



# Fairview Land Use Study



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# **FAIRVIEW LAND USE STUDY**

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*The Study Area includes residential and industrial properties within the established community of Fairview.*

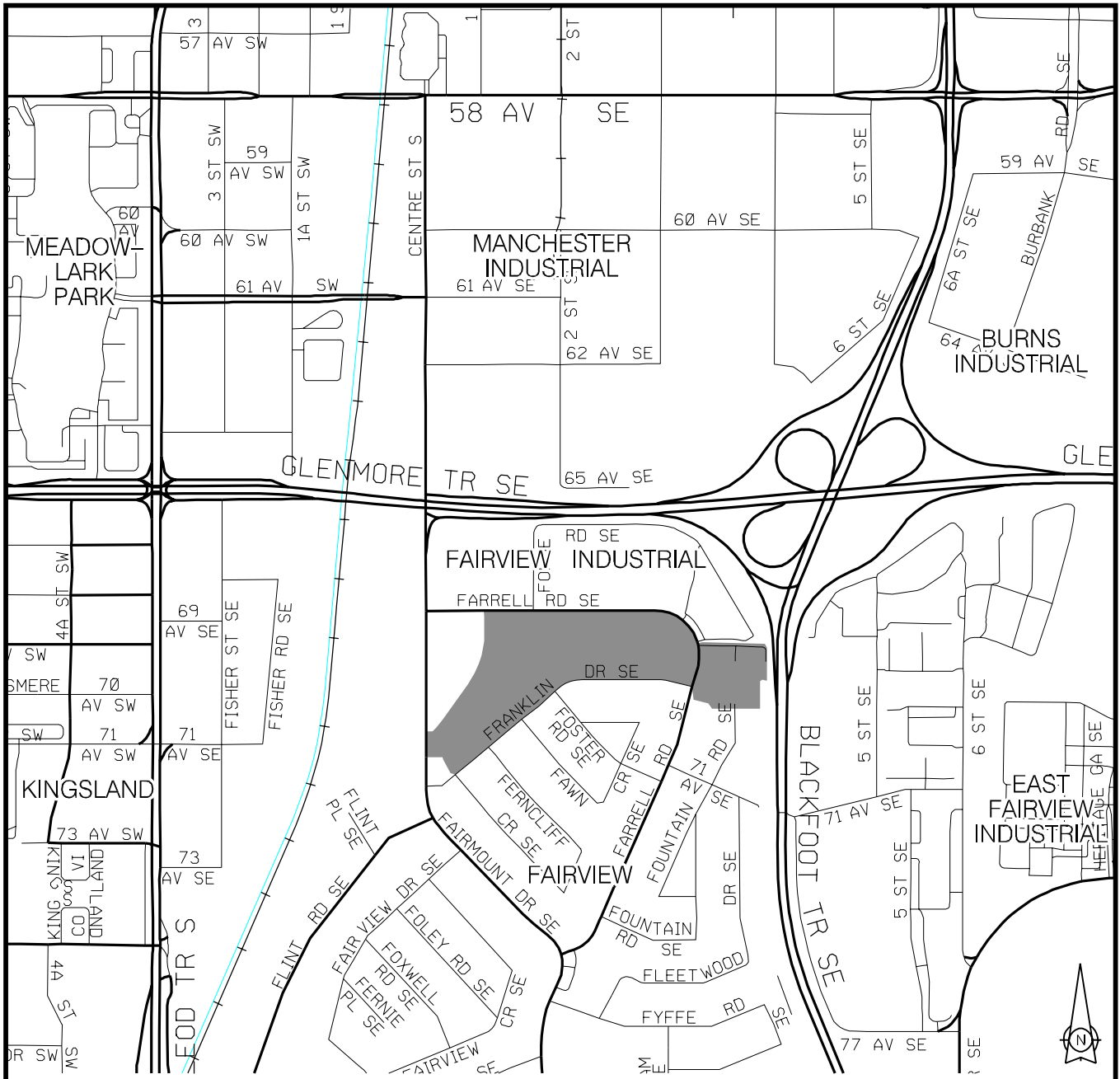
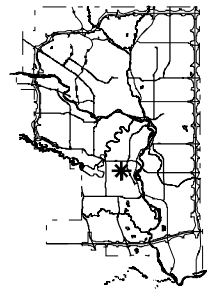


FIGURE 1

## Location Map Fairview Land Use Study

 Study Area



THE CITY OF  
**CALGARY**  
PLANNING & TRANSPORTATION POLICY

This map is conceptual only.  
No measurements of distances  
or areas should be taken  
off this map.

