



# North Hill Communities Local Growth Planning

## Phase Three: **EVALUATE**

Stakeholder Report Back – Engagement Summary  
What We Heard Report – Fall / Winter 2019

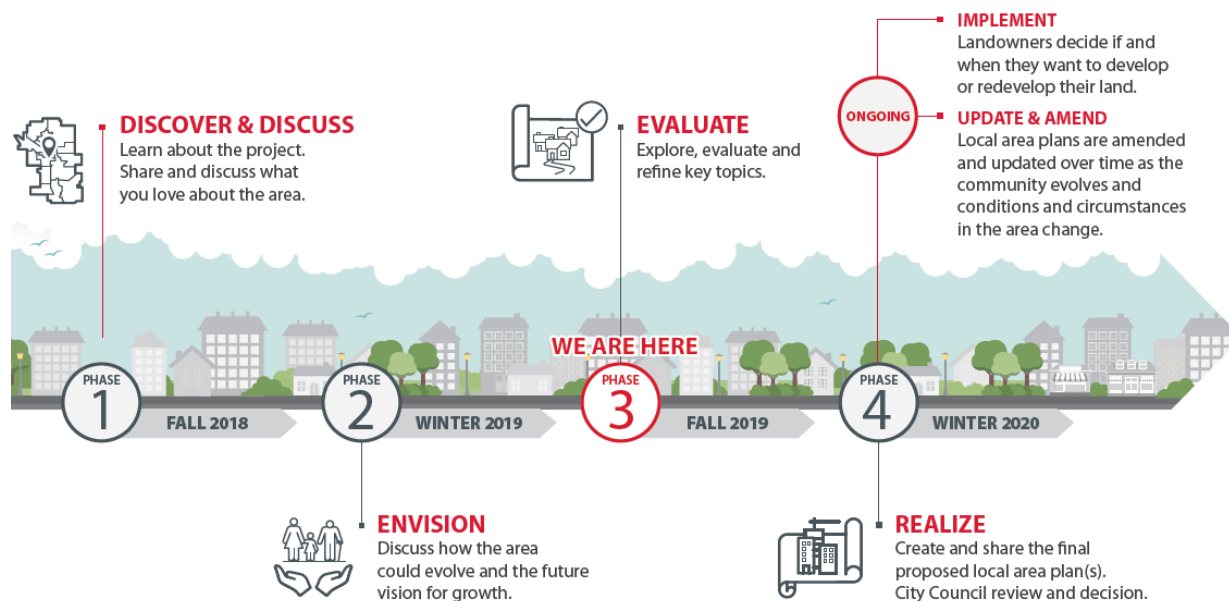
## Project overview

The North Hill Communities Local Growth Planning initiative includes the communities of: Highland Park, Mount Pleasant, Tuxedo Park, Winston Heights-Mountview, Crescent Heights, Renfrew, Rosedale, Capitol Hill, Thorncliffe Greenview (south of McKnight Blvd) and Greenview Industrial.

Through the local growth planning process, we'll work together to create a future vision for how land could be used and redeveloped in the area – building on the vision, goals and policies outlined in Calgary's Municipal Development Plan and the proposed Guidebook for Great Communities. A new local area plan will fill gaps in communities where no local plan currently exists and replace other plans that are largely outdated.

## Communications and engagement program overview

For this project, The City has been taking a multi-phased engagement and communications approach as we work to create a new local area plan. The City-led engagement strategy has been developed to facilitate multiple touch points and ensure inclusivity for all who want to provide input and learn about the project. Engagement and communications for the project will occur in four phases. These phases are:



The feedback collected from the City-led engagement program will be used to help Administration analyze opportunities, issues, and build alternatives and refine plans as we work together to create a new local area plan.

### Engagement Spectrum of participation

The Engage Spectrum level for the third phase of public engagement was 'Consult' which is defined as "We will consult with stakeholders to obtain feedback and ensure their input is considered and incorporated to the maximum extent possible. We undertake to advise how consultation impacted the decisions and outcomes".

### Phase three EVALUATE objectives

In phase three of engagement, EVALUATE, we were looking to;

- Build community awareness of the project and opportunities to get involved;
- Build trust, increase understanding and readiness for change through transparent information about the planning process, the intent of the local policy planning and how it fits into the larger planning process and the community redevelopment lifecycle;
- Build stakeholder and participant understanding of the intent of engagement;
- Evaluate and refine the draft local area plan; and
- Discuss and collect feedback connected to implementation options for supporting future growth.

## What did we do and who did we talk to?

Our engagement program during phase three took place from summer 2019 through winter 2019, with targeted stakeholder engagement occurring through summer and fall and broad public engagement occurring in the winter. In phase three, we held 13 in-person events and meetings in addition to broad online public engagement. In total throughout phase three, over 100,000 were made aware, over 3,950 participants were involved in-person or online, and a total of 2,700 contributions were received.

For a breakdown of participant demographics, please visit the [Participant Demographic Breakdown section](#).

### In-person public engagement

Phase three in-person public engagement took place in the form of information update pop-up events in the summer and two draft plan review sessions in the winter.

#### Pop-up events

The project team set-up at existing community events in the summer to share project updates with the broader community. Locations for our pop-up events included:

- Highland Park Stampede BBQ – 60 participants<sup>18</sup>
- Mount Pleasant Stampede breakfast – 50 participants

#### Draft plan review sessions – November 28 & 30, 2019

We held two draft plan review sessions for the broader public to review the draft plan and provide feedback. At this session we had project team members on hand to answer questions, in addition to staff from: Liveable Streets, Transportation, Parks, Green Line, and the Guidebook

for Great Communities. We had 150 participants at the two sessions and received 250 ideas and contributions.

### Online public engagement

The online engagement took place from November 25 through December 8, 2019. Participants were able to learn more about the project engagement opportunities and were asked to provide their feedback on the draft plan. The feedback collected online mimicked the feedback collected in-person and the questions asked are detailed in the [What Did We Ask](#) section of this report.

Over 3,600 participants were involved online and we received over 1,000 ideas and contributions.

### Targeted stakeholder engagement

#### **Greenview Industrial Businesses Session – December 2, 2019**

Business owners and commercial land owners within the Greenview Industrial Area were invited to a session to review the draft plan and provide feedback. We had 12 participants and received over 50 ideas and contributions.

#### **Main Street Businesses Session – December 4, 2019**

Business owners and commercial land owners along the four Main Streets in the plan area were invited to a session to review the draft plan and provide feedback. We had 18 participants and received over 100 ideas and contributions.

#### **Community Associations**

We held two (2) presentations for Community Association board members to attend and review the draft plan. We had 22 participants from eight (8) Community Associations.

#### **North Hill Local Growth Multi-community Stakeholder Working Group**

Throughout the project, members of the working group have been participating in sessions to discuss the broader planning interests of the entire area, bring different perspectives and viewpoints to the table, and act as sounding board for The City as we develop a local area plan. There are 32 members in the working group and they participated in three sessions as part of phase three.

##### *Session 5: Deeper Dive and Focus Areas*

On June 20, 2019 the Working Group participated in their fifth session, hosted by the Thorncliffe - Greenview Community Association. At this session working group members:

- Participated in a deeper discussion to refine feedback received in sessions three and four;
- Provided feedback and ideas for potential supporting amenities and infrastructure needed to support future growth.

##### *Session 6: Draft Plan Review*

On October 23, 2019 the Working Group participated in their sixth session, hosted by the Renfrew Community Association. At this session Working Group members:

- Reviewed and refined the draft plan
- Explored and refined focus areas and topics

### *Session 7: Refining the Final Plan*

On January 15, 2020 the Working Group participated in their seventh session, hosted by the Renfrew Community Association. At this session working group members:

- Reviewed feedback received from phase three public engagement
- Reviewed and refined the updated draft plan
- Explored and refined focus areas

### **Youth Engagement**

The project team held a session with the Grade 6 class at Rosedale School to discuss 'what makes communities great'. We connected with 35 students and received 200+ ideas and contributions.

### **Development Industry**

Members of the development industry were invited to attend a session to review the draft plan and provide feedback. We had 18 participants and received over 100+ ideas.

## **How did people hear about engagement?**

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. The following is an overview of all the channels The City employed throughout our second phase of engagement.

- 16 large format signs placed throughout the communities and at high-traffic intersections.
- Community Association posts, website updates, news articles
- Councillor Ward email updates (Ward 4, 7, & 9)
- Mailed postcards
- Paid social media advertisement campaign on Facebook and Twitter<sup>9</sup>
- Email newsletter campaign through North Hill subscriber list

The following is an approximate number of individuals reached through all of the channels during our second phase of engagement.

- Direct mail = 13,678 households
- Facebook (Reach) = 18,618
- Twitter (Impressions) = 53,605
- Community Association newsletters = unknown
- Bold signs & information boards = unknown
- Email updates = 500+

## What did we ask?

At our in-person public engagement events, targeted stakeholder sessions, and online we asked a variety of questions to help refine the draft plan. We collected input through both comment forms and map-based activities.

### Public Engagement Questions

#### Section 1: Draft Vision & Guiding Principles

##### 1. The Vision

The vision was provided and citizens were asked: Is there anything missing from the vision that you think should be included and please tell us why?

##### 2. Guiding Principles

Each guiding principle was listed with a response to how it is addressed or considered in the draft plan. Citizens were asked: Has the local area plan has appropriately addressed and considered this guiding principle. If you disagree with the statement, we would like to know why.

#### Section 2: Draft Maps

1. The draft Urban Form map was provided and citizens were asked: Are the urban form categories (see definitions) placed appropriately within all the areas of the North Hill Communities? Please tell us why or why not? Please be specific if you have any comments/ concerns about the urban form.
2. The draft Building Scale map was provided and citizens were asked: Have the scale modifiers (see definitions) been placed appropriately within all the areas of the North Hill Communities? Please tell us why or why not? Please be specific if you have any comments/ concerns about the placement of the scale modifiers.

