  
“, at the intersection with 24th Avenue and 25 meters at the intersection with 25th Avenue.”
6. In Section 2.1.3.2 Development Guidelines, delete Subsection 2.1.3.2.e and renumber subsequent sections accordingly.
7. In Section 2.1.3.2 Development Guidelines, insert the following text as a new bullet point between existing Subsections 2.1.3.2.l and 2.1.3.2.m:  
“Commercial uses larger than 300 square metres should be discouraged, except for supermarkets and other similar uses which provide various daily goods and services for residents.”
8. In Section 2.1.3.2 Development Guidelines, in Subsection 2.1.3.2.m, delete the text “9” and replace with “15”, and add the following text to the end of the Subsection:  
“The remainder of the business should locate on a second floor or wrap behind adjacent uses.”
9. In Section 2.1.3.2 Development Guidelines, in Subsection 2.1.3.2.n, delete the text “Individual business fronts that are greater than 30” and replace with “Supermarkets and individual business fronts that are greater than 15”.
10. In Section 2.1.3.2 Development Guidelines, delete the text in Subsection 2.1.3.2.v and replace with:  
“To minimize the impact of the commercial traffic on the residential area, vehicle access to commercial development shall be from Macleod Trail.”
11. In Section 2.1.3.2 Development Guidelines, delete Subsections 2.1.3.2.x and 2.1.3.2.y in their entirety and renumber subsequent sections accordingly.

12. In Section 2.1.3.2 Development Guidelines, in Subsection 2.1.3.2.z, insert the text “for residential uses” after the text “Parking access points”.
13. In Section 2.1.3.3 Implementation, delete Subsection 2.1.3.3.bb in its entirety and replace with the following:
  - “a. Any development permits for new structures within the Erlton Station Area shall be reviewed by the Urban Design Review Panel given the prominent location of the site.
  - b. A phasing plan must be submitted with the first Development Permit application providing development sequencing information. The portion of 24th Avenue between Erlton Road and Macleod Trail must be developed as part of the first phase of the development.
  - c. A pedestrian overpass over Macleod Trail should be considered in conjunction with the first phase of the development, in order to provide direct pedestrian access from the Erlton Station Area to the LRT station. Contributions from development within the Erlton Station Area should be considered to finance a portion of the bridge.”



**Policy Title: Environmental Capacity Guidelines for Roadways Policy**

**Policy Number: TP009**

**Report Number: OD79-37, OE2003-15, OE2003-31 and C2003-34**

**Approved by: City Council**

**Effective Date: 1979 and amended 2003 May 5**

**Business Unit: Roads, Transportation Planning**

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## **BACKGROUND**

On 1979 February 21, City Council approved a motion containing Clause C. 17 concerning Level of Service "E" for Roadways OD79-37. *Level of Service* is a term which, broadly interpreted, denotes any one of a number of differing combinations of operating conditions that may occur on a given lane or roadway when it is accommodating various traffic volumes. It is a qualitative measure of a number of factors, which include, speed, and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience and operating costs. Over time, level of service for roadways became.

Over time, level- of -service evaluations conducted by the City identified the need to review the guidelines for various roadway classifications due to the increased number of vehicles on the road. After conducting a capacity analysis of current urban streets, the possibility of increasing the requirements for major roadways was considered due to high traffic volumes of 20, 000-30, 000 vdp either actual or predicted on some major roadways.

In 2003, April 14 the Operations and Environment reviewed the environmental capacity guidelines for roadways and made recommendations to Council to make revisions to the current guidelines to allow an increase in the number of vehicles allowed on residential, collector and primary collector roads.

At the 2003 April 14 meeting of the Operations and Environment Committee, reports OE2003-15 and OE2003-31 were dealt with and forwarded to be considered at the 2003 May 5 meeting of Council. In addition, the following resolution was adopted: That the Administration be directed to provide a supplementary report on the progress of negotiations with the Urban Development Institute (UDI) to the 2003 May 05 Regular meeting of Council; such report to be dealt with in conjunction with OE2003-31 and Executive report OE2003-15, 2003 Development Agreement Subdivisions.



