

Comments on
Land Use Change
3820 and 3824 CENTRE A ST NE

LOC2023-0259

M-C1

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- A Professional Engineer in Canada's Energy Sector for over 12+ years.
 - Part of my responsibilities as Lead Engineer of the Short-Range Mining Planning team at Suncor's Fort Hills Oilsands Mine is designing and monitoring the mine haul road network to ensure safe and productive operations.
 - Considering grade, line of sight, intersection geometry, traffic volume, stopping distance requirements, etc.
 - The observation I share today are informed from these experiences.
- Active Real Estate Investor in Calgary
 - Provide homes for 7 Calgarian families.
 - Successfully completed 3 secondary suite legalizations to increase availability of safe and affordable housing.



Observed Adverse Conditions of Centre A St NE

While I believe the community of Highland Park is a great candidate for densification, I believe Centre A St is not a responsible candidate for apartment-style multifamily development. Two primary adverse conditions contribute to this assessment:

- Single access street (aka “dead end” street)
- Lack of alley access to the proposed lots

The cumulation of these conditions have created severely challenging vehicle access, *at current density.*

Single Access to Centre A Street

- The south end of Centre A St terminates at a dead-end. There is not an established access to 36 Ave NE or 1 St NE.
- Both inbound and outbound traffic must funnel through the 38 Ave NE/Centre A St intersection, forcing many vehicles to navigate parked cars and pedestrians in order to turn around.
- To further complicate matters, 38 Ave NE is steeply graded from Centre St to 1 St NE. During winter conditions, this section of road becomes hazardous as vehicles lose control.



All access must flow through 38th Ave to reach Centre A St NE

Proposed Land Use Change

“Dead end”
No access to 36 Ave NE or 1 St NE



Steep grade of 38 Ave NE





Centre A St NE

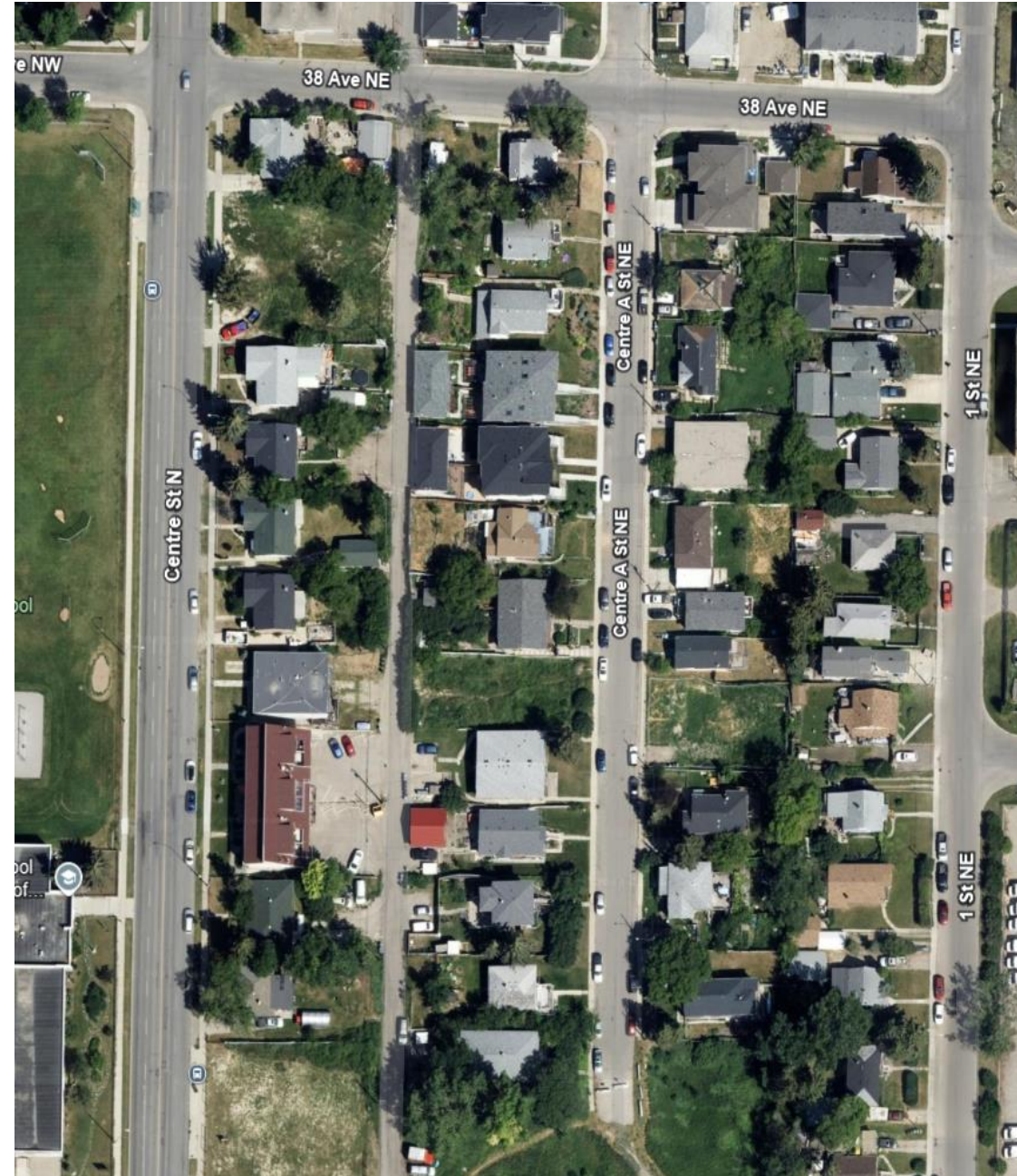
38 Ave NE (West side)



38 Ave NE (East side)

Lack of Alley Access

- Lots situated on the east side of Centre A St NE, including 3820 and 3824, do not have alley access.
- This further compounds the traffic density as all vehicles associated with these lots have no other option other than to use Centre A St NE.
- The result is a high level of traffic/congestion on Centre A St NE.





Recommendations for Consideration

As you can see, the current combination of adverse conditions result in very challenging driving conditions on Centre A NE, *at current density levels*.

By approving the proposed Land Use change, the volume of construction traffic and sustained residential traffic will increase substantially. As noted, every construction vehicle and resident must funnel through the 38 Ave NE/Centre A St intersection. To this end, I offer these closing comments for consideration:

Commission a Traffic Study of Centre A St NE

- To understand the impacts a step-change in density (as proposed by this Land Use change), I believe it prudent to have a traffic study commissioned to study the existing conditions and the impact of increasing density on Centre A St NE with regards to safe vehicle access.
 - Special consideration should be placed on the ability of emergency personnel to navigate this congestion and effectively respond to an event on Centre A St NE.

Complete the south connection of Centre A St to 36 Ave NE or 1st St NE

- This would provide a critical secondary access to Centre A St, greatly reducing the congestion.

Recommendations for Consideration

Alternative Lots for affordable Multifamily Development

- Highland Park is a great neighbourhood for densification. There are several other lots, prime for multifamily development, that benefit from much better access infrastructure. Most are currently vacant lots contributing next to nothing to the tax base and housing supply.
 - 4007 Centre St N
 - 3917 Centre St N
 - 3824/3828 Centre St N
 - 3708/3704 Centre St N
 - 3623 Centre St N
 - 3304 Centre St N

Given the high number of other lots prime for multifamily development, why “force a square peg into a round hole” by significantly increasing density on Centre A St NE, given the current traffic challenges?