#### Section 3: Supporting Growth Implementation Objectives and Actions

1. Thirteen draft supporting growth objectives were listed with associated implementation actions. Citizens were asked to review each of the objectives and their associated actions and if there were any implementation actions missing from this list that are needed to support this objective?

## What did we hear?

Overall, there was a high level of interest in the project, and a wide range of input was received from the community.

The high-level themes that emerged throughout all of the comments received in phase three include:

- Citizens made suggestions to revise the vision and guiding principles to recognize the uniqueness of the North Hill Communities.
- Citizens made suggestions to revise the history section of the draft plan to better reflect the unique history of this area including references to important historic elements in the communities.

- Citizens shared general agreement with the placement of urban form categories, focusing on main streets and major corridors, but some comments suggested a more nodal land, less linear land, use concept.
- Citizens shared a desire to include policies that help mitigate the impact of higher scale development on lower scale development such as along 8th, 12th, and 20th Avenues N.
- Citizens made a number of suggestions to help us define supporting growth objectives and implementation options that would help achieve the plan objectives.
- Citizens value a walkable and accessible community and want to see enhancements to pedestrian and cycling infrastructure.
- Citizens expressed concerns over increased traffic and parking needs with higher density.

For a full summary and description of individual themes broken down by each question with examples, please see the [Summary of input section](#).

For a verbatim listing of all the input that was provided, please see the [Verbatim Responses section](#).

## Summary of input

Below is an overview of the main themes that were most prevalent in the comments received for each question, across all methods of engagement. Each theme includes summary examples of verbatim comments. These are the exact words used. To ensure we capture all responses accurately, verbatim comments have not been altered. In some cases, only a portion of a comment was used if it spoke to a particular theme.

### Vision

Participants were asked to comment on the following Vision for the North Hill area and if there was anything missing from the vision that should be included.

Overall, for the comments that directly spoke to the vision itself, there was a general sense of agreement including comments such as:

- *"No, I think it's great, and I appreciate how comprehensive it is."*
- *"Sounds good, though still in a very nebulous stage."*

There were also a handful of comments that spoke to modifying language specifically used in the vision such as:

- *"change the word 'will to 'do'"*
- *"More future focused language"*
- *"This vision statement is more a description of how things are today i.e. historic, eclectic. There is nothing in the visioning regarding the maintenance of these characteristics such as new build stipulations to reflect this."*

Other comments came up regarding the vision and more specifically, what that vision will look like in the North Hill area. Below are the top three themes that came up for vision

Theme:	Explanation and supporting sample comments:
<b>Citizens shared comments around recognizing the uniqueness of the North Hill Communities.</b>	<p>Citizens value the space in the North Hill area and were concerned the increase in density could affect the area. A few comments were in support of density and a handful of comments directly spoke negatively in regards to density changes.</p> <p>Sample comments:</p> <p><i>“Densification is great and something we need in some of our inner city neighbourhoods. That said, there is and continues to be a market for single family homes in Calgary's inner city. There needs to be more consideration around this.”</i></p> <p><i>“Do not need 6 storey buildings on residential”</i></p> <p><i>“Eclectic neighbourhoods so you say but NOT if the city implements their redesign plans. We've Already gone from R1 to R2 and now the city wants more within the communities and not just on the peripheral main Trojans. Endless townhouses, apartment buildings”</i></p>
<b>Citizens expressed a need to reflect the unique history of the area.</b>	<p>Citizens shared concerns over the historic elements of significance in the North Hill area and how increased densification could minimize the eclectic nature and neighbourhood character.</p> <p>Sample comments:</p> <p><i>“Preservation of character of communities. The proposal indicates the importance of these areas, however indicates that high density housing in the form of low rise apartments/row housing is the new norm. This is not maintaining character but contradiction”</i></p> <p><i>“Keeping the historical character of the area is also important. There are many beautiful old homes, yards, and buildings that should remain an integral consideration in the area plan. To lose this would be a shame and make the neighbourhood 'generic”</i></p>
<b>Citizens emphasized connectivity via transit and pedestrian walkways.</b>	<p>Citizens expressed a desire for more green transportation options and the development of the Green Line. They also wanted a focus on more walkable communities and pedestrian connections.</p> <p>Sample comments:</p>



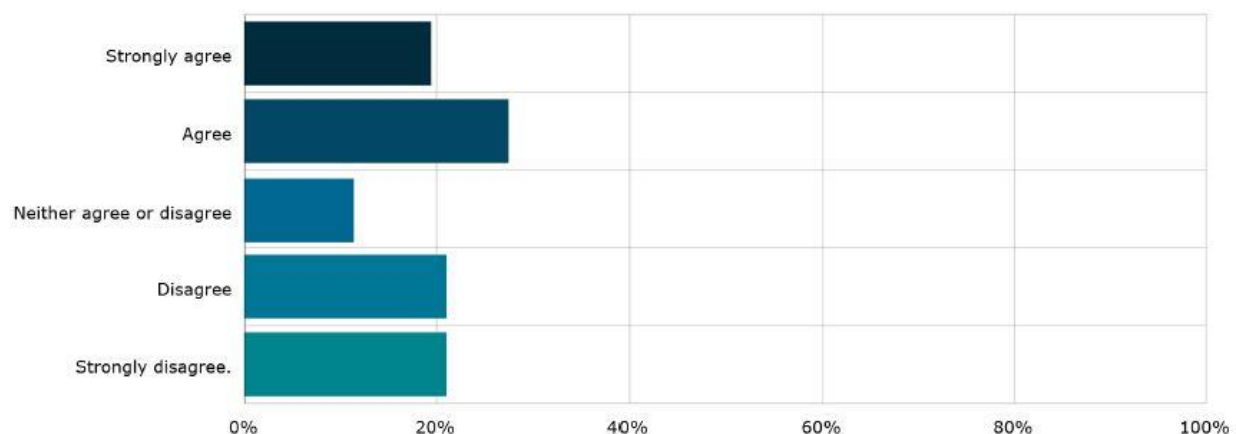
	<p><i>“Ensure that there is a focus on modern multi-modal transportation and high volume (transit), phasing away from reliance on single-user cars.”</i></p> <p><i>“A focus on safe, walkable, transit-based communities around the Centre St corridor. Rather than a Green Line, I'd rather see TO-style streetcars/trams return!”</i></p> <p><i>“Improved pedestrian connectivity between neighbourhoods crossing major roads”</i></p>
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## Core Ideas

### Core Idea #1

Participants were asked to comment and share their thoughts if they disagreed that the local area plan had appropriately addressed and considered Core Idea #1:

*Maximize the opportunity for people to choose to live in close proximity to varied mobility options that safely and conveniently reach a diversity of destinations both within and outside the North Hill Communities.”*



The above graph shows the level of agreement or disagreement with the Core Idea. Of those who disagreed, the following themes came up throughout the comments:

<i>Theme:</i>	<i>Explanation and supporting sample comments:</i>
<b>Citizens spoke about the need of public transportation development in the area.</b>	<p>Citizens expressed their concerns regarding the timelines of the Green Line and the need for improvement of public transportation in the area prior to implementing more development.</p> <p>Sample comments:</p> <p><i>“The Green Line will only go to about 20th Avenue N, so it will not serve people in the McKnight or north central areas.</i></p>

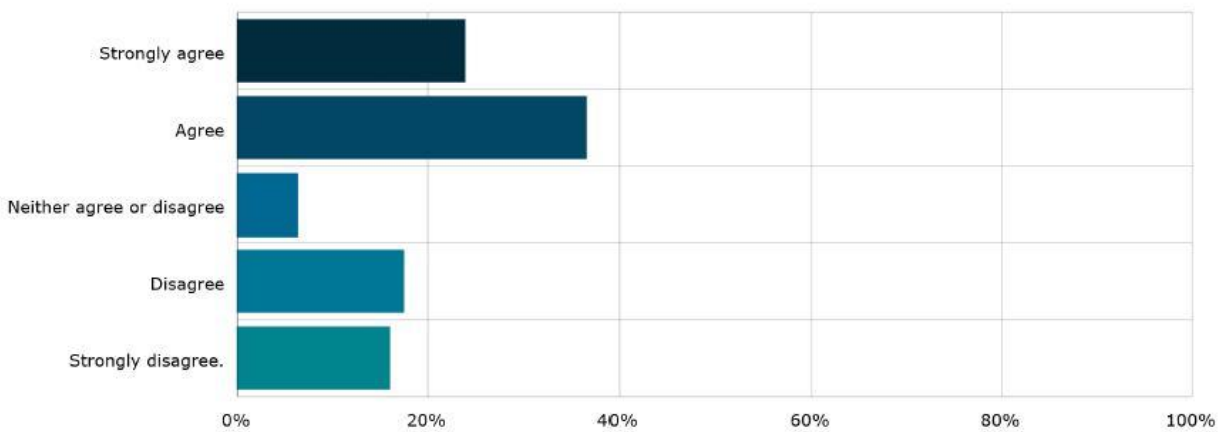


	<p><i>Also, there has been talk that the Green Line might not be built until 2023 or later."</i></p> <p><i>"Transportation options such as the green line north of 16th AV is unfunded with a timeline outside the life of this plan."</i></p> <p><i>"The Green Line LRT seems to be continually coming up against significant road blocks and it's uncertain if and when it will be built. This uncertainty means that a great deal of Centre Street is undecided and public train transportation is not guaranteed."</i></p>
<b>Citizens expressed the need for parking in the area.</b>	<p>Citizens felt parking and the use of cars still needed to be considered for the North Hill area as cars are a continued mobility choice.</p> <p>Sample comments:</p> <p><i>"Improve access / transport BEFORE adding all the density. Parking will be a nightmare: the garages built in townhouses in 50x120 lots are too small to fit avg cars!"</i></p> <p><i>"Calgary is a car centric city with people still often choosing to drive. Parking in some of these areas has not been considered. Also, if businesses are hoping to attract customers, parking needs to be considered."</i></p>
<b>Citizens commented on the placement of cycling infrastructure.</b>	<p>Citizens were concerned about the placement of certain bike lanes in the area and its impacts on traffic flow.</p> <p>Sample comments:</p> <p><i>"Stupid layout of bike lanes. Negatively affects people who have cars on 24 Ave between 14 and 16 St who cannot access driveways. Why would residents park across the street? Why put in a bike lane on south side on 24 Ave when there already is on on N?"</i></p> <p><i>"Cycle path along 20th - narrow road already (especially with snow); little space to widen. Will probably need to eliminate parking on one side to accommodate bikes."</i></p> <p><i>"Bike lane on 20 ave? Bike lane on Center? Get real. What will this do to traffic flow?"</i></p>

