

March 1, 2006 Open House - Summary of Public Feedback

Sixty-five people signed in at the event and another 17 toured the exhibits without signing in for a total of 82, coincidentally the same number of people that came to the June 2005 event.

Attendees had the opportunity to view display panels and talk to staff which included:

- City of Calgary Corporate Properties & Buildings
- City Planning
- Water Resources
- Environmental Management
- Parks
- Transportation Planning
- Westhoff Engineering Resources Inc.
- Bunt & Associates
- IBI Group

Attendees were also invited to fill out comment sheets (24 submitted) or post notes on 'graffiti boards'(19 notes were left).

The majority of questions/comments centered on traffic concerns, transit, pathways and the importance of protecting the environment and watershed.

The event was held at Cardel Place from 4 – 8 p.m.

Responses from comment sheets, graffiti boards and comments from staff have been combined and categorized within questions posed on the comment sheets when possible (some points may be duplicated if comments were made through more than one method):

1. [Are the proposed land uses appropriate?](#)
2. [Are the proposed BRT stop locations appropriate?](#)
3. [Do you have comments related to traffic?](#)
4. [How will the proposed park and pathway benefit the community?](#)
5. [Additional comments?](#)

1. *In your opinion, is the proposed land use mix appropriate?*

- **Yes** – 16 responses
- **No** – 3 response

Other comments:

- I would like to see further reductions in the type of facilities operating. Facilities like bars/ pool halls/ arcades, etc that tend to pull with them added criminal activity due to alcohol/ drugs should be deterred.
- As long as builders follow the guidelines set out by the original design.
- There should be more recreational or public use lands.
- It is appropriate, but the size is what I disagree with. The development dwarfs the park. The size of the parkland needs to be increased.
- There is a good mix of green space and buildings. Having more access to a variety of public transportation is great as long as the buildings enhance the area – it is appropriate.
- Try to ensure 'hours of operation' of businesses are conducive to a quiet subdivision.

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- Lands along the south edge overlooking West Nose Creek should have more emphasis of public uses, such as restaurants, etc. Use the features to engage the eyes of the public.
- Please pay attention to 'green space' value in the area – the path system and green space near Harvest Hills/ Beddington are highly used by walkers / bikers / skaters and responsible dog owners.
- It is fine except I was a bit surprised that so much 'natural' space will be gone.
- As long as the 'plans' are adhered to. Maintain the integrity of the area with 'clean' environmental developments.
- Need business areas throughout the city. Seems to be a variety of businesses in the park.
- The sound/noise issue with the airport makes this a great spot for light industrial use.
- Proposed plans are including consideration of existing residential and green space that current owners reside there for. Business types are giving new business opportunities needed usage that is not available.
- Open space important
- It appears plans have been made to save lots of green area (ie. Nose Creek).
- The proposed area should be a mix of retail, office and light industrial.
- Yes, because they don't need more retail but more industrial.
- Employment Centres, while an excellent concept have not proven themselves to be as desirable in Calgary as hoped. More light industrial uses are needed.
- The plans posted at the open house look very nice but I have concerns about heavier traffic in our area and loss of an unofficial 'dog walk' area.
- Art gallery and conservatory drama/ play centre like Mendall Art Gallery in Saskatoon, SK.
- Need wide setbacks from development along wetland – setbacks should be landscaped and planted to complement wetland. No outdoor storage of vehicles or parking.

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2. In your opinion, are the proposed BRT stop locations appropriate?

- **Yes** – 17 responses
- **No** – 2 responses

Other comments:

- LRT will be a definite asset ASAP.
- Yes, as long as the park is developed as High End. Hopefully this will attract high end employers who can pay their employees properly – these individuals should be encouraged to live in and respect the community – this will reduce the need for transportation into the area – low end business cannot pay appropriately for these individuals to live in the community.
- I would like an alternate LRT line that does not pass through / in between a park area and natural wetland.
- The 'Aurora Park' is a commercial venture for the developers – let the developers bear the cost and the development.
- The planning of the routes is great! Although I do not use transit very often, it is good to have a variety of options when I do need to use this service.
- The locations are convenient to existing residents as well as future tenants.

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- People may use this transportation more if they can go from home to work without fighting traffic.
- Located appropriately away from residential areas.
- Seems to be accessible to the Harvest Hills community.
- It looks like the stations will serve the communities well.
- Not going through residential area was my main concern. Thank you for not putting them there but make them easily accessible.
- It would be beneficial to have LRT lines in place sooner rather than later.
- It will benefit all Calgarians and our environment to have less people in cars and more people on buses!
- To Calgary Transit: Is there any chance that the BRT route (#301) could begin earlier (Southbound) to downtown from Country Village Way on weekdays – say 5 a.m.?
Thanks.