### UDI Negotiations

Following the 2003 April 14 meeting of the Operations and Environment Committee, the administration met with UDI and discussed the proposed use of a 10 year growth forecast instead of a 15 year growth forecast. These criteria as outlined in Executive Officer Vennard's letter of 2003 April 11, which is included as attachment 1 of OE2003-31. UDI has indicated agreement to all items discussed during the negotiations of the 2003 Development Agreement as predicated on the approval of the process as outlined in OE2003-31.

Reaching agreement with UDI on the growth forecast to be used required extensive discussion between UDI and the Administration prior to the presentation of OE 2003-15- and OE 2003-31 to the Operations and Environment Committee. The use of the 15 year growth forecast was finally agreed upon as one of the flags to be used at the pre-application stage. As a flag, this criteria is one item that is reviewed to determine whether an application must be forwarded to the City's Growth Management Steering Committee (GMSC) for their review and input. In applying the criteria at the pre-application stage, potential issues associated with capital budgets, transportation studies and planning matters will be identified.

### PURPOSE

This policy provides amendments to the existing *Level of Service for Roadways Policy* OD79-37 by establishing a Development Agreement for Subdivisions in conjunction with the Urban Development Institute (UDI). In addition, the amended policy provides criteria to implement the revised Environmental Capacity Guidelines and a framework for managing future road capacity. Specifically, the policy uses a 10 year growth forecast instead of a 15 year growth forecast to identify applications which are to be forwarded to the Growth Management Steering Committee for input.

### POLICY

During the 2003 Development Agreement negotiations existing Environmental Capacity Guidelines were formally approved as a Council policy therefore, a formal ratification by Council of these revised guidelines was required.

The Administration recommended to Council approval of the following revisions:

- **Residential roads-from 1,000 to 1,500 vehicles per day**
- **Collector roads-from 5,000 to 5, 500 vehicles per day**
- **Primary collector roads from 10, 000 to 12,500 vehicles per day.**



## **PROCEDURE**

### **Criteria to Implement the Revised Environmental Capacity Guidelines**

1. The revised guidelines will not be applied retroactively to existing roads.
2. The revised guidelines will only apply to Tentative Plans approved after the revised guidelines are approved by Council.
3. The revised guidelines may be applied to roads in approved outline plan areas where Tentative Plans have not yet been approved provided:
  - a) Traffic volumes do not exceed the previous guidelines for lots created prior to Council approval of the revised guidelines.
4. During the transition period from the previous guidelines to use of the new guidelines, there will be cases where an existing roadway will have been built to a higher standard under the previous guidelines. In those cases where a new Tentative Plan abuts an existing roadway, and the new guidelines allow a reduced roadway width within the new Tentative Plan, the new roadway width will be permitted only if the new roadway does not have to be increased at some point downstream. Otherwise, the existing roadway standard will be carried throughout the length of the roadway.
5. Discretion will be exercised on a case by case basis where there is a transition from the previous guidelines to the new guidelines.

## **AMENDMENTS**

2003 May 5 C2003-34 *Criteria to Implement the Revised Environmental Capacity Guidelines* Supplementary Report on 2003 Development Agreements for Subdivisions.

**Subject:** RE: RE: Anthem non-residential traffic volumes

**From:** "Carkic, Zoran" <Zoran.Carkic@calgary.ca>

**Date:** 15/11/2013 4:10 PM

**To:** 'ECA Planning & Development' <erlton@shaw.ca>, "Brenkman, Giyan B." <Giyan.Brenkman@calgary.ca>

**CC:** "Kirt van der Woude, President, ECA" <president@erltoncommunity.com>, "Erik T. Larsen - President LPCA" <eriklarsenyyc@gmail.com>, "Carra, Gian-Carlo S." <Gian-Carlo.Carra@calgary.ca>

Hi Bill,

The attached table summarises information related to existing and post-development traffic on Earlton Road just north of 25 Avenue SW.

In terms of traffic volumes, total existing daily traffic is estimated to be at 1372 vehicles per day (veh/day) and post-development daily traffic at 5502 veh/day.