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DATE PLOTTED: 22-MAY-2003



## STUDY PURPOSE

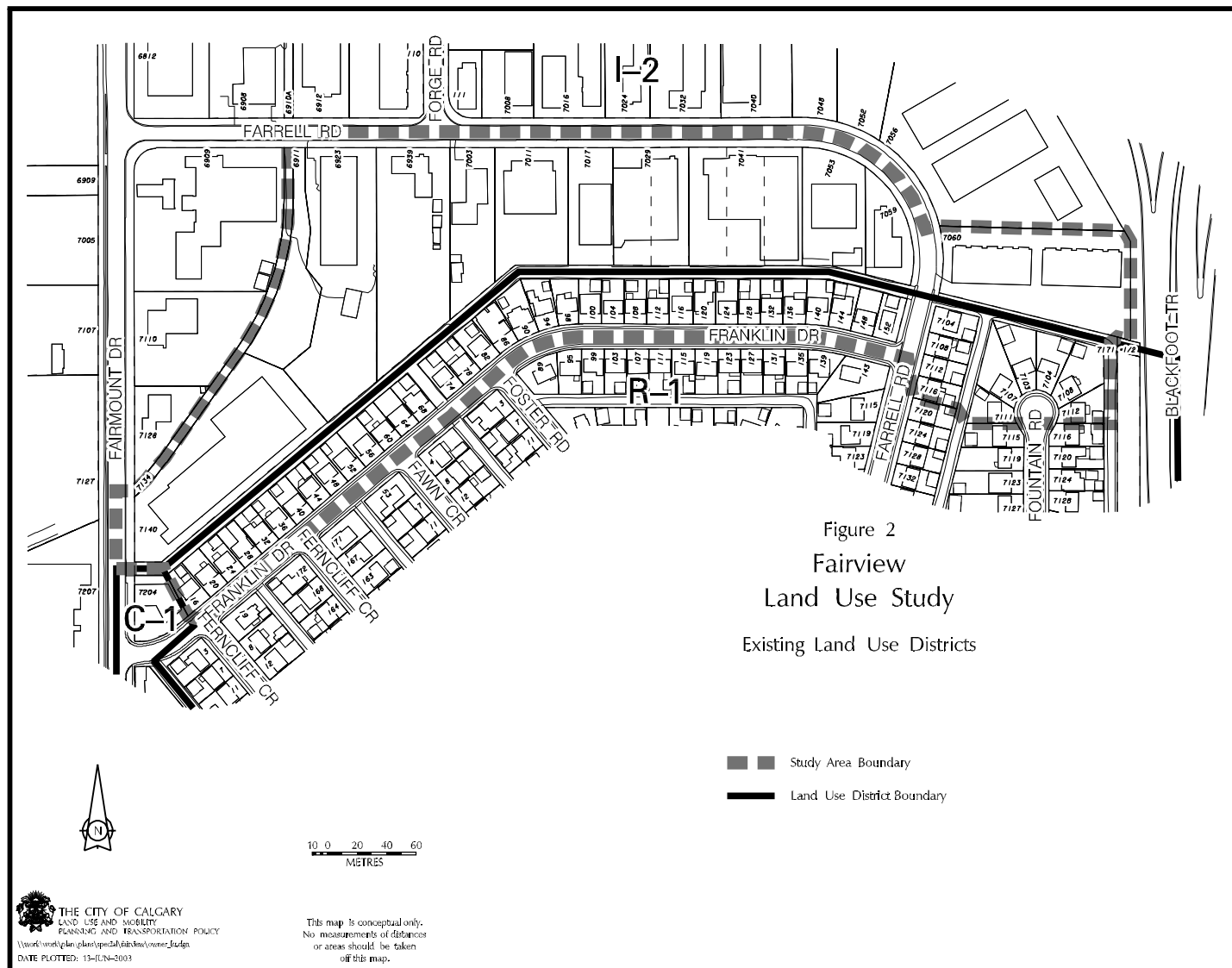
- 1.1 The main purpose of the study has been to develop a land use planning strategy to address industrial and residential conflicts. The study also follows up on the status of issues and shorter term solutions derived through the Fairview Mediation Project (see paragraph 1.9). It is intended that the study be approved by resolution at Council as a non-statutory planning document.

## LOCATION & AREA (Refer to Figure 1 & 2)

- 1.2 Located at the northern end of the established community of Fairview the study area includes 42 single family residential and 11 industrial properties abutting the alley between Franklin Drive and Fountain Road and Farrell Road SE. Downtown is approximately 10 minutes drive and the area has good links to major transportation routes including the Glenmore, Blackfoot and Deerfoot Trails.

## LAND USE BACKGROUND

- 1.3 Council approved the original industrial and residential land use designations in 1959 under Land Use Bylaw 4916. The area was designated as Light Industrial (M-2) and Single Detached Residential (R-1). Council subsequently amended the Light Industrial (M-2) designation in 1960 to include the classification of ‘Special Development Area’ which included regulations for industrial lands addressing building front and rear setbacks, building materials and finishing, visitor parking requirements, screening and outside storage.
- 1.4 By 1962, all single detached dwellings were built and, by 1976, all existing industrial buildings were constructed. The Light Industrial (M-2) area was redesignated as I-2 Light Industrial during the adoption of Land Use Bylaw 2P80 in 1980. Land Use Bylaw 2P80 included industrial performance standards providing regulations intended to protect communities from hazards and to protect industries from arbitrary exclusion based solely on nuisance production.
- 1.5 The purpose and intent of the I-2 Light Industrial district is “...to provide for a wide range of general light industrial and associated uses which are compatible with each other and do not adversely affect surrounding non-industrial land uses.” (LUB 2P80).
- 1.6 More recently, in January 2002 the City of Calgary Council adopted Bylaw 2P2002 that amended the rules of the I 2 District. In situations where uses are separated by a public thoroughfare (i.e. an alley) from a residential district, all uses listed as permitted are to be considered ‘discretionary’. Previously the Land Use Bylaw referred to an intervening street.



