

Community Association Response



Attn: Kait Bahl
RE: **LOC-2019-0100**

March 31, 2021

On behalf of the Sunalta Community Association and its development board, I am providing this letter in response to the the engagement and changes made to LOC-2019-0100 following direction from CPC in February.

IBI and the applicant did engage with us as well as others in a meeting on March 11th where they presented what appeared to be exactly the same plan. While they did confirm answers to questions, the results were of no material difference from what was originally planned. As such, our opposition and our reasoning for opposition is unchanged.

We continue echo the concerns and issues that the Beltline Neighbourhoods Association have put forward in their original and follow up letters. As the neighbouring community and currently actively involved in supporting the development of 17th Ave, 14th Street, and 10th Ave as Main Streets we oppose the proposed land use change.

An auto centric proposal of this scale is contrary with the policy and desires of increasing the mixed use, walkable and urban fabric of the area.

From the letter we sent in during the initial advertisement we are opposed on two main points:

- Insufficient Pedestrian Realm Interface

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The proposed change goes contrary to the Beltline ARP and the Beltline's vision for a focus on pedestrians. The changes do not meaningfully address the conflicts between modes of transport currently experienced with the driveway crossing the sidewalk.

The additional proposed space for pedestrians along 17th Avenue is welcomed but we disagree that the proposal is welcoming to activation or animation. The only patio space is shown to be an exposed second floor outdoor patio. We are concerned that the lack of ability for citizens to use the space will further diminish the vitality of this section of 17th Ave by continuing to make it feel uninviting.

While the permeability of the site is mostly retained, the proposal does little beyond newer lighting to address pedestrian traffic that uses the site to move between 16th and 17th Avenues. Other recent land use items that have been granted in the immediate area have made improving the pedestrian realm part of their proposals and design.

We are however appreciative of the steps taken in the proposal to look at opening the site up for public art use by opening space so the building to the west of the parcel could have a mural. However, the building such a mural would be on is not part of this proposal.

- Automobile Focused Use of Parcel

The proposal increases the focus of the parcel for automobile usage. Additional space used for the drive through along with the large amount of space devoted to parking is not in line with trying to encourage higher pedestrian usage of 17th Avenue. The reduction in parking spaces is welcome, but is offset by the higher impact of idling vehicles in the drive through.

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We are very concerned the automobile centric use of the parcel will further increase conflicts between other users in the area, instead of reducing conflicts through improved design.

Lastly, the move from a single drive through to two, like adding lanes to a roadway is unlikely to properly manage the amount of demand and cause further spill over of traffic onto 17th Avenue. This is further complicated by the right in, right out only focus and having less distance from the 14th Street and 17th Avenue intersection.

In short, this design feels best suited for an auto oriented power centre instead of an urban focused main street.

Thank you,

Micheal Jones
Director of Planning and Development

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