## WESTBROOK COMMUNITY ASSOCIATION MEETING #3

## April 4, 2022

## GOOGLE DOC EXERCISE



## Three Themes of Moderate to Large-Scale Growth

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## Theme 1: Transit Stations and Activity Centres

| Summary: The Transit Hub/Activity Centre theme emphasizes a focus on transit stations areas and Activity Centres as areas for new homes and businesses. The three LRT and two MAX Teal stations and the Richmond Centre Community Activity Centre are envisioned as a focus of development, activity, and growth in the plan.  Areas where larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map below: |
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| **TRANSIT HUB / ACTIVITY CENTRE: Engagement Questions** |
| **1. What do you feel are the benefits of this theme?**   * Additional commercial amenities would be a benefit * Secure bike storage options at 45th St station & Westbrook station would promote additional usage of LRT transit from Wildwood and other neighbourhoods that are a bit away from transit * Transit and multi modal transport is essentially to develop a walkable city that is financially stable. It allows people to get around without having to rely on personal automobile * Makes sense to have moderate to larger scale development nearer to transit hubs. This makes for easier transportation options and commercial business benefits. * More population and density will bring more eyes to the street and create a more lively and safe environment.   **2. What are your concerns with this theme?**   * Development needs to be smart around these transit hubs. The communities have seen increased crime issues near the Westbrook LRT station and other locations. Something with wide sidewalks, well lit, areas where people can’t hide to do illegal activities. Seeing a lot of crime at Westbrook currently.   **3. Do you feel any areas should be added to this theme? (i.e. did we miss anything?)**   * Most of the Crow Child crossovers and most of 37th Street should be added as they have BRT routes along ther   **4. Do you feel any areas should be removed from this theme? (i.e. did we include too much?)**  **5. Generally, what scale of development do you feel is appropriate in the areas within this theme? (4 storeys, 6 storeys, 12 storeys)? (Feel free to provide specific direction on what scales are appropriate where)**   * Depends on the surrounding context. 6 is absolutely acceptable everywhere in this context, but above that it should depend on what's around there. Westbrook Mall site for example should allow much taller buildings +1 * Large storey buildings seem fitting at Westbrook mall. Not in the residential areas * Not sure that the same scale of moderate to large is appropriate in the area identified on 37 St (Transit BRT) north of Richmond Road near the high school. While not in this LAP, it would be good to see the Glamorgan mall/commercial area have better design considerations.   **6. What would make development in this theme successful?**   * Focus on transit in these areas, discourage car centric design, I even suggest relaxing residential parking minimums * Creating a more active community that promotes local business, foot traffic and provides local housing. Many transit hubs feel very utilitarian and don’t really promote making the community a destination rather than a place to just stage |

## Theme 2: Corridors

| Summary: The theme of developing along main corridors in the community emphasizes a focus on local businesses and main transportation routes as areas for new homes and businesses. New residents and businesses would locate along main corridors, such as 26 avenue and 45 street (in addition to the already established corridors of 17Avenue and 37 Street) where new residents and local business would be mutually reinforcing.    Areas where larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map below: |
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| **CORRIDORS - Engagement Questions** |
| **1. What do you feel are the benefits of this theme?**   * Bringing back potential commercial spaces back to the inside of communities. A return to form of how the city was built in the early 1900’s * More walkability * Better financial stability for communities * Driving private investment opportunities * Population growth will go hand in hand with commercial development and provide a more active neighbourhood centred around street facing store fronts and pedestrian traffic   **2. What are your concerns with this theme?**   * Existing residences that do not understand the historical context that this is how theses neighborhoods use to exist, and thus resisting this * Commercial within community not supportable by the local density eroding the environment for those who live here * Over saturation of commercial has in our history attracted vice uses which were not good for active mode travelers and general feeling of safety in the community * A concern I have with some of the corridor concept is that along corridors currently being developed there is limited commercial development occurring on them and the street design is such that cars (i.e. 37 street) just travel through from mall parking to mall parking. Current build does not seem to be pedestrian friendly or encouraging. I fear more of this vs less. * How can we make pedestrian crossing safer at Bow Trail and 33 St, 37 St and 45 St? Is this possible with corridor development.   **3. Do you feel any areas should be added to this theme? (i.e. did we miss anything?)**   * The last northern segment of 29th street * The last northern segment of 26th street * All of Richmond road * All of 17th ave * All of 37th street(might already be included in via Mainstreets) * Sites behind the sound wall along bow trail west of 38th * 38th east side north of bow trail to 4th Ave vs 37th street   **4. Do you feel any areas should be removed from this theme? (i.e. did we include too much?)**.   * 37th street north of Bow Trail… very different street than the Mainstreet sections south of Bow. - topography changes along west side of 37th * Agree with the above comment. Remove 37th Street N of Bow trail - agree * Perhaps look at two scales of corridors? * 37th with density along this middle of community street would physically divide the community - the lane access is from 5th Avenue …traffic well into the community * Examples of 4story end development might be helpful for Spruce drive, it’s current configuration makes more sense, for multifamily 2 story, but not sure you you delineate when to stop the farther that you get off Spruce there will be more opposition * I am not clear how Spruce Drive is defined as a corridor or collector. It does not seem to be either in that it has less traffic than other corridor areas identified. * 45 street north of Bow Trail should be removed as a corridor. 45 Street south of Bow Trail to Richmond Rd needs to be done carefully if at all as it contains several schools and green spaces with many kids traveling to school and playing in the area.   \  **5. Generally, what scale of development do you feel is appropriate in the areas within this theme? (4 storeys, 6 storeys, 12 storeys)? (Feel free to provide specific direction on what scales are appropriate where)**   * 6 stories for all of this context should be acceptable. Above that should depend on surrounding context * Spruce Dr does not seem appropriate for 4 story developments, but 2 storey multi family seems to make sense. * 4+ stories north of Bow Trail on 45 st, 37 st and Spruce seems excessive. Same with 45 St south of Bow Trail to Richmond Rd. Less stories possible but 6, 8, 12 does not seem appropriate. * Nothing more than a 6 storey building. 4 or less seems appropriate at the most * 4 stories max in Wildwood, multifamily 2 story seem to make more sense   **6. What would make development in this theme successful?**   * Corridors should be for more forms of transit such as pedestrians and single use personal vehicles(bikes, scooters, skateboards) * Mindfulness of traffic management of increased density. Traffic calming measures, parking issues. |