## INDUSTRIAL & RESIDENTIAL HISTORY

- 1.7 For over twenty years, residents in the study area have raised a number of formal concerns with The City of Calgary about the negative impact of industrial uses. For example, in 1979 residents petitioned the City to address vibration and noise levels generated by an industrial business operation. The City investigated and determined that the business was operating legally. Ten years later, resident complaints were again raised regarding industrial noise associated with a different business operation. As a result, in 1989, the Operations and Environment Committee of The City of Calgary recommended that a buffer or sound attenuation structure be constructed in the alley. It was also recommended that the structure be funded through a three-way split between the City, industrial and residential landowners. This structure was not built due to resident concerns regarding costs.
- 1.8 In 1993, area residents complained to Alberta Environment, Pollution Control Protection, regarding odours and emissions emanating from an industrial operation and a Pollution Protection Order was subsequently issued. The company worked to meet Provincial requirements and the Pollution Protection Order file was closed by Alberta Environment in 1996.
- 1.9 Ongoing resident concerns regarding traffic, parking, noise, pollution, property damage and unsightly industrial premises have continued in the study area. In 1998, The City of Calgary Land Use Planning Division undertook a mediation process utilizing the services of an independent professional mediator to resolve concerns and conflicts. Action plans, requiring voluntary cooperation and ongoing liaison between industrial operators and residential landowners, were identified through the mediation process but have not been implemented.
- 1.10 In November 2001, a fire, which prompted the evacuation of all residents and businesses within a one-kilometre radius of the blaze, completely destroyed the building at 7041 Farrell Road. The fire has heightened resident concerns regarding the storage and use of potentially hazardous chemicals on industrial lands. In response the City established a task force to examine this issue. The mandate of the project is to collaboratively identify issues and recommend business improvements relating to the storage and use of hazardous substances within Calgary. Through the examination and exploration of national, provincial and international information, a clear initial direction has been established focusing on two key areas:
- (i) The development and design of a hazardous substance form based on international best practices. Approval was given by Council in January 2003 for the preparation of a draft hazardous substances bylaw requiring the reporting of hazardous substances stored or used within Calgary.

- (ii) A communication strategy involving the key stakeholders enabling the identification of their issues related to the storage and use of hazardous substances within the City of Calgary. Information has already been collected through a series of interviews and workshops held in October and November 2002.

## **PUBLIC PROCESS**

### **Community Planning Advisory Committee**

- 1.12 A Community Planning Advisory Committee (CPAC) consisting of local volunteers representing both residential and industrial landowners/operators was set up to help steer the study (see Appendix 1). Accordingly this Committee met ten times over the last two years. The role of this advisory Committee has been to assist City of Calgary staff in identifying issues and review potential land use planning solutions. The Committee has also explored shorter term solutions relating to traffic management, noise abatement and visual screening.