### *Core Idea #2*

Participants were asked to comment and share their thoughts if they disagreed that the local area plan had appropriately addressed and considered Core Idea #2:

*Recognize and enhance open spaces, the public realm, the urban forest/tree canopy, natural systems, and the connections between them.*



The above graph shows the level of agreement or disagreement with the Core Idea. Of those who disagreed, the following themes came up throughout the comments:

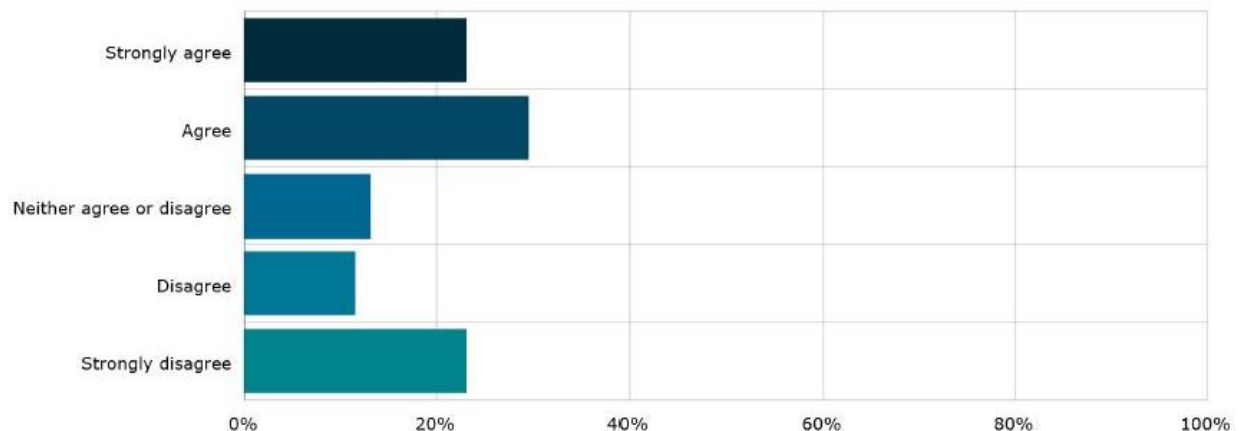
<i>Theme:</i>	<i>Explanation and supporting sample comments:</i>
<b>Citizens highlighted the role of trees and greenery in the area.</b>	<p>Citizens shared their thoughts on the importance of maintaining trees and enhancing greenery in the area.</p> <p>Sample comments:</p> <p><i>“while i support high density housing - there is no emphasis on greenspace or trees for high density housing projects - the city has overlooked this.”</i></p> <p><i>“I am glad that trees finally made it onto the platform of one of these initiatives. The language surrounding the retention of existing trees and the planting of new trees must be strong and all shoulds to be replaced by musts.”</i></p> <p><i>“How are you supporting a green canopy, something I came to this area for, when you are allowing developers to level a lot of all greenery and plant 2 tiny trees instead.”</i></p>
<b>Citizens shared comments about the connectivity to green spaces.</b>	<p>Citizens felt better pedestrian and cyclist pathways were needed to connect the community to green spaces.</p> <p>Sample comments:</p> <p><i>“Pathways connecting to Confederation Park, Nosehill Park and the Nose Creek Pathway are very much needed to connect the area to existing bike and walking infrastructure.”</i></p> <p><i>“bike lanes are not utilized well to access park. There is already a bike lane on north side of 24 ave between 14 and 15 st. Why add another one on south side?”</i></p>

<b>Citizens spoke about the importance of parks in the area.</b>	<p>Citizens felt parks are a key component of North Hill, that current parks should be preserved and that development should not infringe on park space.</p> <p>Sample comments:</p> <p><i>“Yes but ensure that the small parks are retained as these green spaces are integral in communities.”</i></p> <p><i>“Do not develop existing parks”</i></p> <p>“</p>

### Core Idea #3

Participants were asked to comment and share their thoughts if they disagreed that the local area plan had appropriately addressed and considered Core Idea #3:

*Foster vibrant mixed-use main streets that support local businesses and are in turn supported by diverse housing options on tree-lined streets.*



The above graph shows the level of agreement or disagreement with the Core Idea. Of those who disagreed, the following themes came up throughout the comments:

<i>Theme:</i>	<i>Explanation and supporting sample comments:</i>
<b>Citizens expressed the desire for high-scale, high-intensity development to stay on Main Streets.</b>	<p>Citizens expressed concerns about mixed-use spreading further into residential areas. Their preference is to see density be directed more to Main Streets.</p> <p>Sample comments:</p> <p><i>“Limit it to the Main Streets only, and even then sparingly.”</i></p>

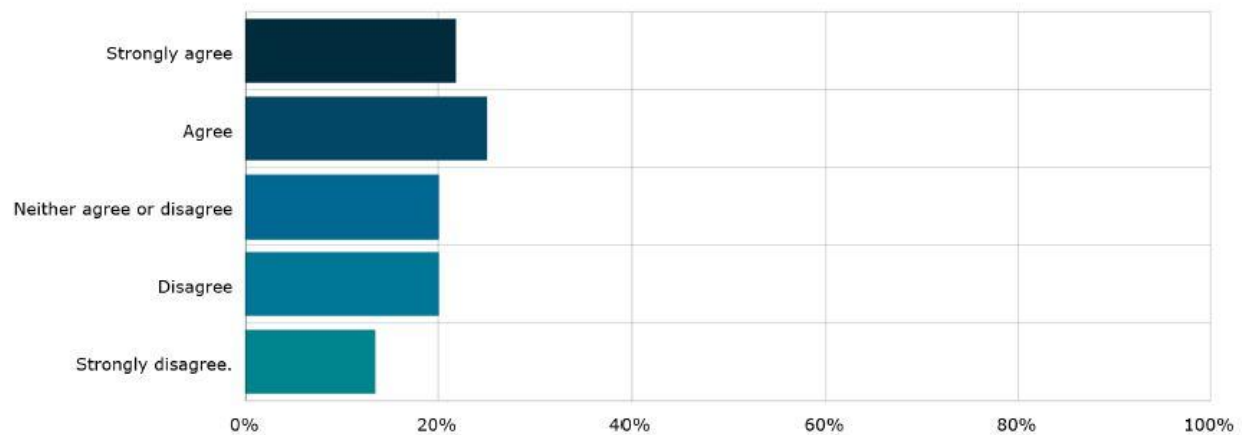
	<p><i>"Keep the density to the main streets rather than impose 4 townhouses on every corner lot within the community."</i></p> <p><i>"We are continually told that increased density redevelopment will be concentrated on main streets and corridors but we aren't confident that rezoning within the interior of the communities to allow for high density residential won't occur."</i></p>
<b>Citizens shared concerns around the impact of redevelopment.</b>	<p>Citizens had concerns around disruption in the community, such as building height, shadowing and noise levels in the area.</p> <p>Sample comments:</p> <p><i>"The winter sun is low and casts very long shadows North."</i></p> <p><i>"Traffic, noise, safety issues. The neighbourhood is now one building site from morning TIL night."</i></p> <p><i>"In addition building heights along centre street create dark wall."</i></p>
<b>Citizens spoke about mixed use and diverse housing options in the area.</b>	<p>A mix of citizens shared comments in support and against mixed-use and increased density. Many shared certain stipulations they would wish to see not to impact the community in a negative way.</p> <p>Sample comments:</p> <p><i>"I agree in principle however I do not want huge towering buildings or streets lined with apartment buildings. The European model with amenities on the ground floor of apartment buildings built around a square that everyone can use."</i></p> <p><i>"Similar housing types should be grouped together. We still need single family homes for families. Don't want a chaotic mix of housing."</i></p>
<b>Citizens highlighted other key areas to support local businesses.</b>	<p>An array of comments were shared focusing on other efforts that need to be addressed to support local businesses in the area.</p> <p>Sample comments:</p> <p><i>"Your taxes are killing small businesses needed for "vibrancy"."</i></p>

	<p><i>“There is no parking to support businesses, staff and homes”</i></p> <p><i>“There is not enough density to support our main-street businesses currently, and they are suffering.”</i></p>
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#### Core Idea #4

Participants were asked to comment and share their thoughts if they disagreed that the local area plan had appropriately addressed and considered Core Idea #4:

*Build on and strengthen existing clusters of small-scale neighbourhood shops and community amenities outside of the main streets.*



The above graph shows the level of agreement or disagreement with the Core Idea. Of those who disagreed, the following themes came up throughout the comments:

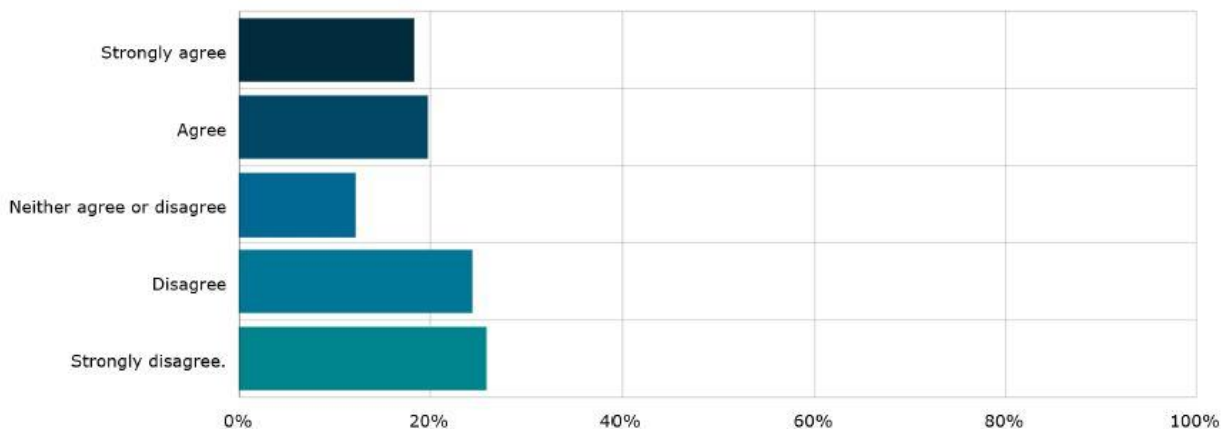
Theme:	Explanation and supporting sample comments:
<b>Citizens addressed economic factors impacting businesses and amenities.</b>	<p>Citizens shared concerns over high taxes and the state of the economy impacting the local businesses.</p> <p>Sample comments:</p> <p><i>“All the small scale shops have been taxed out of business or destroyed by minimum wage increases from the Provies”</i></p> <p><i>“I don’t see too much focus on this and wonder what support there will be for the economy”</i></p> <p><i>“Small businesses can’t afford to operate in these locations because of high business tax.”</i></p>

<p><b>Citizens highlighted other amenities and locations for redevelopment.</b></p>	<p>Citizens noted other focus areas and areas lacking amenities development that should be taken into account for North Hill.</p> <p>Sample comments:</p> <p><i>“What about community association building that are meant for public recreation and social connections. How is this plan going to build on and strengthen this City asset?”</i></p> <p><i>“While 14th and 10th are important streets to bolster, because these streets are connecting to the Kensington area, it would be nice for the city to focus more fully on other potential 'high streets' like 20th ave, Centre St., and Edmonton Trail.”</i></p> <p><i>“This does not serve the critical need for people in the 4th Street NW and McKnight areas. There is a great need to develop a Marda/Kensington-like space at McKnight and Centre, extending south to perhaps 38 Avenue N.”</i></p>
<p><b>Citizens spoke to the existing parking in the area.</b></p>	<p>Citizens expressed concerns regarding the limited parking in the area and the associated development requirements.</p> <p>Sample comments:</p> <p><i>“No consideration to residents that live one lot in or across from proposed developments. Retail cannot replace these communities. They do not support, parking. Who rode there bike today? Who left there home today that walked? No more traffic of any kind!”</i></p> <p><i>“It appears parking requirements will continue to worsen. It is most unpleasant as it is.”</i></p>

#### *Core Idea #5*

Participants were asked to comment and share their thoughts if they disagreed that the local area plan had appropriately addressed and considered Core Idea #5:

*Enable the creation of housing that fosters accessibility and diversity among people, ages, incomes, and household types.*



The above graph shows the level of agreement or disagreement with the Core Idea. Of those who disagreed, the following themes came up throughout the comments:

Theme:	Explanation and supporting sample comments:
<b>Citizens expressed the need for affordable housing in the area.</b>	<p>Having affordable housing in the area was a primary concern shared by citizens to support diversity and accessibility in the area.</p> <p>Sample comments:</p> <p><i>"I agree in principle but that is not what is happening in reality. Market based tax system has pushed property values beyond what people can afford. We are getting an overpowering rowhouse on every corner and huge duplexes that overpower the streetscape"</i></p> <p><i>"I didn't see many changes in the draft plan that would encourage semi detached and row housing that are affordable. What we continue to see is more monster homes and semi-detached infills that most cannot afford. This is not densification!"</i></p> <p><i>"So glad to see we are doing more to encourage missing middle housing."</i></p>
<b>Citizens spoke of support for multi-unit housing.</b>	<p>Citizens shared the desire for multi-unit housing, including more accessible housing for seniors.</p> <p>Sample comments:</p> <p><i>"I am a Senior living at Sharon Manor with 50 other Seniors. Too close to 16th ave and Edmonton Trail. Dangerous and noisy with few Friendly Activities. Need New apartments, in</i></p>

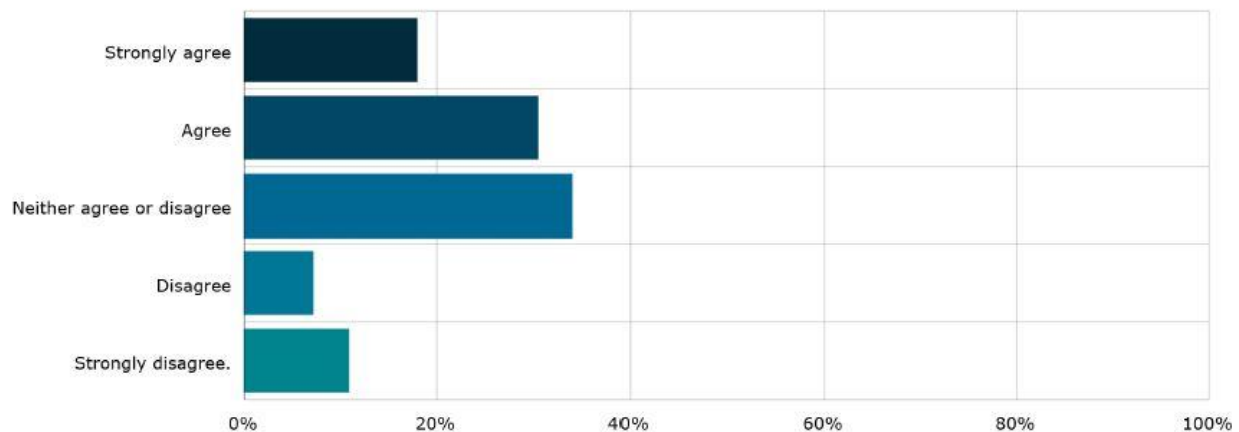


	<p><i>calm communities to enjoy the Senior Years. Traffic here is frenetic."</i></p> <p><i>"Small apartment buildings are fine alongside houses and rowhouses, they don't need to be confined to Main Streets."</i></p> <p><i>"Please consider existing buildings and converting them into multi unit housing. Rentals at moderate rates should be a focus."</i></p>
<p><b>Citizens expressed their desire to minimize multi-unit housing away from Main Streets.</b></p>	<p>Concerns arose around the loss of yards and character due to the development of multi-unit housing in residential areas. Preference for this type of development was on the Main Streets.</p> <p>Sample comments:</p> <p><i>"Young people want single family homes so they can start families. We currently ave those, but they are being removed to increase density. This conversion of single family homes to duplexes needs to be stopped so that we can support our young people."</i></p> <p><i>"Limited Development" is too broad and too dense. Many of the neighbourhoods have expressed loud and clear that 4-plexes on every corner and multi-res buildings mid-block is not something we support but will absolutely get behind along main streets."</i></p> <p><i>"Row housing mid block is a slap in the face to the current residents. People have invested their hard earned money, people's livelihood is at stake. At the very least, limit these to corner lots to minimize the affect on residents."</i></p>

#### Core Idea #6

Participants were asked to comment and share their thoughts if they disagreed that the local area plan had appropriately addressed and considered Core Idea #6:

*Support the ongoing vitality of the Greenview Industrial Area and its role as an important employment and innovation area.*



The above graph shows the level of agreement or disagreement with the Core Idea. Of those who disagreed, the following themes came up throughout the comments:

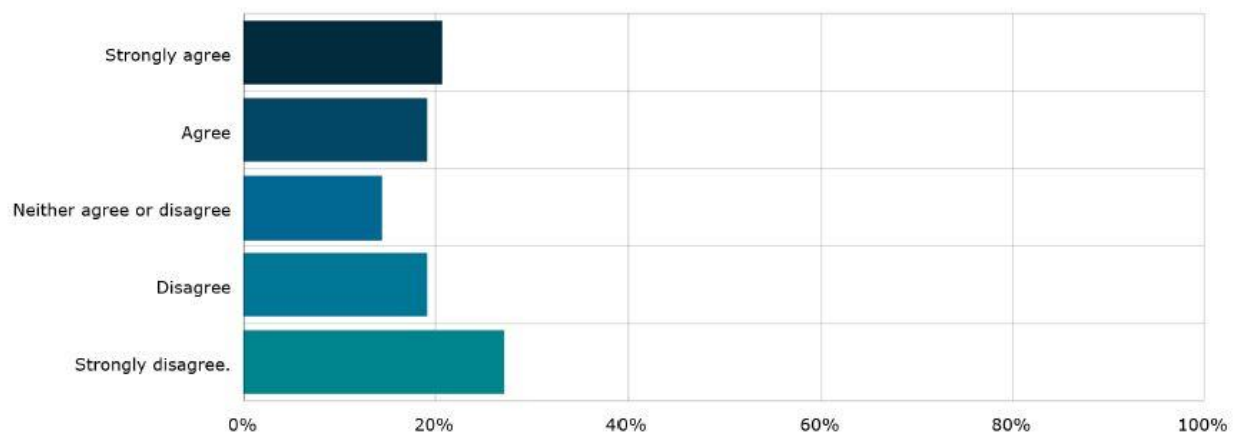
Theme:	Explanation and supporting sample comments:
<b>Citizens would like to see increased development and activity in the Greenview area.</b>	<p>A handful of comments focused on the opportunities in the Greenview area and how to enhance the area to appeal to more people.</p> <p>Sample comments:</p> <p><i>"If you want to support the vitality of the Greenview Industrial Area, make this area more transit friendly, as this would draw more people to the area and allow those with jobs to commute easier. Also throw block parties in the area to create community."</i></p> <p><i>"I am encouraged by the development of useful businesses in the area, from the occasional restaurant, automotive/motorcycle shops, bakeries etc. It makes living nearby handy, as long as there is no heavy polluting industry that would impact quality of life"</i></p>
<b>Citizens spoke about the implementation of mixed-use in industrial areas.</b>	<p>Citizens shared concerns about the mixing of industrial and residential and feelings that this is not working for the area.</p> <p>Sample comments:</p> <p><i>"why is industrial park and residential zoning changes being combined? The changes being proposed there won't make it easier for people to live / work in same place! People will still need cars!"</i></p>