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## Theme 3: Parks

| Summary: The theme of developing adjacent to parks emphasizes a focus on local parks and amenities as areas for new homes and businesses. New residents and businesses would locate around community parks and civic facilities, which would act as local gathering places, providing easily accessible open spaces for new residents and adjacent amenities for local businesses.  Areas where larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map below: |
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| **PARKS: Engagement Questions** |
| **1. What do you feel are the benefits of this theme?**   * A focus on multi use and higher density around parks * A better democratization of park space by making it directly accessible to more people * Additional park safety by via more people around parks and the “eyes on the street” effect * Better justification for community park investment as use grow * Allows for more varied forms of living in the city. While backyards are great, some people might prefer living in a multifamily unit across from a park   **2. What are your concerns with this theme?**   * Park space is sacrosanct, I am concerned people will see this as an attack on single family homes, when in reality its just allowing more choice * When a community is already 70 % apartments - going to a park is to get away from people - fishbowl in the park   **3. Do you feel any areas should be added to this theme? (i.e. did we miss anything?)**   * North section of wildwood(wildwood drive) * Cedar crescent * 28th street and 26th ave by Killarney park * Alexander Ferguson school field(likely not viable as it is a CBE property not city) * 25a street across from shaganappi off leash dog park   **4. Do you feel any areas should be removed from this theme? (i.e. did we include too much?)**   * Poplar road * Bowling greens area on poplar * Wildflower arts centre   **5. Generally, what scale of development do you feel is appropriate in the areas within this theme? (4 storeys, 6 storeys, 12 storeys)? (Feel free to provide specific direction on what scales are appropriate where)**   * 6 stories everywhere in this context. Above 6 stores depending on existing context. * 4 storeys seems enough. Especially surrounded by bungalows. Parking is an issue * 6 storey too tall next to 10M residential * Mid density only on properties with lanes * In Wildwood small scale buildings seem to be more appropriate than 4 story   **6. What would make development in this theme successful?**   * Really emphasis that this is making parks available for everyone, not taking park space away from anyone |

## Small Scale Growth

| Summary: Small scale buildings include building types that are three storeys or less. Buildings in this type include single detached homes, semi-detached homes, rowhouses, townhouses, cottage clusters, secondary suites and other housing forms of this scale. |
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| **1. What positive benefits do you see from allowing more small-scale housing types in your community?​**   * More walkability and human centered development * More patrons for local business * More gentle European style density, rather than high-rises OR single family homes * More investment of private dollars into the community * Safer communities by addition of more invested residences * More financially viable communities where expensive infrastructure is balanced by increased tax revenue on net new residences * Decreased red tape and bureaucracy by allowing more build forms by default * More reasonable house prices driven by additional supply * Ability to climb the real estate ladder from apartment/condo to row/semi to fully detached without leaving your community of choice. Build community culture and spirit +1 * More accessible community for a more varied socioeconomic class * It would be beneficial to see not all r-2 be 2 stories as they are not always accessible for those physically disabled or senior. Is there a way for developers to address this? Most R-2 duplex design is all stair-oriented. * I think it may more palatable for classic RC-1 communities to know that R2 properties are generally similar lot coverage and height as single-detached homes.   **2. What negative effects worry you about allowing more small-scale housing types in your community?**   * If density is added on laneless sites or other exceptions - curb cuts across sidewalks * Impacts on parking supply and increased traffic |