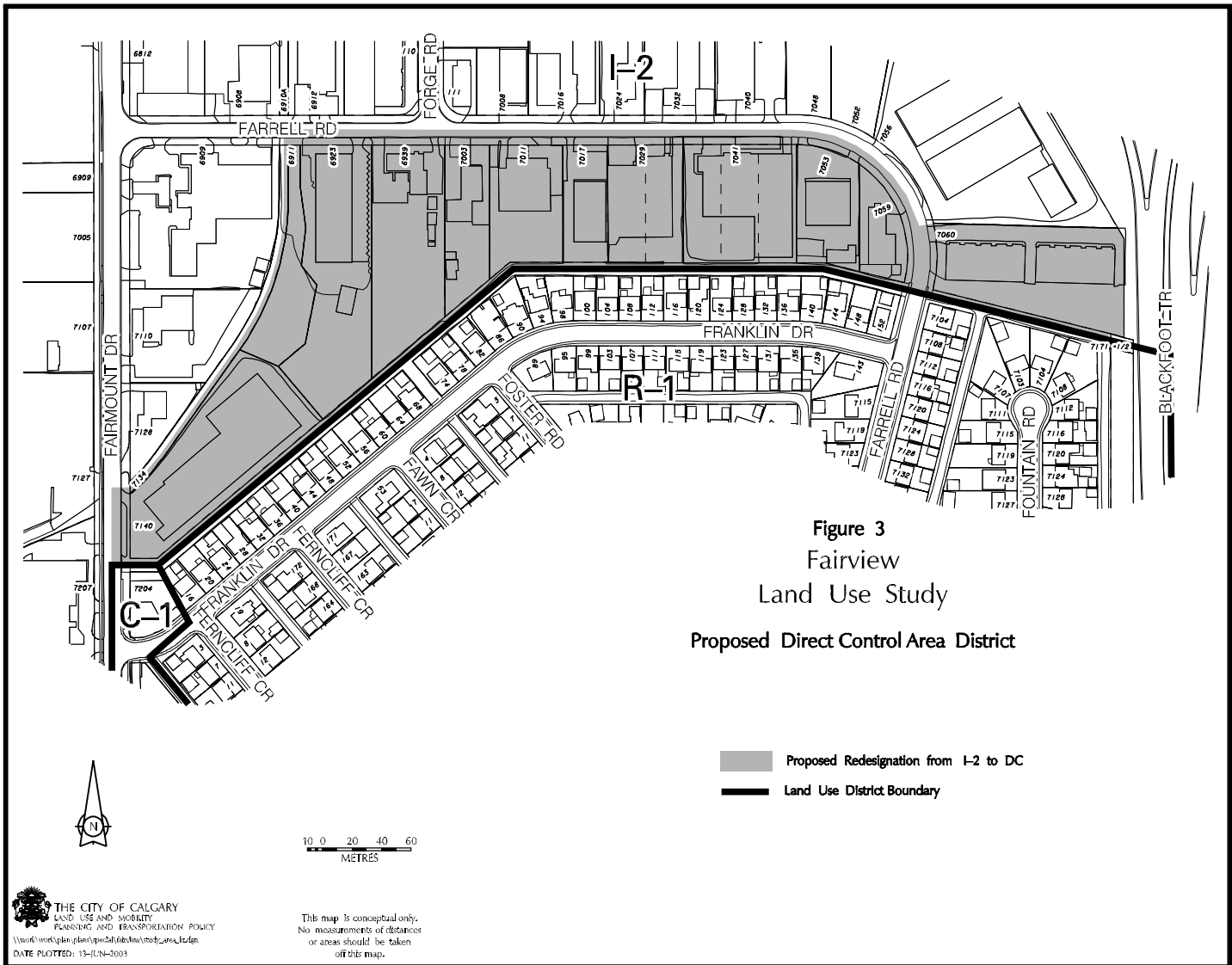
### **Public Open House**

- 1.13 An Open House was held on Thursday March 27, 2003 to inform the larger Community about the study and to gain comment on the recommended land use strategy (see Chapter 3). A display explaining the proposed strategy was provided and attendees had the opportunities to ask questions directly to City of Calgary staff. A Power Point presentation on the Land Use Study and the proposed strategy was also given. Comment forms were provided to gain feedback.
- 1.14 There were over 50 attendees both from the residential and business community and the event received both newspaper and television coverage.
- 1.15 In general the proposed strategy was well received. Some concern was raised regarding the possible traffic and parking implications of increased retail and office development. Many residents felt that the strategy was a move in the right direction but were disappointed that there are currently no funds available to implement shorter term solutions. One business owner on Farrell Road objected on the grounds that the proposed strategy would be too restrictive. The owners of two residential properties on Franklin Drive objected on the grounds that health and safety concerns cannot be properly addressed until some of the existing businesses are prevented from operating in the area.



*The recommended land use strategy aims to encourage a land use transition from industrial to higher order uses such as those evident in the nearby Phillips Industrial Park (office, personal service businesses and retail).*





- 2.1 Please refer to Chapter 3 Table 3.3 (page 17) for details of other land use strategies considered but discounted by the Community Planning Advisory Committee.

## VISION

- 2.2 *Industrial properties within the study area have capitalized upon their proximity to downtown Calgary and easy access to the Glenmore Trail and Deerfoot Trail by changing to higher order uses such as office, personal service businesses and retail. These sites are now only accessed from Farrell Road or Fairmount Drive and are designed and operated to minimize their impact on nearby residential development.*

## LAND USE STRATEGY & IMPLEMENTATION

- 2.3 It is recommended that the industrial part of the study area (see Figure 3) be redesignated from the current I-2 designation to a new Direct Control District. This would achieve the following:
- (i) Draw attention to the uniqueness of the area and the need for new development to take account of the industrial residential interface context.
  - (ii) Encourage a land use transition from industrial to higher order uses in the medium to longer term by providing increased opportunities for office, personal service business and retail development. This would remove the noise, pollution, truck traffic and other negative impacts associated with industrial activities.
  - (iii) Provide development regulations to ensure the impact of new development is minimized. For example, screening requirements, prohibiting businesses from using the rear lane for access, and ensuring loading and unloading is not carried out in rear yards. The new regulations would be applied as sites are redeveloped.
- 2.4 Table 2.1 summarises the main difference between the current I-2 designation and the proposed Direct Control District to address industrial residential conflicts.

**Table 2.1**

<b>Main Differences Between I-2 &amp; A New Direct Control District</b>	
<b>I-2</b>	<b>Proposed DC</b>
Provides a long list of discretionary and permitted uses. However all proposed uses in the study area are a discretionary use as industrial properties are separated by a public thoroughfare (the alley) from a residential district (Bylaw 2P2002 as amended January 2002).	All uses in the proposed DC would be Discretionary.
Provides for a wide range of general light industrial and associated uses.	<p>Would provide for a wide range of general light industrial and associated uses with some additional opportunities to develop higher order uses.</p> <p>The DC includes the same list of uses as in I-2 except:</p> <ul style="list-style-type: none"> <li>• Medical clinics, personal service businesses and retail stores area would be added to the list.</li> <li>• Ancillary commercial use rights would be extended.</li> <li>• Opportunities for office development would be extended.</li> <li>• 'Power Generation Facility, small-scale' and 'Power Generation Facility, mid-scale' would be deleted from the list.</li> </ul>
General Rules for Industrial Districts contained in the Section 43 of the Land Use Bylaw 2P80 as well as the permitted use rules (Section 45(3)) and the discretionary use rules (Section 45(5)) apply.	<p>General Rules for Industrial Districts contained in the Section 43 of the Land Use Bylaw 2P80 would apply. The permitted use rules (Section 45(3)) and the discretionary use rules (Section 45(5)) would apply except for the following:</p> <ul style="list-style-type: none"> <li>• 'Manufacturing, fabricating processing, assembly, disassembly, production or packaging of goods or products' uses or operations would be requested to be contained within a building.</li> <li>• Access from the back lane would be prohibited.</li> <li>• Unloading and unloading would be restricted to the side and front yard.</li> <li>• Truck and Trailer parking would be restricted to the side and front yards only.</li> <li>• Fencing or a berm along the rear property line would be required to screen views from the lane.</li> </ul>