	<p><i>“Good in principle but not being practiced. A seniors' centre belongs in an industrial area? (Wing Kei Greenview)”</i></p> <p><i>“Industrial in WH/Mt. View. this is not community. There is nobody working and want to expand beyond existing is only benefits developers.”</i></p>
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### Core Idea #7

Participants were asked to comment and share their thoughts if they disagreed that the local area plan had appropriately addressed and considered Core Idea #7:

*Encourage resilience in the built environment that allows adaptability to a changing society, economy, and climate.*



The above graph shows the level of agreement or disagreement with the Core Idea. Of those who disagreed, the following themes came up throughout the comments:

<i>Theme:</i>	<i>Explanation and supporting sample comments:</i>
<b>Citizens talked about the various factors needed to build resiliency.</b>	<p>Citizens had a variety of comments that looked at social, economic, and environmental factors for the area.</p> <p>Sample comments:</p> <p><i>“What about the social objectives for built environments?”</i></p> <p><i>“Please prepare for low income housing, environmental sustainability, and green initiatives that actually make sense. Make all new construction LEED certified net zero emissions housing.”</i></p> <p><i>“Investment hasn't occurred in these communities, yet planning based on previous main streets continue to be exceeded. This plan cannot occur without the necessary investment in the public realm upfront.”</i></p>



	<p><i>"More commercial focus on Edmonton Trail North of 16th. Extend commercial up to 20th and consider a cluster at Edmonton Trail and 30th Ave."</i></p> <p><i>"I like that most of the change is focused on Centre St, 16 Avenue and Edmonton Trail and the rest is residential."</i></p> <p><i>"Addition East West Commercial Cluster in the winston heights tuxedo area connecting to centre st and edmonton trail"</i></p>
<b>Citizens expressed concerns over increased traffic and parking needs with higher intensity.</b>	<p>Citizens were concerned around parking needs for the area and the impacts of traffic on surrounding communities.</p> <p>Sample comments:</p> <p><i>"What is the City's approach to manage parking for 4 unit rowhouses? Concern for lack of parking for rowhouses."</i></p> <p><i>"Traffic calming concerns. Creates more stop and go traffic, more pollution"</i></p> <p><i>"I am concerned that significant development along 16th Avenue (while very much welcomed) will reduce traffic flow. As the TCH through the city, 16th Avenue needs improvements to enhance Calgary's image to the rest of the country, and enhancements to improve traffic flow - too many bottlenecks and lights (better sequencing needed)."</i></p>
<b>Citizens talked about the impacts of higher scale development near lower scale development.</b>	<p>Citizens highlighted specific areas they felt the intensity of housing should be limited.</p> <p>Sample comments:</p> <p><i>"6th Street between 8th Avenue and 16th Avenue should not be rezoned for higher buildings. These are the ends of short blocks that will disturb the residential feel of this area."</i></p> <p><i>"However in practice we are getting housing that fills the lot with no space to walk between the building and the property line. Vent spewing onto the property next door, overshadowing, and noisy air conditioners with no respect for the neighbours."</i></p>
<b>Citizens highlighted specific green areas and open spaces within the map.</b>	<p>Citizens noted green spaces in the area that should be recognized or adjusted on the map.</p> <p>Sample comments:</p> <p><i>"Rotary Park is shown as a major park yet it is over run with dogs and their owners who show little respect for other users."</i></p>





Overall there was a general sense of agreement with the scale modifiers. The following themes arose throughout the comments as to specific comments and concerns about the placement of the scale modifiers.

<i>Theme:</i>	<i>Explanation and supporting sample comments:</i>
<b>Citizens want to see high scale development along Edmonton Trail.</b>	<p>Citizens shared specific comments for increased scale in and around Edmonton Trail.</p> <p>Sample comments:</p> <p><i>“Again I think you need to add more to Edmonton Trail. Increase height up to 20th Avenue and increase height at 30th Avenue this is an existing commercial area that needs more action.”</i></p> <p><i>“I think you could have more height on Edmonton trail as it goes down the hill into Greenview. More height south of 16th on Edmonton trail to 12 Avenue.”</i></p> <p><i>“Between 7th avenue and 8th avenue NE directly on Edmonton trail can take higher building limits than proposed as long as they are well thought out projects.”</i></p>
<b>Citizens want to see high scale development along Centre Street.</b>	<p>Citizens shared specific comments for increased scale in and around Centre Street.</p> <p>Sample comments:</p> <p><i>“go a little bit higher on center street between 13th avenue and 16th avenue.”</i></p> <p><i>“Between 13th Avenue and 16th Avenue on Center Street can take more height I would even go 26 stories if you are going to have the podium type buildings you are showing as an example. If they were big apartment style buildings then I would go more 10 to 12 story buildings.”</i></p>
<b>Citizens shared comments about the need for human scaled development for 16<sup>th</sup> Avenue.</b>	<p>Citizens shared specific comments for increased scale and design along 16<sup>th</sup> Avenue.</p> <p>Sample comments:</p> <p><i>“26 story building on the far West end of 16th avenue if it is going to be a podium style building like you are showing above. If not stick with current heights.”</i></p> <p><i>“Directly on the intersection of 4th street and 16th avenue can fit higher building limit like 26 stories. If it is a podium tower style building. Only on the north side not the south side.”</i></p>



<p><b>Citizens want to see high scale development along Main Streets.</b></p>	<p>Citizens shared specific comments regarding maintaining the existing land use with higher scale along Main Streets and not within existing residential areas.</p> <p>Sample comments:</p> <p><i>"Like that the height is mostly on the major roads. Think you could go higher on Centre and Edmonton south of 16 Avenue. This plans makes sense overall though."</i></p> <p><i>"Density focused on main streets is the right way to go here."</i></p> <p><i>"This looks like it makes sense. Nothing too high or out of place. You've virtual left the residential places alone and this will improve 16, Centre, edmonton trail"</i></p>
<p><b>Citizens want to see lower scale development along 20<sup>th</sup> Avenue.</b></p>	<p>Citizens shared their specific comments for limiting scale on streets and areas part of 20th Avenue.</p> <p>Sample comments:</p> <p><i>"Would also favor density directly on 16th avenue over 20th avenue."</i></p> <p><i>"Less density on 20th avenue. Road not built for so much density, too far from transit."</i></p> <p><i>"As residents of the south side of 21 Ave NW, we are concerned that 6 storey buildings on the north side of 20 Ave would block the winter sun which currently shines directly into our home, providing light and ambient heat. There are currently numerous side by side duplexes on our side of 21 Ave, and with the addition of 6 storey residences on the other side of the alley, traffic congestion in the single lane alley could become a major issue."</i></p>
<p><b>Citizens talked about the impact of higher scale development on lower scale development areas.</b></p>	<p>Citizens shared their comments regarding the transition areas between different scale modifiers in the North Hill communities.</p> <p>Sample comments:</p> <p><i>"Also take a look at the Heights between 16th Ave and 20th. This feels like a very narrow transition area. Maybe you should consider higher height through this area i.e on 17th Ave etc. I think it's reasonable to think your height will bleed off the Main Streets."</i></p> <p><i>"I feel like some of the height could bleed out a bit onto the neighbouring streets adjacent to the main streets to have a</i></p>

	<i>better transition. ie 17 Avenue and the space between Edmonton/ Centre”</i>
<b>Citizens shared comments regarding the number of stories and height of the scale modifiers.</b>	<p>Citizens shared comments regarding changes to the scale modifiers used in the plan.</p> <p>Sample comments:</p> <p><i>“The scale is generally appropriate and shows heavier weights along the external/main streets. However, the overall scale modifiers are all too high and each need to be scaled back accordingly. "Tall" should be completely removed and a new level at the lower density threshold should exist before "Limited". Each colour identified on the map should then be shifted up one level. The level below "Limited" should remain as RC-2 to preserve the unique, spacious, comfortable community character.”</i></p> <p><i>“No concerns about placement but think there should be additional modifiers with each. For example, limited scale allows for up to 3 stories and row houses, commercial, etc. A 3 story row house is materially different than a single family home or duplex. Also, 26 stories maximum for high scale development is too tall and I feel would ruin the landscape feel of the area. Lower rise buildings would be more aesthetically pleasing.”</i></p> <p><i>“Generally agree with the placements (ie, taller, more dense along centre street). However, I disagree with the height of the buildings in general. There should not be 3 stories in the residential areas and the heights along the main streets are too tall. The modifiers were difficult to read.”</i></p>

### *Out of Scope*

A few additional comments were shared that referred to the readability of the map, including colour changes.

### **Implementation Options**

Participants were asked to comment on the implementation options and identify anything that should be added or changed for each.

