



1. Which community do you live in?
<ul style="list-style-type: none">• Sunalta (24)• Scarboro (2)• Upper Scarboro (1)• Sunnyside (1)
2. What elements of the draft concepts do you support or like the most?
<p>Heritage</p> <ul style="list-style-type: none">• Most of the community will stay if its historical preserve• Heritage preservation (6)• The options for redevelopment that come with heritage designation• The heritage appointment of 13 Avenue• I like the heritage conservation, improved pedestrian movement and bike movement. Also like the plans for green space but need more details.• I like the historical preservation of the unique homes in the area of Sunalta• The initiatives to preserve the historical value of the community; by identifying 13 Avenue as a “Heritage Lane”, & offering incentives to preserve turn of the century homes, will also be positive for Calgarians.• I support the heritage aspect of the new ARP—support the heritage greenway of 13 Avenue—support mixed road use inside the community i.e. bike routes—walking routes• The greenway connecting 14 Street to 17 street on 13 Avenue
<p>Public Realm</p> <ul style="list-style-type: none">• Walkability and improves street vibrancy• More friendly bike paths, walking paths• Bike access to river way• Public realm improvements—sPARK, transit plaza, greenway, etc & improved connection—north of tracks and to Bow River pathway• Improved pedestrian and bicycle connections• Bike routes and 2 way traffic on 11 & 12 Avenue
<p>Land Use</p> <ul style="list-style-type: none">• 10 Avenue high street (4)• Increased density as per PlanIT• Increasing density (2)• Existing uses south of 12 Avenue• Increasing the density—up to a degree• Tall buildings adjacent to LRT
<p>Parks</p> <ul style="list-style-type: none">• 16 Street sPARK (3)• Development of green belt or pedestrian area along 16 Street from 13 Avenue to the LRT station• 13 Avenue greenway• Inclusion of policy regarding park space but—need more work on functions and uses



<ul style="list-style-type: none">• Open space (2)• The plans to maintain and enhance green spaces in the community seem very positive.
Transportation <ul style="list-style-type: none">• New transit –C train (3)• TOD near LRT station• 10 Avenue and 14 Street intersection• Would love to see boulevard improvements• Like the idea of trying to reduce traffic in the community
3. What elements of the draft concepts do you not support or like the least?
Heritage <ul style="list-style-type: none">• The lack of recognition of individual residential properties as designated heritage buildings outside of 13 Avenue
Public Realm <ul style="list-style-type: none">• Poor mobility plan for pedestrians and bikes (X 3)• Need more policy on pedestrian and cycling routes/lanes• Would like pedestrian access to 14 Avenue and connect to existing pathways•
Land Use <ul style="list-style-type: none">• 20 storey high rises• Heights of buildings on 10 Avenue, 11 Avenue and north side of 12 Avenue—too tall (X 4)• I would rather not see buildings over 10 storeys on 10 Avenue or any other place in Sunalta or Scarboro• Potential shadowing issues for excessive height• I like the increased density north of 13 Avenue, but don't like the heights and anonymity of large scale projects• Building height north side of 12 Avenue already too high. From 13 Avenue I see condos already• The building heights are too tall, missing impact of change• 12 Avenue being 4 storeys• Building heights are too high near east and west ends of 10, 11 and 12 Avenue• Building heights far too high onto the “high street” (eliminates sunlight)• FAR increases• Commercial development/ buildings• The top floor heights of some the proposed high rises• Density of proposed buildings on north side of 11 Avenue• My primary concern and grievance is the increased density levels. They are far too high. The amendment is suggesting permitting 52 m- 75 m (aprox. 18-25 storey buildings) in a community that at its greatest level of development level, has a single building of 6 storeys. But more typically, houses and apartment