## INVESTIGATED SHORT TERM SOLUTIONS

### 2.5

The Community Planning Advisory Committee investigated a number of potential short term solutions relating to traffic management, noise abatement and visual screening (see Chapter 3 Tables 3.1 and 3.2 for details). It is currently not possible to implement most of the measures identified due to logistical problems and a current lack of funding opportunities. However, as a result of traffic assessments carried out in relation to the study the intersection of Fairmount Drive SE and Flint Road SE has been identified as a City priority for the installation of traffic signals. Budgeting has been approved and installation is scheduled for 2003. This will improve traffic safety and allow easier turns on to Fairmount Drive from Farrell Road by creating breaks in traffic coming from Flint Road.



*Many of the issues raised relate to the shared rear lane between Franklin Drive SE/Fountain Road SE and Farrell Road SE.*





## ISSUES

3.1 The following issues were identified by the Fairview Mediation Committee (1998-2000) and the Community Planning Advisory Committee (see paragraph 1.7).

- (i) Conflicting land uses.
- (ii) Noise (from industrial operations, idling vehicles, and reverse beepers).
- (iii) Visual Impact (of industrial buildings, chimney stacks and unsightly rear yards due to outdoor storage, weeds and garbage).
- (iv) Emissions and odours and related health concerns.
- (v) Speeding in the rear lane.
- (vi) Traffic volume using rear lane.
- (vii) Parking in rear lane.
- (viii) Use of rear lane for loading and unloading.
- (ix) Deterioration of lane.
- (x) Trucks blocking access to lane and residential garages.
- (xi) Residential property damage in lane caused by trucks.
- (xii) Traffic circulation and trucks short cutting on Franklin Drive.
- (xiii) Concern that any restrictions will reduce industrial property values.
- (xiv) Safety concerns over the storage and use of hazardous materials near to residential properties.

## POTENTIAL SOLUTIONS

### Short Term

- 3.2 The Community Planning Advisory Committee considered several short term solutions in relation to traffic management, noise abatement and visual screening. These options and their respective advantages and disadvantages as identified by the committee are summarized in Table 3.1 and Table 3.2.

**Table 3.1 Potential Transportation Solutions**

Potential Solutions	Advantages	Disadvantages	Action Recommended
<b>Remove Truck Route Designation on Lane</b> Truck Route Bylaw 60M90 regulates the movement of trucks in excess of 5,450 kg. The Bylaw identifies the 'lane paralleling and 100 feet north of Franklin Drive from Fairmount Drive to Farrell Road' as a Truck Route. Consequently trucks can use the land for circulation and for collection & delivery purposes.	<ul style="list-style-type: none"> <li>Trucks would no longer be permitted to circulate through the area via the lane.</li> </ul>	<ul style="list-style-type: none"> <li>Trucks would still be permitted to use the lane for delivery and collection purposes.</li> <li>Limited ability to enforce.</li> </ul>	None.
<b>Install Traffic Control Lights at Intersections of Farrell Road and Fairmount Drive SE (two intersections)</b>	<ul style="list-style-type: none"> <li>Encourages industrial traffic to use Farrell Road and avoid shortcutting through the lane and community.</li> </ul>	<ul style="list-style-type: none"> <li>Does not currently meet City priority requirements.</li> </ul>	Review on an as need basis (for example if there is a significant change in traffic patterns).
<b>Install Traffic Control Lights at Intersections between Fairmount Drive and Flint Road SE</b>	<ul style="list-style-type: none"> <li>Improves traffic safety by allowing easier turns on to Fairmount Drive from Farrell Road.</li> <li>Creates break in traffic.</li> <li>Meets City priority requirements.</li> </ul>		<b>Implement. Traffic signals have been scheduled for installation in 2003.</b>
<b>Truck Turn Around on Farrell Road</b>	<ul style="list-style-type: none"> <li>Encourages industrial traffic to remain on Farrell Road.</li> </ul>	<ul style="list-style-type: none"> <li>Requires private land to implement.</li> <li>Expensive and no funding available.</li> </ul>	No action at this time. Implementation is dependent on funding.
<b>Circulation Easement connecting Farrell Road to Forge Road</b>	<ul style="list-style-type: none"> <li>Encourages efficient circulation of industrial traffic through Fairview Industrial.</li> </ul>	<ul style="list-style-type: none"> <li>Requires private land to implement.</li> <li>Expensive and no funding available.</li> </ul>	No action at this time. Implementation is dependent on funding.
<b>Speed Bumps on Shared Lane</b>	<ul style="list-style-type: none"> <li>Reduces traffic speed.</li> <li>No enforcement required.</li> </ul>	<ul style="list-style-type: none"> <li>Unpopular due to concerns over vehicle damage.</li> </ul>	No action at this time.