<b>Objective 1: Celebrate, care for, and, where appropriate protect, the heritage of the communities</b>	
<i>Add</i>	<i>Change</i>
<i>“Increase investment in Tuxedo Park park as an urban park.”</i>	<i>“- Preserve the quaint look of the inner city – that is what will attract people to live and visit here. That means no buildings</i>

<p><i>"Identify &amp; preserve heritage resources"</i></p> <p><i>"Protect Tigerstedt Block"</i></p>	<p><i>(residential or commercial) more than 3 storeys high."</i></p> <p><i>"Maintain the characters of the communities by keeping low density in the residential areas. Maintain other heritage buildings and have a policy to protect heritage homes from demolition. Maintain green spaces and parks."</i></p>
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<b>Objective 2: Recognize and support community identity and character through investment in public and private space including such things as community beautification, signage, wayfinding, and public art.</b>	
<i>Add</i>	<i>Change</i>
<p><i>"Can this include more gateway signage like the one in Bridgeland?"</i></p> <p><i>"Ensuring the neighbourhood has opportunity to input into public/private art process"</i></p>	<p><i>"As the city grows less public art is needed and Natural art such as trees, open space with walking options are more important to the health of the community and those living in it."</i></p>

<b>Objective 3: Improve and enhance existing community association buildings and related facilities within the North Hill Communities.</b>	
<i>Add</i>	<i>Change</i>
<p><i>"Renfrew CA needs some love"</i></p> <p><i>"All Community Associations need to be improved and enhanced."</i></p>	<p><i>"As a youth the pool was highly important with the community hall being less so. Money should be spent on items that actually have a broader appeal not on items of limited use to the same numbers of citizens."</i></p>

<b>Objective 4: Improve safety and comfort in existing parks and, where feasible, support a broader range of complementary uses that cater to diverse groups of users.</b>	
<i>Add</i>	<i>Change</i>
<p><i>"A fitness park in Confederation Park - focus on senior fitness activities."</i></p> <p><i>"More garbage bins in Victory Park and through the naturalized area (Winston Heights)"</i></p>	<p><i>"Turn Fox Hollow Golf Course into a major regional park. No need to have two golf courses there."</i></p> <p><i>"Confederation Park does not need a BMX /Bike Park. The former Highland Park Golf Course is a flod palin and should be</i></p>

<p><i>"Increased crossing facilities for Center street and Edmonton Trail north of 16th av. Limit public investment to communities that support density."</i></p> <p><i>"This area needs a library"</i></p> <p><i>"Review where regional pathways tie to and connect with the City's road network. There are several examples where wheelchair ramps, painted crosswalks, and signage are completely missing."</i></p> <p><i>"Fully support the addition of off-leash parks - including sections of Confederation park or permitted times for off-leash use (e.g. explore methods used by NYC in Central Park - off leash use after 9:00 pm enhanced park safety by attracting users)"</i></p> <p><i>"Still homeless in Munro Park. Need supports for that"</i></p> <p><i>"More trees to help with growth / reduce carbon footprint sustainability"</i></p>	<p><i>acquired for Park?Open Space and pathway connectivity"</i></p> <p><i>"The highland park golf course should be part of the confederation parkway system as a confederation park east"</i></p>
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<b>Objective 5: Improve and enhance existing public recreation facilities.</b>	
<i>Add</i>	<i>Change</i>
<p><i>"Add one more public pool or even new YMCA facility, such as one in Seton."</i></p> <p><i>"Add a multi-sport facility (tennis, gymnasiums, curling, fitness, etc.) where Fox Hollow Golf Course is currently. Golf course in general should turn into a park."</i></p> <p><i>"Developer levy to find infrastructure upgrades and build new spaces (parks)"</i></p> <p><i>"Yes north hill rec facilities are limited and out of date."</i></p> <p><i>"All Aquatic &amp; Recreation Centres require improvements."</i></p> <p><i>"Rotary Park is well-used year-round. Unlock fence around water park."</i></p>	<p><i>"Never see anyone using those outdoor fitness parks. I prefer green space."</i></p>

<i>"Improve park and play ground Marsden Rd NE"</i>	
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<b>Objective 6: Improve the quality of the pedestrian realm along Main Streets, station areas, and activity centres.</b>	
<i>Add</i>	<i>Change</i>
<p><i>"Add sidewalks in Greenview so you can walk to the brewery"</i></p> <p><i>"Create pathways and walking routes through, across and along the former Highland Gold Course, to permit residents on and west of 4th Street W to access the new LRT, Centre Street, Nosehill Park, the Nose Hill Pathway, the communities to the north &amp; east."</i></p> <p><i>"Implement traffic calming on edmonton trail, remove traffic lanes north of 20 Av. Implement crossing facilities and lights on Centre and Edmonton Trail north of 16th. Implement cycling facilities to serve east side of centre street."</i></p> <p><i>"Install appropriate lighting (new lights do not provide enough illuminesence)"</i></p>	<p><i>"Let's remember that 16 Avenue NW is the TransCanada Highway. Do not restrict the traffic by reducing driving lanes for pedestrian walkways. Yes to including pedestrian overpasses which should reduce the number of traffic lights. Yes to underground power"</i></p> <p><i>"The expense of overpasses are too high for this purpose. Changing the way pedestrians cross with dedicated crossing lights, timing etc is far better, cheaper allowing for more easier options. Fiscal Responcibility!"</i></p> <p><i>"Improve pedestrian safety on Edmonton Trail between 16 Ave and Memorial. Traffic is too close to sidewalk. Permanent street park may help create a buffer."</i></p> <p><i>"There are several examples where a painted crosswalk is identified but one or both points of contact with the adjacent sidewalks do not have wheelchair ramps. This is deplorable as it pertains to universal accessibility."</i></p> <p><i>"As the TCH, 16th Avenue needs to project a better image of Calgary to travelers and be more efficient in moving people (i.e. better traffic light synchronization and turning lanes/lights to improve traffic flow)."</i></p>

<b>Objective 7: Improve pedestrian connections and complete missing links between Main Streets, station areas, activity centres, parks, and natural areas.</b>
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Add	Change
<p><i>"Build a pedestrian crossing with beacon lights between McHugh Bluff and Riley Park on 10 street NW, just after the "rainbow underpass""</i></p> <p><i>"Create connectivity from confed up to Nose Hill Park"</i></p> <p><i>"Regional pathway connection from Confederation Park to where it ties to 25th Avenue (curved portion of road) needs a mid-block crossing to tie to sidewalk (with wheelchair ramp) along the east side of 25th Ave. No sidewalk currently connects to this MUP."</i></p> <p><i>"Use former golf course as connector"</i></p>	<p><i>"confederation park system in its entirety need to be included canmore park, confed golf course, confed park N &amp; S &amp; Queens Park Cemetary"</i></p>

<b>Objective 8: Explore opportunities for additional on-street parking along Main Streets.</b>	
Add	Change
<p><i>"- Provide for adequate parking – developers must build garage space for every dwelling/unit – e.g. 4-unit building must have garage for 4 vehicles (large enough for vehicles – not just for storage)"</i></p> <p><i>"Off peak parking on Edmonton Trail and Centre Street (more consistently applied)"</i></p>	<p><i>"No cycle lanes on Centre St if there is to be all day street parking. These two features are not compatible."</i></p> <p><i>"additional on-street parking on main thoroughfares should be decreased, as it obstructs the flow of traffic!"</i></p> <p><i>"I support on-street parking as long as it doesn't take over the space designated for cycle tracks and sidewalks."</i></p> <p><i>"Not sure I agree with enhanced on street parking on these major thoroughfares - good for business, bad for people trying to move through the city. Need to explore better off street parking options on these Main Streets."</i></p> <p><i>"16th Ave is a major traffic corridor. Don't allow off-peak parking on 16th Ave, Would hurt traffic flow, even in off peak."</i></p> <p><i>"Street parking on Centre would interfere with transit and with other vehicular traffic"</i></p>

<b>Objective 9: Improve transit connections inside and outside of the North Hill Communities.</b>	
<i>Add</i>	<i>Change</i>
<p><i>“Street car to connect the communities.”</i></p> <p><i>“There should be a transit bus route from Lions Park Station that connects to the University of Calgary via 24 AV NW. (From 14 ST NW to Main Entrance of UCalgary - Could go beyond to University District, Brentwood LRT/University Innovation Park, etc.)”</i></p> <p><i>“More busses, not LRT as we can't afford to think like this when there's no funding!”</i></p>	<p><i>“do not mix cycle lanes with LRT or BRT.”</i></p> <p><i>“The Green Line will be useless to those who need it most, as it will only serve those in the north within walking distance of downtown. It should go at least to McKnight or Beddington to begin with or even to Country Hills Blvd.”</i></p> <p><i>“These require investment in pedestrian facilities. Do not implement counter-flow lanes north of 20th av.”</i></p>

<b>Objective 10: Improve safety, connectivity, and accessibility for all modes of Transportation.</b>	
<i>Add</i>	<i>Change</i>
<p><i>“More crosswalks connecting pedestrians to Renfrew pool along 13 Ave. More crosswalks to cross 12 Ave in Renfrew neighbourhood.”</i></p> <p><i>“Improve connectivity above 16 Avenue N across Centre St and Edmonton Trail for pedestrians and cyclists Improve cycling facilities on 1st St NE”</i></p> <p><i>“More street lightning and SOS poles.”</i></p> <p><i>“Review all crossing opportunities at every intersection within our communities. There are countless examples of missing wheelchair ramp let downs which is challenging with a stroller, a toddler on a bike, or a person in a wheelchair.”</i></p> <p><i>“In commercial areas (Centre, Edm tr) addition of new sidewalks and wheel chair ramps to promote safer experience to businesses”</i></p>	<p><i>“Road repair for the following 2 locations has not been satisfactory, in fact the work has not held up to the traffic use. #1 16 St NW from 16 Ave north to 24th Ave; #2 19 St NW &amp; 24 Ave (SW corner) Please redo this repairs!!!”</i></p> <p><i>“Repair sidewalks on 6 Street NE. Traffic calming on 6 Street and 1 Street for cut through.</i></p> <p><i>“Traffic calming on Edmonton trail. People drive 60+ going down there”</i></p> <p><i>“Implement 40 km/hr speed limit throughout all residential neighbourhoods as opposed to just 12 Ave N.”</i></p>



<b>Objective 11: Expand the cycle network across the plan area, provide improved connections and complete missing links between Main Streets, station areas, activity centres, parks, and natural areas.</b>	
<i>Add</i>	<i>Change</i>
<p><i>"Add cycling paths across centre street north of 20th Av."</i></p> <p><i>"20 Avenue N should have bike lanes spanning from Capitol Hill CR NW to 4 ST NE."</i></p> <p><i>"Review all crossing opportunities at every intersection within our communities. There are countless examples of missing wheelchair ramp let downs which is challenging with a stroller, a toddler on a bike, or a person in a wheelchair."</i></p> <p><i>"Again cycle lanes adjacent to the main corridors won't interrupt traffic flow and improve safety for motorists and pedestrians."</i></p>	<p><i>"Keep the cycle trace off the very busy Centre Street N and put it on a residential street. Keep the bike lane off 24 Ave and put it on a residential street. With no insurance for cyclists, pedestrians and drivers are put at risk."</i></p> <p><i>"Why a cycle track on Centre St when there is already a good low traffic route on 2nd St NW for this purpose. Maybe a complimenting route in the NE?"</i></p> <p><i>"We are a winter city we do not need more bike lanes!! How many bikes are ridden on 19 &amp; 20 during the winter."</i></p>