<p>buildings are no more than 4 storeys high. The amendment is now suggesting placing skyscrapers into a community that is primarily low-medium density.</p> <ul style="list-style-type: none"> • I am not sure about the large buildings proposed for 10th and 11th Avenue but realize mixed density is the way to the future—development is good but thoughtful consideration of heights and a mix of retail/housing • The height of the buildings (especially on 10 Avenue) seems excessively high. The building height will block out sunlight.
<p>Transportation</p> <ul style="list-style-type: none"> • Potential de facto “park ‘n’ ride” in Sunalta and Scarboro • Don’t like traffic cutting through on 11 and 12 Avenue dividing the community • No traffic calming • 10 Street and 14 Avenue cross with lights, should be bridged. • Preserve neighborhood integrity by making 11 Avenue and 12 Avenue 2 way. This would also help the Beltline. • Traffic of this volume is not acceptable in any other neighborhood (Kensington, mount Royal). Transportation concerns not made explicit. • Concerns about the opening of 10 and 14 intersection. • We need parking permits throughout Sunalta • Should there be parking permits for the entire community? Instead of just a portion? • Timelines for phase 2, transportation, zoning, and building heights, parking on 10 Avenue not possible at peak times—should only be one lane each way.
<p>Parks</p> <ul style="list-style-type: none"> • I don’t believe that the Calgary Tennis Club should be included as “open space” as it is not available for all residents • Park space vision not complete • Park space needs clear uses • Would not want a basketball or volleyball court in the Cottage Park as it could create too much noise.
<p>4. What are the key concerns / issues that should be addressed in the Phase 2 ARP amendment?</p>
<p>Land Use</p> <ul style="list-style-type: none"> • Lower height of buildings that are allowed • If 10 Avenue is increased traffic volumes then 11 and 12 Avenue must be reduced in volume! • Should have examples of what types of developments and uses would be appropriate pictures of building types are used in other ARPs. • Mix of zoning for diversity on each block • No activation of the lane way behind 10 Avenue (dead zone) needs people there • Need heights lower on south side of 12 Avenue • Levies for community improvements—is this going to hinder improvements? I don’t see this as immediate...considering they are tearing up 10 Avenue for C-train anyway...this seems like a good time to make improvements such as



SUNALTA ARP AMENDMENT PHASE 2

sidewalk improvements and paving and pedestrian safety/pleasing atmosphere.

- Active edges at lane behind 10 Avenue
- There are a number of concerns regarding such an extreme increase in the density of this area. They are as follows:
 - The increase in north and southbound traffic congestion. Currently 14 Street, which runs north and south, is already congested and there are no traffic plans in the amendment that would improve this. The existing and proposed traffic infrastructure could not support the increase in density proposed.
 - The high density proposed along 10 Street “the high street”, combined with increased traffic, is more likely to decrease the pedestrian friendly concept of a “high street” coming to fruition. Neighbourhoods such as Kensington, Marda Loop, and Mission which have successful high street style businesses and shopping, all have lower density levels than proposed in the Phase 2 amendment. And should act as more of a model for the area redevelopment plan.
 - The level of development would be physically over powering to the community, rather than enhancing the quiet and quaint character of the community.
 - Greater noise levels will occur in the community as the sound from high rises will travel
- Reducing building heights but still maintain density in a sensitive manner
- The building heights especially on “high street” need to be lower in order to attract and make the area more pedestrian friendly.
- Reduce proposed building heights on 10, 11, and 12 Avenue

Transportation

- Ensure that traffic interface to 16 Street pedestrian corridor is much safer than it currently is.
- Visibility of pedestrians from 11 and 12 Avenue is very poor. Traffic is very heavy.
- Widen boulevards on 11 Avenue and 12 Avenue (10 Avenue if possible) for more trees (2)
- Slowing traffic in Sunalta south of 12 Avenue
- Calm traffic on 16 Street
- Station siting—terminus of 16 Street would make it visible and orienting for pedestrians
- Air/sound quality and barriers
- Needs a serious mobility plan (non-vehicular) one deserving of a modern city

Parks

- Parking on 11 Avenue
- Improving park areas
- More detail on new parks and green space
- More detail to address design and use of park space
- Giving more details about parks in the community