Around 55 per cent of the new site-generated traffic would be attributed to commercial uses, around 2300 veh/day. To accommodate the additional (site generated) traffic, improvements like new signal and new southbound left-turn lane are proposed at this intersection.

In terms of the intersection performance for the post-development (improved) road cross-section, level of service is estimated to be at "A" (excellent), where only 12% of the future capacity on Earlton Road is going to be used by all vehicular traffic (existing + post-development).

Erlton Road north of 25 Avenue SW		
Parameter		Existing X-Section
Traffic Volumes	PM peak hour, southbound direction (vph)	46
	PM peak hour, northbound direction (vph)	73
	PM peak hour, total both directions (vph)	119
	AM peak hour, southbound direction (vph)	62
	AM peak hour, northbound direction (vph)	15
	AM peak hour, total both directions (vph)	77
	Daily, total both directions (vpd)	1,372
Capacity	PM peak hour, southbound direction Left Turn (vph)	350
	PM peak hour, southbound direction Right Turn (vph)	650
	PM peak hour, northbound direction (vph)	1,700
	PM peak hour, total both directions (vph)	2,700
Performance	Utilization Rate (PM peak hour traffic volumes vs. capacity)	4%
	Level of Service (LOS) - Erlton Rd, southbound direction, PM Peak Hour	B

Please let me know if you have any additional questions.

Thank you,

**Zoran Carkic**, P.Eng

Senior Transportation Engineer/ Acting Manager

Transportation Development Services

The City of Calgary | Mail code: #8124

**T** 403.268.1625 | **F** 403.268.1874

Floor 7, Municipal Building - H7, 800 Macleod Trail S.E.

P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5

*My regular office hours are 8:00 am to 4:30 pm*

**ISC: Protected**

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**From:** Carkic, Zoran

**Sent:** 2013 November 13 1:35 PM

**To:** 'ECA Planning & Development'; Brenkman, Giyan B.

**Cc:** 'Kirt van der Woude, President, ECA'; 'Erik T. Larsen - President LPCA'; Carra, Gian-Carlo S.

**Subject:** RE: RE: Anthem non-residential traffic volumes

Hi Bill,

Just a quick update. We are in the process of calculating /producing the requested information and it should be forwarded to you by the end of this week.

Thank you,

**Zoran Carkic**, P.Eng

Senior Transportation Engineer/ Acting Manager

Transportation Development Services

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*My regular office hours are 8:00 am to 4:30 pm*

**ISC: Protected**

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**From:** ECA Planning & Development [mailto:erlton@shaw.ca]

**Sent:** 2013 November 01 8:07 PM

**To:** Carkic, Zoran; Brenkman, Giyan B.

**Cc:** Kirt van der Woude, President, ECA; Erik T. Larsen - President LPCA; Carra, Gian-Carlo S.

**Subject:** Fwd: RE: Anthem non-residential traffic volumes



## RESIDENTIAL STREET

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Residential Streets provide direct access to abutting low and medium density residential properties. Access is not permitted to commercial properties because they are high traffic generators. Residential Streets are low speed, low volume (less than 1,500 vehicles per day), two-lane streets, typically designed to provide on-street parking on both sides. Green infrastructure should be incorporated, though the limited right-of-way may create challenges in its implementation.



## LANE (ALLEY)

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The primary function of lanes is to provide direct rear access to abutting low to high density residential properties. They also provide a service access for garbage collection, deliveries, loading/unloading, and may serve as an alternate alignment for shallow, deep, or overhead utilities. Lanes will be explored further in 2012 for public realm and green infrastructure opportunities.

For each of the classifications identified above, this guide provides definitions and alignment details, a detailed design for a base cross section within the standard right-of-way, and concepts for alternates that respond to specific contextual situations (see Section 9.2). Regardless of the specific design applied in a given context, all streets of a given classification share a particular purpose within the City's transportation network. One way of expressing that purpose is to identify the priority given to different users for that particular type of street. Figure 2-1 expands on the original CTP figure to give a summary of the priority given to various user groups on each of the 13 street classifications.