<b>Objective 12: Connect and enhance the east-west cycle connections to destinations within the plan area and beyond such as between the University of Calgary and SAIT.</b>	
<i>Add</i>	<i>Change</i>
<p><i>"When a bike lane is added to 20 Ave N, ensure there is parking and traffic lanes on the avenue that is safe for all."</i></p> <p><i>"Implement bike lanes on 20th Av N, implement crossing mechanisms for cyclists across Centre, 4th, 10th and 14th Streets between 20th and 28th av N"</i></p> <p><i>"Improve public realm on 14 street nw, especially the crossing on 16 ave and 14 street nw."</i></p> <p><i>"Add bike lane to 18 Ave, with right-of-way between main streets, and controlled crossings of some sort, at the busy main streets (may be more practical, than 19 Ave; less space-constrained than 20 Ave?)"</i></p>	<p><i>"No bike lane on 20th consider a street further North."</i></p> <p><i>"I would prefer that bike lanes be kept off of 20 Avenue. Could they be located on nearby quiet side streets instead, such as 19th or 21 avenue? Perhaps the stop signs on these avenues can be placed to allow for better west/east traffic flow."</i></p> <p><i>"A bike lane adjacent to 20 Ave but not along 20 ave is probably more feasible to ensure traffic flow."</i></p> <p><i>"27th Ave is quiet + residential. Please keep it that way. Move bike lane to 30th Ave."</i></p> <p><i>"If 24 Ave is getting a bike lane, why is it needed on 27 Ave? 26 Ave already has access to Confederation Park"</i></p>

<b>Objective 13: Support and expand the tree canopy throughout the plan area.</b>	
<i>Add</i>	<i>Change</i>
<p><i>“Improve tree canopy in ne Tuxedo park along 1st and 2nd St NE”</i></p> <p><i>“Initiate grants for community tree planting so that the residents don't have to rely on 311 and such services.”</i></p> <p><i>“Encourage other greenery / unpaved areas (bonus if some of these can be native groundcovers and other native plants; or community-oriented, such as raspberries)”</i></p> <p><i>“There are only a handful of streets and avenues within Mount Pleasant that still boast the original and beautiful Elm tree canopies. These trees need to be specially cared for with enhanced pruning and servicing. Missing trees could also be replaced.”</i></p>	<p><i>“Ways to do this WITHOUT a massive bill to property owners as this was NOT approached after that last big ice storm damage that saw some districts given preferential treatment. We did not even see pruning or removal after 6 months.”</i></p> <p><i>“Replace weedy caragana shrubs with proper trees.”</i></p>

## What are the next steps?

The input collected in this phase of engagement will be used to update the final proposed plan. Input received through engagement will be one of many factors considered as the proposed concepts and supporting policies are refined. Other considerations include: City policies, technical and feasibility studies, market conditions, and previous engagement results.

The final proposed plan and the final engagement summary will be shared with the community prior to the plan being presented to the Special Policy Committee on Planning & Urban Development on March 4 and the public hearing of Council on April 6. To stay up-to-date on project details and please visit [Calgary.ca/NorthHill](https://calgary.ca/NorthHill) and sign-up for email updates.

## Participant Demographic Breakdown

<b>What community do you reside in?</b>	
Capitol Hill	5%
Crescent Heights	12%
Mount Pleasant	35%
Tuxedo Park	10%
Winston Heights-Mountview	12%
Highland Park	10%
Thornccliffe-Greenview	2%
Renfrew	10%
Rosedale	2%

Other	2%
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How would you classify your relationship with the plan area? (check all that apply)	
I live here	95%
I work here	6%
I play here (recreate, worship, shop, eat, etc.)	42%
I go to school here	3%
Other	3%

How long have you lived in the area?	
Under 1 year	6%
1 – 2 years	5%
3 – 5 years	24%
6 – 10 years	8%
11 – 15 years	16%
16 – 20 years	6%
20+ years	38%
I don't live here	2%

Do you own or rent your home?	
Own	90%
Rent	10%

How old are you?	
Under 18	4%
18 – 24	2%
25 – 34	13%
35 – 44	30%
45 – 64	32%
65+	20%

What gender are you?	
Male	47%
Female	42%
Other	6%
Prefer not to say	5%

## Verbatim Comments

Verbatim comments include all written input that was received through both the online and in-person engagement events.

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (personal information removed).

## Vision

expand the plan to include North Hill Mall, other than that good job.

I think this encompasses a lot. Maybe call out that this should be a destination for Calgarians especially Centre St as an extension of DT.

Our vision is destroy the neighbourhoods by approving monster houses that increase tax revenue while lowering land values to make things more affordable

The work so far has NOT capitalized on it's rich history and eclectic character. In fact the push for high density in this area means many single war time homes have been destroyed and we now have many streets that have nothing but row houses. Shameful!

change the word "will to 'do"

With Amazon and food deliveries being ever more popular, all multi family sites and restaurant clusters should have a loading space designated for deliveries

More cultural activities areas, a concern for safety, and sustainability.

Ensure that there is a focus on modern multi-modal transportation and high volume (transit), phasing away from reliance on single-user cars.

Sounds good, though still in a very nebulous stage. As an educated Global experienced, Professional Artist it will be inspiring to see Cultural, Artistic, Music, Dance and Visual Art Activities and Sculpture Installations.

Please remove bans that prevent modest home choices like duplexes, fourplexes, and row-housing. I believe we need to re-legalize these familiar low-impact home choices built by local builders to promote a mixed-income neighbourhood.

There doesn't seem anywhere to put this, so putting here: You need to get statistically accurate input from the neighbourhood on key concepts (eg density). Open houses, community associations, and work groups can be biased and not reflect the majority.

More focus of the cultural areas within these communities i.e. little Italy, Chinatown. Call out Greenvue as an employment area

Too much densification and no consideration for seniors who can not live in the two story homes

No dedicated investment plan to address public realm deficiencies. This plan seems not to incorporate much of the feedback from the Main Streets, and rather pushes for density without investment.

why are you putting bike lanes along 24 Ave NW between 14 and 16 St blocking safe access into/out of driveways? Resident parking along the north side of 24 Ave between 14 + 15 St unacceptable..too far for disabled people to access vehicles. Stupid plan

This vision statement is more a description of how things are today i.e. historic, eclectic. There is nothing in the visioning regarding the maintenance of these characteristics such as new build stipulations to reflect this.

Mayor Nenshi said this year that if Calgary grows at the current rate, we will run out of drinking water in 17 years. Explain to me why we need to continue to grow. Are you actually trying to kill us? We don't want development or growth of any kind.

More future focused language

It sure if it is missing but addressing the high use of crescent park by fitness groups clearly running a business. Perhaps Providing them with a designated space that they pay for. .

I think this sounds ok.

Plans for underutilized school real estate (James Fowler) or closing churches

Schools are missing from the maps. We are families with all age groups who experience life long learning in close knit communities.

A focus on safe, walkable, transit-based communities around the Centre St corridor. Rather than a Green Line, I'd rather see TO-style streetcars/trams return!

Densification is great and something we need in some of our inner city neighbourhoods. That said, there is and continues to be a market for single family homes in Calgary's inner city. There needs to be more consideration around this.

Is the city looking at the age of the people that reside in these areas historically? or are looking to replace them with younger age groups?

Yes missing is the fact that densification isn't the answer to the city's expanding population. I think it is decreasing in fact due to job layoffs. I HATE your densification plans as they give no thought to existing communities.

The City has failed at recognizing that RC-G or your "Limited" density zoning does not respect the unique charm and character of our beautiful neighbourhoods. The leap from RC-2 to RC-G is too great. Remember, RC-2 is still double the original density.

New Guiding Principle - more consideration must be given to existing re-development. When zoning changes, it goes live. The risk to those of us in inner city is greater than suburbia as our adjacent properties may already be at end of life, not in 100 yrs

Works for me

I agree in principle but it is not what is happening in practice. New housing does not fit the the character of the neighbourhood and it is a slap in the face for those who have built new homes that do reflect the neighbourhood character.

New six stories building will change all picture of the surrounding. I don't think we need new stories in our neighbourhood. There is More then enough houses in our city. Do not touch the face of our streets. But back allies are need your attention

I don't see anything in the plan that addresses the ability to enhance traffic flow on 16th Avenue. Coordination of traffic lights and turning lanes would enhance flow and reduce bottlenecks (especially between Centre Street and 10th Street).

If the goal/objective/agenda is to destroy what took decades to build then by all means, you are right on track.

..you are taking away the family look and feel and instead are after the almighty dollar...parking will be an issue and there will be problems

The Green Line is the overarching priority for me

This doesn't sound very visionary

Eclectic neighbourhoods so you say but NOT if the city implements their redesign plans. We've Already gone from R1 to R2 and now the city wants more within the communities and not just on the peripheral main Trojans. Endless townhouses, apartment buildings

Inundating residents with huge amounts of biased information will not solicit appropriate feedback. Provide each community association with a point form list of all intended development in their area and ask them to email and hold town hall meetings

Yes: new dev needs to take into consideration redevelopment that has taken place in last ~20 years under R1/ R2 rules. Protect privacy, light into their yards, right to street parking. F for consultation! Where were flyers for Phases 1/2? Never got them.

No, I think it's great, and I appreciate how comprehensive it is.

December 7th. First I'm hearing about this and you are asking for input on your plan until December 8th? I would think this might be a fail. This website is laid out in such a poor manner. This whole website is fluff! Get to the point. 2 hr wasted

Keeping the historical character of the area is also important. There are many beautiful old homes, yards, and buildings that should remain an integral consideration in the area plan. To lose this would be a shame and make the neighbourhood 'generic'

Preservation of character of communities. The proposal indicates the importance of these areas, however indicates that high density housing in the form of low rise apartments/row housing is the new norm. This is not maintaining character but contradiction

Reduce story heights to stay in line with current development

The entire North Hill Coulee including Confederation Park Confederation Park Golf Course, West Confederation Park (Canmore Park), Queens Park Cemetery are missing in the plan as per Confederation Park Management Plan 2011 and City Council 1967.