- 3.3 The Committee identified traffic circulation as a high priority and a number of meetings were held with City of Calgary transportation planners. Traffic Count programs were carried out in 1999 and 2002 (see Appendix 2 for Traffic Survey results). Assessments of the need for traffic signals have also been carried out at the SE Junctions on Farrell Road/Fairmount Drive (both) and Flint Road/Fairmount Drive.
- 3.4 The Fairmount Drive/Flint Road has been identified as warranting a traffic signal and installation is scheduled for 2003.
- 3.5 No other major traffic management priorities have been identified from the surveys. Interestingly, the counts did indicate that the general speed of traffic along the Alley behind Franklin Drive has reduced significantly in the last three years. Some minor control measures could be put in place along this alley, for example speed bumps and controlling the hours in which trucks use the lane.

**Table 3.2 Potential Noise & Visual Buffering Solutions**

Potential Solutions	Advantages	Disadvantages	Action Recommended
<b>Install Sound Barrier on the North Side of Lane</b> (concrete posts & panels)	<ul style="list-style-type: none"> <li>Reduces industrial noise for first row of homes immediately to the south of the lane.</li> <li>Provides visual and psychological barrier between uses.</li> <li>Longer life span than a private fence.</li> <li>Restricts industrial rear loading and reduces problems such as industrial traffic in lane, property damage, noise and idling trucks.</li> <li>Cost share between City, businesses and residents a possibility.</li> </ul>	<ul style="list-style-type: none"> <li>Due to lay of land the barrier would have to be quite high to provide adequate sound protection and could interfere with overhead lines.</li> <li>Noise control provided to first row of houses only as noise would arrive at the second row over top of first.</li> <li>The City does not pay for sound barriers related to industrial noise.</li> <li>Restricts industrial rear loading.</li> <li>Approximately 5 times more expensive than privacy fence.</li> <li>Mediation Committee was not supportive of a residential financial contribution.</li> <li>Design challenges relating to existing retaining walls and overhead line poles.</li> </ul>	No action at this time. Implementation is dependent on funding.
<b>Install Privacy Fencing on North Side of Lane</b> (concrete posts & wood panels)	<ul style="list-style-type: none"> <li>Not as expensive as concrete sound barrier.</li> <li>Provides visual and psychological barrier between uses.</li> <li>Restricts industrial rear loading and reduces problems such as industrial traffic in lane, property damage, noise and idling trucks. Cost share between City, businesses and residents a possibility.</li> </ul>	<ul style="list-style-type: none"> <li>Limited noise mitigation.</li> <li>Mediation Committee was not supportive of a residential financial contribution.</li> <li>Shorter life span than concrete panels (15-20 year).</li> <li>Restricts industrial rear loading.</li> <li>Design challenges relating to existing retaining walls and overhead line poles.</li> </ul>	No action at this time. Implementation is dependent on funding.
<b>Alley or Private Property Tree Planting Program</b> Trees can be utilized as a buffer between conflicting land uses to screen and make areas more pleasant.	<ul style="list-style-type: none"> <li>Improves physical environment.</li> <li>Helps visually screen uses.</li> <li>City tree planting cost share program might be available. (Planting Incentive Program)</li> </ul>	<ul style="list-style-type: none"> <li>Does not address issues associated with conflicting land uses.</li> <li>Financial contribution from property owners required.</li> <li>Success dependant upon long term tree care and maintenance.</li> </ul>	No action at this time. Implementation is dependent on funding.

### Table 3.3 Potential Land Use Strategy Solutions

The community Planning Advisory Committee reviewed several potential land use strategy options. These options and their advantages and disadvantages as identified by the committee are summarized in Table 3.3.

Potential Solution	Advantages	Disadvantages	Action Recommended
<p>1. <b>Land Use Status Quo (existing I-2 &amp; R1) with Transportation &amp; Buffering Improvements</b> This could include a mixture of improvements as described in Tables 2.1 and 2.2. Improvements could be phased in over time.</p>	<ul style="list-style-type: none"> <li>A variety of transportation and buffering issues could be addressed depending on combination of improvements.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicting land uses would continue into the future.</li> <li>Financing capital improvements would involve landowner contribution.</li> </ul>	None.
<p>2. <b>Make Uses More Compatible by Allowing More Intensive Home Based Business in the R-1 and by Restricting Higher Impact Industrial Uses Within the I-2 District</b> Provide more flexibility in the existing home occupation regulations and restrict high impact industrial uses by eliminating uses or by adding new development regulations.</p>	<ul style="list-style-type: none"> <li>Land use conflicts reduced over long term as industrial &amp; residential land uses transition to more compatible uses.</li> <li>Provides potential benefit and flexibility to residential land owners.</li> </ul>	<ul style="list-style-type: none"> <li>Future flexibility for industrial landowners is limited.</li> <li>Potential for creating non-conforming uses which are not permitted to physically expand.</li> <li>More intensive Home Occupations could create impacts for residential properties across Franklin Drive.</li> </ul>	None.
<p>3. <b>Transition to Multi-Family Development on Existing Industrial Lands</b></p>	<ul style="list-style-type: none"> <li>Front yard of new multi-family would face the fronts of industrial operations to the north of Farrell Road. Facing front yards provide a more acceptable interface between residential and industrial uses.</li> <li>Industrial uses on the north side of Farrell tend to be lower impact due to smaller lot sizes.</li> <li>Area is close to downtown, LRT, and shopping.</li> </ul>	<ul style="list-style-type: none"> <li>Residential concerns with traffic impacts from multi-family development.</li> <li>Soils investigation required.</li> <li>Transition to multi-family may not be marketable for private developers.</li> <li>Transition would take time.</li> <li>Residential development would still be adjacent to industrial development.</li> </ul>	None.
<p>4. <b>Transition to Office/Retail/Personal Service Business on Existing Industrial Lands</b></p>	<ul style="list-style-type: none"> <li>The addition of retail uses would provide flexibility &amp; value to industrial landowners.</li> <li>Addresses use incompatibility by limiting industrial uses that have the potential for noise, emissions, and odors.</li> <li>Could reduce the number of unsightly properties.</li> <li>Retail uses are generally more compatible with residential as compared to industrial uses.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic patterns could change with addition of retail uses.</li> <li>Industrial owners would be concerned about the removal of certain industrial uses.</li> <li>Transition will take time.</li> <li>Retail uses could still require extensive rear yard storage and rear delivery.</li> </ul>	The Community Planning Advisory Committee recommended that this option be further developed and presented at a Public Open House for comment. (see Chapter 1, paragraphs 1.13 to 1.15 and Chapter 2).