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3. Do you have any comments related to traffic?

- **Yes** – 12 responses
- **No** – 4 responses

Other comments:

- Expand to 6 lanes now to save inflation cost down the road. Incorporate Harvest Hills link into the business park and eliminate one of the other entrances. This may help congestion.
- Policies need to be put in place preventing shortcutting through residential – ie. Harvest Hills link to the Harvest Hills Rd. to Country Hills Blvd.
- Concerns regarding noise for local residents.
- Terrible. There are too many traffic lights in this city. It appears that's the only way the transportation department knows how to build a road. Eliminate the southern most lights on Hvst Hills Blvd.
- The 6 lane proposed for 96 Ave is going to produce too much traffic, since there is to be another access from Centre St could the lanes not be considered more for that area leaving 2 lanes (either direction) for 96 Ave to Deerfoot?
- The various access points are well located to offset the congestion for those of us who live in harvest Hills. Just worried about the noise in the area with all the increased traffic.
- How do you stop cars from using Harvest Hills subdivision as a pass through? Any traffic patterns will cause people to 'race' through the area.
- Just a concern for people traveling west of harvest Hills/ Coventry during construction. What level of traffic flow will likely exist?
- Concerns that 96th Ave is a 'local' road ending in Country Hills off of Deerfoot Trail and more traffic will use this road as opposed to Country Hills.
- I live off 96th Ave on Harvest Rose Park. Difficult to turn left now, when only 2 lanes – hopefully there will be lights at the intersection.
- It looks like the traffic issues have been addressed. Time will tell if that is so.
- The roads can accommodate traffic now, but will that be the case many years in the future? If Calgary continues to grow at the speed it is, will this be a concern? Have plans been made for rapid growth?

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- Let private developers develop like Deerfoot Meadow. Why does the city want to get involved in the development?
- This development should not be tied to the expansion of 96th Ave.
- My concern is how increased traffic heading southbound on Harvest Hills Blvd will affect merging difficulties onto the left hand lane on Beddington Blvd heading west. Traffic is heavy already on Beddington Blvd. Makes it very difficult to get into left turn lane onto Berkshire Blvd. Often we are forced to continue straight or go into Country Hills Estates community. It is very frustrating.
- Use existing rail tracks for interim rapid/ mass transit in peak hours only going from city limits to downtown with goal of removing 15-20% of vehicle traffic from grid-locked Deerfoot.
- Some concerns about the noise that increasing traffic on 96th Avenue would create.

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4. To what extent do you feel the proposed park and pathway system will benefit the community (multiple choice with space for comments)?

- **Greatly** – 9 responses* **Somewhat** – 5 responses** **Not at all** – 2 responses***

Comments:

- * As long as the public open space is maintained with grass and trees rather than be left as wild space.
- *Our community has few accessible outdoor green areas that are usable for recreational family access. Any additional green areas are a benefit. Try to provide green spaces that are landscaped and usable not wild green spaces such as Nose Creek Park.
- **Benefits residents who enjoy shopping – residents will miss the off-leash areas and green space.
- ***Where are the recreational areas? Baseball, football, soccer?
- *It will look fantastic when every stage has been completed! It will be a wonderful boost for our community.
- ***Most will still need to go downtown – link in to N/S pathway system – consider linking to 6th Street corridor.
- *Pathway link via 6th Street right of way to Beddington Pathway underpass walking path where 96 Ave/ Airport Rd cross CPR rails to access creek area.
- **It will be great to have bike paths, walking areas to have family time.
- **Must maintain easy and safe access to pathways from residential areas. Would like to see bike path along 96th Ave to Airport
- * Looks like will be a great space to relax and have a picnic lunch or walk.
- *Having links to the existing pathway system and eventually the Trans-Canada Trail is a benefit to those who currently use the sub-par pathways.
- **Still losing green space may be hard for those that moved here for that reason.
- *Keeps people working and living in the same area. Keeps people from having to make long commutes.
- *Provides recreational opportunities for walkers, joggers, cyclists. Some employees will commute using pathways, they will derive health benefits and be in control of their own schedule rather than be delayed by traffic congestion/ bus schedules.
- **Calgary's pathways are a very well run and planned system.