# CALGARY STREET TYPES AND THE CTP

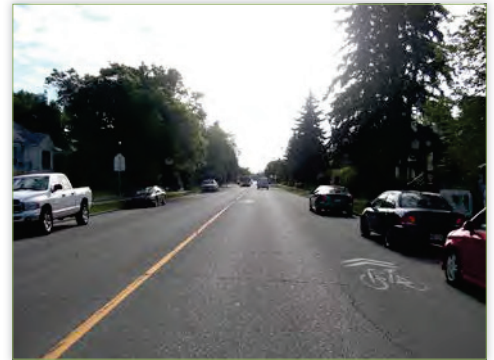
## LOCAL (6 CLASSIFICATIONS)

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### PRIMARY COLLECTOR STREET

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Primary collector streets connect lower volume local streets to arterial streets and generally serve transit. Daily traffic volumes range from 5,500 to 12,500. Primary collector streets may be divided or undivided, include or restrict parking, and have two or four travel lanes. Direct access from adjacent properties is usually restricted. A current example of a Primary Collector is 5th Avenue NW in West Hillhurst.



### COLLECTOR STREET

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Collector streets collect and distribute traffic from arterial streets and primary collectors to other local streets. Typical daily traffic volumes are from 1,000 to 5,500. Transit and direct access to adjacent properties are permitted. A current example of a collector street is Lake Bonavista Drive SE.



### ACTIVITY CENTRE STREET

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This is a new street classification to provide a local street appropriate for activity nodes and corridors. These are streets that support major activity centres (e.g. TODs), commercial, and residential land uses. The existing alternative High Street is the closest approximation of this new street type. These streets will typically have parking on both sides with two travel lanes. Travel speeds are low. Adjacent land use will be medium to high density mixed-uses. As with Neighbourhood Boulevards, walking and cycling have high priority. Street furniture, street trees and other forms of green infrastructure are important elements. Current example is 33rd Avenue SE in the Marda Loop area.

### INDUSTRIAL STREET

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Industrial Streets provide direct access to adjacent industrial and commercial properties. They are lower speed two-lane streets designed with enough width to accommodate a high percentage of heavy vehicles. Though all modes are accommodated, goods movement has the highest priority. As industrial areas are served by transit to transport employees, sidewalks should be provided on both sides of the street.

25/11/2013 9:52 AM

Mr. Brenkman,

While waiting for the City to post their review of Anthem's transportation impact assessment on the [Calgary.ca/erltonroad](http://Calgary.ca/erltonroad) web site for further comment, we've had the opportunity to review the material in depth.

The preferred scenario is to have all non-residential traffic enter and exit, right-in, right-out via Macleod Trail. This in conjunction with 24th Avenue terminating at a cul-de-sac at Erlton Road to prevent short-cutting from Macleod Trail to Erlton Road. The cul-de-sac could be replaced with gates or other traffic limiting devices designed to open for emergency vehicles such as fire trucks, etc.

The less favoured option, provided the owners / residents of the nearby condos generally support it, is to allow non-residential traffic to enter the development via the south parking entrance but exit only via Macleod Trail. Again in conjunction with a cul-de-sac or other traffic limiting configuration at 24th Avenue and Erlton Road to prevent non-residential back-flow into North Erlton. We're still waiting to hear back on any positions adopted by the condo boards and the LPCA based on their conversations with their owners / tenants.

The rationale for all of this is based on the fact that open houses in 2006/2007 drove the traffic wording that is currently in the existing DC bylaw and our Area Redevelopment Plan. We believe that it would be difficult to make major changes without a further open house whereby all reasonable traffic routing is again up for full discussion.

Additionally, the traffic lights at 25th Avenue and Erlton Road may actually cause a problem in South Erlton. By further backing up rush hour traffic, we believe it will encourage more east-bound motorists to turn right (south-bound) on Erlton Street at 25th Avenue and short-cut through the community via 27th, 28th, 31st, and 34th Avenues in order to reach Macleod Trail. This problem occurs now, and has been the main traffic complaint in South Erlton for many years. The City must be prepared to address this issue to determine a solution that the majority of residents in South Erlton will agree with.

Best regards,

Bill Fischer  
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