# Appendix 1

# Fairview Community Planning Advisory Committee

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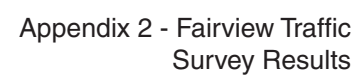
## FAIRVIEW LAND USE STUDY

### COMMUNITY PLANNING ADVISORY COMMITTEE MEMBERS

Shorty Eugene Wilderman	- Datum Exploration, Farrell Road SE
David Settles	- 7060 C Farrell Road & Franklin Drive Resident
Debbie Shaken	- Jordco & Tonko Development
Jeff Con	- Jordco & Tonko Development
David Clinckett	- Catholic School Board 7011 Farrell Road
Garry Morrash	- Catholic School Board 7011 Farrell Road
Eileen Borm	- 6912 & 6911 Farrell Road
Carol Kinley	- Franklin Drive Resident
Donna Wynnychuk	- Fairview Community Association (Planning & Development Representative)



# Fairview Traffic Survey Results



## Fairview Traffic Count Program

Note: Speed information relates to the 85th percentile speed of the traffic in kilometers per hour and traffic volumes relate to 24 hour automatic traffic counts.

### Location A – East/West Alley behind #28 Franklin Drive SE

	<u>EB vol</u> (speed)	<u>WB vol</u> (speed)	<u>Total</u>
Friday Nov. 5, 1999	96 (39)	41 (40)	137
Friday July 19, 2002	103 (29)	42 (27)	145
Saturday Nov. 6, 1999	24 (43)	26 (34)	50
Saturday July 20, 2002	20 (22)	23 (27)	43
Sunday Nov. 7, 1999	28 (42)	19 (42)	47
Sunday July 21, 2002	44 (30)	41 (29)	85

Note: The traffic volume appears to triple on weekdays compared to weekends. There appears to be an increase in alley traffic on Sundays in the latest count. Traffic speed on the alley system is at it highest at this location of all alley those locations monitored, as it is closest to Fairmount Drive SE. The general speed of the vehicles has reduced significantly in the past three years. Weekend volumes appear to be of a reasonable magnitude.

### Location B – North/South Alley behind #68 Franklin Drive SE

	<u>Total</u>
Friday Nov. 5, 1999	36
Friday July 19, 2002	70
Saturday Nov. 6, 1999	26
Saturday July 19, 2002	32
Sunday Nov. 7, 1999	26
Sunday July 20, 2002	27

Note: There has been an increase in traffic volume in this alley segment, notably on weekdays, however the weekend days seem to be stable. Given the layout of the alley system the traffic volume appears reasonable with the exception of weekdays when it is suspected commercial and industrial may have an impact.



### **Location C – East/West Alley behind #148 Franklin Drive SE**

	<u>EB vol</u> (speed)	<u>WB vol</u> (speed)	<u>Total</u>
Friday Nov. 5, 1999	41 (NA)	36 (NA)	77
Friday July 19, 2002	6 (30)	20 (25)	26
Saturday Nov. 6, 1999	18 (NA)	27 (NA)	45
Saturday July 20, 2002	3 (28)	14 (23)	17
Sunday Nov. 7, 1999	24 (NA)	17 (NA)	41
Sunday July 21, 2002	14 (30)	34 (25)	48

Note: There has been a reduction in traffic volume on this alley between 1999 and 2002 on Friday and Saturday. However volumes are relatively stable on Sunday with a marginal increase noted.

### **Location D – Franklin Drive SE North of Ferncliff Crescent SE**

	<u>NB vol</u> (speed)	<u>SB vol</u> (speed)	<u>Total</u>
Friday Nov. 5, 1999	331 (48)	302 (49)	613
Friday July 26, 2002	380 (48)	415 (49)	795
Saturday Nov. 6, 1999	284 (48)	288 (48)	572
Saturday July 27, 2002	520 (48)	562 (48)	1,082
Sunday Nov. 7, 1999	253 (48)	264 (49)	517
Sunday July 28, 2002	380 (48)	384 (48)	764

Note: There is an equal direction split in the traffic volumes indicating a balanced flow. The traffic volumes are well within the environmental design of 1,000 vpd, except for Saturday, which is marginally higher. There has been an increase in traffic in the past three years, notably on Saturday (doubling), however the volumes still appear reasonable. This unique growth needs to be reviewed and rationalized. Growth in traffic may be associated with community life cycle changes. Traffic speed is generally within the bylaw speed limit, however there are still incidences of speeding.