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- Currently there are several hundred people visiting the space north of the driving range on a daily basis walking their dogs off leash. I think that a fenced in or designated area for this to continue would greatly benefit our community. Even if a strip to the existing pathway next to Harvest Hills Blvd in Confluence Park were designated as off leash, it would be wonderful. People from several north communities use this daily, much like the designated area in the south east of Deerfoot Trail and the end of Southland Drive.
- Bike path along 6th Street to join bike path in Beddington.
- (x 2 people!) Add a walkway along the 6th Street right-of-way to connect to the existing paved bike/ walk path system at Beddington Trail.
- More landscaped greenspaces that can be used – not wild spaces filled with thorns – it would be nice to go for a picnic or throw a Frisbee without the thorns – more grass please.
- Help make it safe and easy for families and kids to access greenspaces.
- Why can't we keep some almost natural green space in Calgary? What's next? ... Nose Hill?
- H.H. should have direct access to regional pathways – not winding through the business park.
- Let's have pathway links to Airdrie and International Airport.
- Wide open, pathways connecting Beddington Tr & North along CPR/ Deerfoot Tr.
- Lots of walk paths and green areas.
- A visitor said he was informed six years ago (by the realtor and the city) when he bought his place that there would be over 160 acres of parks. He did not consider the open space a park as he was expecting ball fields.
- Overall, people were excited about the project and the amount of green space and pathways that will be incorporated into the plan.

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5. Additional Comments

- Please ensure that Bylaws are in place regulating the business park to ensure a well maintained, pleasing park. It would be nice if the park will be well cared for for many years and not run down as it ages. Facilities and land should remain clean and properly repaired. No pallets or industrial eye sores left lying around. We want our community to remain pleasant, enjoyable, safe and beautiful. And we do not want to see our property devalue. We like living here. We want to stay and continue enjoying it.
- Stop adding lights. Two additional lights on Harvest Hills Blvd is unacceptable
 - 96 Ave Connector – make it a tunnel – reduce noise. Rumour has it LRT might be underground – do same!
 - Sound barriers right from the beginning
 - Access to greenspaces from harvest Hills – kids, animals, minimize crossing traffic.
- If the planned LRT is to go underground – could we not twin the tunnel under CPR rail with 96th Ave/ Airport Rd to help reduce noise concerns and visual disturbance to the area.
- Excellent information. Knowledgeable experts. Hate to see the land disappear but maintain enough setting for park access.

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- I was surprised and delighted to see the dedication and the interest taken in incorporating LEEDs program into this endeavour.
- Please send me a copy of the 'Concept' map on email (personal email address given)
- How will this impact real estate in Harvest Hills and other Northern communities?
- Archaeological/ historic sites can be commemorated in parks using plaques as we have in West Nose Creek at present. Pathway links to Airport and Airdrie are hoped for.
- I would be honoured to take part in focus groups as a stakeholder. I am a commercial real estate agent with experience in both office and industrial development (name, business and contact number provided).
- A high speed passenger rail station is proposed adjacent to the existing CP Tracks, on the west side. This station will be an important park and ride location with parking for about 2,000 cars. Ideally it should link to transit and road access to the airport (personal email given).
- Bike path along 6th street needed to join onto present pathway system. Yes!
- Could not a green space with bike path be considered for along 96th Ave, allowing for quiet more balanced enhancement for the 'campus' like park (business)?
- Parkway and path connection from site to W. Nose Creek should be an underpass. (Note: planning unit 143 of the Urban Parks Master Plan called for preservation of the greater wetland (not just east area) as wildlife habitat).
- Rename Aurora Business Park to better signpost where it is!
- Consider more area appropriate name for park other than Aurora.
- Some visitors expressed curiosity on green roofs and pervious pavement, and preference for paving stones. Many read the poster boards and carried on. One inquiry for landscaping supply contact.
- There was a concern about level of treatment for discharge from the existing pond (on Qualico land), and its impact to the creek system.
- A few people didn't like the name (Aurora) and wanted something to reflect the area ie. North Hills.
- A couple were concerned the development could negatively affect property values but understand it may actually increase housing demand in the area.
- The majority of questions posed to one staff member focused on the Qualico lands to the north. Other questions/ comments included:
 - What happens with dog walking area?
 - What types of businesses will be in the area?
 - What is the timing for construction start?
 - How far will buildings and parking lots be setback from the park on the south edge of the development?
 - A couple were upset that the promised sports park is gone.

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