<p>Public Realm</p> <ul style="list-style-type: none">• Some of the pathways between pumphouse and 14 Street are very narrow.• Better streetscape—more pedestrian friendly on residential and commercial streets• Trail under LRT• Pedestrian access for bikes and walking to get to shops, services and LRT.• More details for bicycle paths• We need safe bike routes especially safe ways to river pathway and downtown.• More effort with bike routes.• We need contact with the street where kids play and neighbors visit and watch out for each other—streets should support pedestrian traffic and bicycle traffic—trees• Please ensure we continue to have access to the river!!• Bike route might be more appropriate on 11 and 12 Avenue instead of 10 Avenue due to traffic volume adjustments.• More on pedestrian realm/park improvements• No understanding of the North to South connectivity
<p>Heritage</p> <ul style="list-style-type: none">• Is the ARP strong enough to ensure that the character of Sunalta remain without requiring full historical designation?• Please make 13 Avenue greenway happen
<p>Other</p> <ul style="list-style-type: none">• More community involvement• Listen to the community comments/ ideas as it relates to the ARP• Lack on input from residents—The City is simply putting on an act and doing what it wants—this would never happen in other areas of the city.
<p>5. Other comments / questions</p>
<p>Transportation</p> <ul style="list-style-type: none">• I am very concerned on impact to parking. Would make some problem areas worse. Could permitting be introduced? See problems occurring, especially around busier times. (i.e. Stampede)• Traffic is horrible at this time and with more people in the area you will have more traffic.• Crowchild Trail over Bow River—is there a time frame for improvements? How will it effect Upper Sunalta?• If 12 Avenue becomes a secondary route, will overnight parking be permitted?• As much as possible—use green ideas on new buildings—solar, recycle, etc.• Parking permits should be issued for the whole neighborhood not just a part of it so that owning a home is an advantage especially all of 13, 14, 15, 16 Avenue between 14 Street and Bow Trail• Widening 10 Avenue walkway
<p>Heritage</p> <ul style="list-style-type: none">• This needs to be planned better to maintain the heritage of Sunalta and Scarboro



<p>communities.</p> <ul style="list-style-type: none">• I don't understand heritage bonus. Need more community involvement. Need to listen to the good work the community association has done.• Interested in historic designation of my property
<p>Land Use</p> <ul style="list-style-type: none">• We need to look/ encourage at the smaller local businesses that give the community that warmer inner-city feel, more diversity. Encourage a light industrial use along 10 Avenue, similar to Inglewood (Spolumbo's, Bite, etc.)• Don't make Sunalta like the Beltline or the West End of downtown. Keep the human scale on the streets like in the historical area.• My thought is that even in the highest density areas (10 ave.), buildings in the phase 2 amendment should not be higher than 30 metres. This is still approximately double the size of most buildings in the existing community. More ideal building would be not to have building higher than 6 or 7 storeys. While I recognize the need for Calgary to build up, rather continue to sprawl, there has to be a balance between existing communities and expansion. Allowing a skyscraper to be developed in the Sunalta community is not representative of this balance. I also want re-emphasize the importance of facilitating access between this community and the pathways, both myself and my roommate use the bike path to commute to work, as do many others in this community. I choose to live downtown so that I can use alternative modes of transportation (biking, walking, & rollerblading). This contributes to my own health and is environmentally friendly choice that is important. It would be nice that area re-development not only support mass transportation (LRT), but also even healthier modes of transportation which can be achieved, by focusing on the more pedestrian friendly initiatives proposed for this community.• Zoning on south side of 10 Avenue is too high and should be no more than 4 storeys due to light (sun) issues on the street. This would apply to south side of all streets. Buildings heights on 11 and 12 Avenue are too high.• I would like to see more green roofs and walls incorporated into the city bylaws.
<p>Public Realm</p> <ul style="list-style-type: none">• What will happen to the trees?• We need better river access• Any emphasis for north-south pedestrian improvements?• Would like to see a reasonable, safe sidewalk all along the length (especially north side) of 10 Avenue• Access to the parkway (via pumphouse pass) should be made safer –blind corner rounding to tracks• Make sure we can take our bikes on the C-train!• Thank you! (2)