### Location E – Franklin Drive SE West of Farrell Road SE

	<u>EB vol</u> (speed)	<u>WB vol</u> (speed)	<u>Total</u>
Friday Nov. 5, 1999	103 (NA)	104 (NA)	206
Friday July 19, 2002	85 (30)	61 (30)	146
Saturday Nov. 6, 1999	95 (NA)	108 (NA)	203
Saturday July 20, 2002	72 (30)	52 (NA)	134
Sunday Nov. 7, 1999	71 (NA)	71 (NA)	142
Sunday July 21, 2002	164 (30)	102 (NA)	266

Note: Traffic volumes on Franklin Drive SE reduced significantly on the Friday and Saturday, however the Sunday volume increased by the same magnitude. The variation could not be explained in reviewing the data. Speed was not seen as a problem perhaps because of the count location and the traffic volumes are well below the guideline of 1,000 vpd.

### Location F – Farrell Road SE West of Forge Road SE

	<u>EB vol</u> (speed)	<u>WB vol</u> (speed)	<u>Total</u> (speed)
Friday Oct.20, 2000	NA (NA)	NA (NA)	4,526 (57)
Friday Sept. 20, 2002	1,988 (57)	1,969 (57)	3,957 (NA)
Saturday Oct. 21, 2000	NA (NA)	NA (NA)	1,877 (58)
Saturday Sept. 21, 2002	917 (60)	953 (59)	1,870 (NA)
Sunday Oct. 22, 2000	NA (NA)	NA (NA)	1,428 (59)
Sunday Sept. 22, 2002	578 (59)	569 (59)	1,147 (NA)

Note: Overall weekday volumes on Farrell Road SE have dropped about 600 vehicles per day. Saturday volumes appear to be stable with no significant changes. Traffic on Sunday appears to have reduced by about 300 vehicle trips per day. The traffic volumes continue to be in the acceptable range for a collector street (5,000 vpd). The speed study comparison indicates that motorists tend to drive faster in the industrial/commercial area in comparison to residential roadways in Fairview. This is not unusual compared to similar industrial/commercial areas in Calgary. Periodic speed enforcement might correct this.

### **Location G – Farrell Road SE South of 71 Avenue SE**

	<u>NB vol</u> (speed)	<u>SB vol</u> (speed)	<u>Total</u> (speed)
Friday Oct. 20, 2000	NA (NA)	NA (NA)	1,350 (52)
Friday July 19, 2002	546 (52)	557 (55)	1,103 (NA)
Saturday Oct. 21, 2000	NA (NA)	NA (NA)	866 (50)
Saturday July 20, 2002	320 (50)	314 (53)	634 (NA)
Sunday Oct. 22, 2000	NA (NA)	NA (NA)	763 (51)
Sunday July 21, 2002	274 (49)	322 (55)	596 (NA)

Note: Only total speed data was collected at this location in 2000, whereas in 2002 the speed data was collected by direction. There has been a reduction in traffic volume on this roadway in the past two years in the magnitude of approximately 200 vpd. Traffic speed is seen as being reasonable in 2000 and 2002, although there are incidences of speeding.

### **Location H – Farrell Road SE South of Fountain Road SE**

	<u>NB vol</u> (speed)	<u>SB vol</u> (speed)	<u>Total</u> (speed)
Friday Oct. 20, 2000	NA (NA)	NA (NA)	1,703 (45)
Friday July 19, 2002	665 (52)	800 (53)	1,465 (NA)
Saturday Oct. 21, 2000	NA (NA)	NA (NA)	1,220 (46)
Saturday July 20, 2002	412 (50)	536 (51)	948 (NA)
Sunday Oct. 22, 2000	NA (NA)	NA (NA)	1,096 (46)
Sunday July 21, 2002	419 (50)	585 (51)	1,004 (NA)

Note: Only total speed data was collected at this location in 2000. In 2002 speed data was collected by direction. Speed data for both 2000 and 2002 indicate there are no serious speeding concerns other than sporadic speeding, not untypical in neighbourhoods. There has been a reduction of about 250 vpd on this roadway on Friday and Saturday, while the Sunday volume seems to be stable and balanced. More traffic proportionately drives southbound than northbound, indicating there may be some commercial traffic infiltrating through the residential area.

## Location I – Farrell Road SE North of Franklin Drive SE

	<u>NB vol</u> (speed)	<u>SB vol</u> (speed)	<u>Total</u> (speed)
Friday 2000	NA (NA)	NA (NA)	NA (NA)
Friday July 19, 2002	679 (54)	726 (52)	1,405 (NA)
Saturday 2000	NA (NA)	NA (NA)	NA (NA)
Saturday July 20, 2002	421 (55)	402 (55)	823 (NA)
Sunday 2000	NA (NA)	NA (NA)	NA (NA)
Sunday July 21, 2002	367 (51)	391 (50)	758 (NA)

Note: No counts were conducted at this location in 1999 or 2000. There are no comparative numbers to make an evaluation. Current numbers indicate that there is a relatively balanced split by direction. Friday indicates that weekdays are busier than the weekends on this roadway with marginally more drivers headed southbound. The volumes are well within the environmental design guideline of 5,000 vpd. No speed information was obtained at this location.