Respect for existing residents should be included in the vision.

My concern with some of your low scale building zones is that they are directly across from elementary schools within the playground zone. Those areas are already very busy and hectic in the mornings and more housing density would be dangerous.

Trees are an important part of the community and there should be a reference to ensuring that trees (larger than saplings) are included as part of any new development.

A published budget detailing the costs of this plan. Details on what "R" value will be applicable.

The topography and abundant springs and groundwater of the North Hill supports a hybrid of natural ecology and planted open space that is important to preserve and improve.

RC-G zoning is unacceptable in Mount Pleasant. Many residents moved to this great neighborhood on the basis of R2 zoning only, and changing this without a community vote is unacceptable. Please reconsider the community's input & deny RCG change. (personal information removed)

Protect Green Spaces 4 Public

Build up, not out

schools and their place

Protect Green Spaces 4 Public Use

City too aggressive on rezone

Do not need 6 storey build

Stop building 4 plexes on all corner lots

Grocery store closer to Mount Pleasant

Improved pedestrian connectivity between neighbourhoods crossing major roads

Enhance Green Transport

Soon to become senior..... Want to stay in Renfrew

With only one LAP for the entire MCD, how will the identity a community be considered how will a special character are be identified

The 2 + 3 story 4 plexes + 6 plexes don't have seniors in mind. We have a lot of seniors in our area!

Downstream densification requires: 1) upgrades of utilities prior to densification 2) slowing or stopping upstream pressures on all utilities, roads, etc. in the inner city - tie in extremity development with these proposals.



Nose Creek Watershed Management Plan run-off targets & climate change. Densification only adds to the problem for run-off targets & climate change

No to density. This is our neighbourhood.

Greenline must be developed

People getting older, need more support - housing

More family friendly activities

Stormwater infrastructure should include on-site water storage (cistern) & grey water recycle

Need to acquire the "missing link" of the north hill cause in the highland valley to complete connectivity from Nose Creek to Shanappi Trail

No parking most people have 1 car

Senior housing for renfrew

seniors housing & access to services

more trees should be planted

the canopy of 1 mature tree equals 30 shrubs

Do not need 6 storey buildings on residential

No to excessive density!

Consistency of implementation w/ MDP - open space - connectivity

Not all neighbourhoods need density

we would like to STOP the building of fourplexes in the Mount Pleasant area

Limit 4 plexes in Mount Pleasant - no room for garbage + recycle bins

Paving over groundwater streams & creeks increase flow rate & risk to public safety

6 stories + tax grab for city

Center street isn't a good route for green line. Why pick the busiest route

This is alberta we have cars - so if you density - the garages need to accommodate TRUCKS!

Mid Density population in Mount Pleasant

Current housing development process is broken. Every 3/4/5 plex permit is on a case-by-case basis (no master plan!!)

Green Line need to develop

Any plans for building 1 story villas for seniors??

No density. We left beltline to escape density!

Will it be a 'gongshow' like the golf course redevelopment

Affordable + Sustainable Housing

There are already a lot of empty lots that need to be developed on centre street

## Guiding Principles

The Green Line will only go to about 20th Avenue N, so it will not serve people in the McKnight or north central areas. Also, there has been talk that the Green Line might not be built until 2023 or later.

You've dropped the ball again by imposing your will on taxpayers and not listening to them in these hard economic times. There is a lack of vision purpose and community spirit. It's about increasing tax revenue to make developers rich so they finance politicians

The only people winning with this model are the developers and the community is losing its character. Our neighbourhood is destroyed by ugly row houses that all look the same and new infrastructure that is all hard surfaces not greenery. No design at all.

The density map does not reflect a) requirements to meet our targets b) market demands. It is still common for mid-block land use changes. Also, Crescent Heights needs more allowable height/density.

However, the Speed of Traffic and Safety of Pedestrians needs immediate addressing. 16th ave and Edmonton Trail and Centre St are dangerous, anti-social social streets where Pedestrians are being struck by frenetic, speeding traffic. Video Cameras needed

The principle is great but the plan doesn't go far enough. All of Crescent Heights is accessible by walking, biking, transit. Multi-family housing needs to spill off just the main streets. Not everyone wants to live on a busy road.

Center street and Edmonton trail are poorly served by pedestrian and cycling facilities. This is a false assumption. Transportation options such as the green line north of 16th AV is unfunded with a timeline outside the life of this plan.

Stupid layout of bike lanes. Negatively affects people who have cars on 24 Ave between 14 and 16 St who cannot access driveways. Why would residents park across the street? Why put in a bike lane on south side on 24 Ave when there already is on on N?

Although often noted in the personal comments your guiding principles once again totally ignores the historic importance of our communities as if this issue is just too cumbersome for you to consider. It should definitely be one of the guiding principles.

Explain why we need growth.

While the City has done a great job at looking to densify around main corridors, the City has also failed to listen to its constituents. "Limited Density" shown inside our neighbourhoods is too dense with 3-story and multi-res development.

I disagree with heightened density above R2 in the heart of Mt. Pleasant. You must delay implementing new high density land use zoning for decades to allow this us living here to transition with minimal disruption, loss of enjoyment, financial pain, etc.

Cycle path along 20th - narrow road already (especially with snow); little space to widen. Will probably need to eliminate parking on one side to accommodate bikes. Lanes behind new housing need to be wider to encourage use of garages/onsite parking

Currently the green line will stop at 16 Ave N. with no station from downtown to 16 Ave. It will not serve Crescent heights at all.

You are essentially ruining inner city communities. The possibility of 4 units on a 50 ft lot is disgusting. Have you considered the waste collection bins? The impact on neighbors?

You are enticing new residents at the expense of current ones. If a family decided to build a \$2 million house do you honestly believe they want a 4 unit complex next door? This is absolutely ridiculous. Leave the heart alone and focus on the main streets

The Green Line LRT seems to be continually coming up against significant road blocks and it's uncertain if and when it will be built. This uncertainty means that a great deal of Centre Street is undecided and public train transportation is not guaranteed.

The plan addresses the principals you have established it does not address the quality of life for the residences that all ready live there.

I don't trust the city ever since they royally shafted the residents of Midfield Park.

Spend less time on guiding principles and more time on details of what is actually planned for development. The communities and residents will guide you by their feedback on your detailed plans

Residents have a multitude of options to city transit as is , without making these ludicrous changes.

Improve access / transport BEFORE adding all the density. Parking will be a nightmare: the garages built in townhouses in 50x120 lots are too small to fit avg cars! We are close to SAIT / U of C yet no direct bus. Can't walk to grocery store (cars needed)

We live in an inner city area. Outlying traffic must cut thru out neighborhoods daily. Safety has been missed in this plan. Parking on 16th ave? Bike lane on 20 ave? Bike lane on Center? Get real. What will this do to traffic flow?

Calgary is a car centric city with people still often choosing to drive. Parking in some of these areas has not been considered. Also, if businesses are hoping to attract customers, parking needs to be considered.

The proposed upzoning incorporated into this plan goes too far. I am in favour of responsible and respectful densification in the community (laneway homes, etc.) but what its proposed will have a significantly detrimental effect on the community.

Just a tax grabbing vision. more \$ for large multi use buildingsin residential and business tax is just away for Silly Hall to spend on stupid art. Chose to invest in property because it feels like community. Do not want to look and feel like Beltline.

No more 4 plexes or 8 plexes

I believe that the word Maximize is too strong. 'Increase' seems more appropriate as 'Maximize' implies 'at all costs' to me.

More commuters on lightweight electric bikes and other devices will need a safe route separate from cars and pedestrians.

Strongly disagree with rezoning on 8th Aveue NE in renfrew between Edmonton Trail and Deerfoot. Elementary school is located on this street as well as a well frequented toddler playground and preschool group. Higher density could endanger children.

Main Street should not be applied to 8th Avenue NE, especially between 6th Str and 12 Str NE. This area holds an elementary school, 2 playgrounds + a playground zone & would increase risk to children. 12 Ave NE is the more logical choice incl transit

I don't see enough detail in the draft plan. Identifying these areas is not enough. "Encouraging retention and replacement of the tree canopy" is not strong enough. How about stopping infills and construction on heritage blvds. I could not find the policy

The former Highland Golf Course is a much-needed park space. Pathways connecting to Confederation Park, Nosehill Park and the Nose Creek Pathway are very much needed to connect the area to existing bike and walking infrastructure.

Too many monster houses and not enough places for kids to play.City pre-occupation with tax revenue

I will believe the inclusion of more trees when I see it.

My area (HighlandPark) has a much lower green space vs housing business development than is reflected by looking at other communities. Too much density planned for the old Highland Golf course. How about a BIG park to continue wildlife corridors,creek etc

More focus should be put onto the actual forest/tree and natural systems.

We need much more Parkland, including Healthy Aesthetic Water Fountains which will add beauty and much-needed Fresh Oxygen in busy Traffic CO2 Streets. Also include water fountains so People can refresh, play and get fresh oxygen for best Health.

No plans to accomodate higher density and parks usage within low park density communities such as Tuxedo Park. Relies on periphery parks away from increased residential density.

bike lanes are not utilized well to access park. There is already a bike lane on north side of 24 ave between 14 and 15 st. Why add another one on south side? Blocking driveway access to residents

I am glad that trees finally made it onto the platform of one of these initiatives. The language surrounding the retention of existing trees and the planting of new trees must be strong and all shoulds to be replaced by musts. Do not develop existing parks

City parks have very limited uses. I would rather have an open field with no rules than a city park. Helmets for tobogganing? Give me a break!

Use of crescent park and mchugh bluff by fitness groups

If you're going to pack us in, lets see some major \$ spent on new recreation facilities. Many trees planted here don't belong, they can be overgrown, out of scale, pests that drop/sprout unwanted damaging seeds/shoots. Some need removing, then replaced.

while i support high density housing - there is no emphasis on greenspace or trees for high density housing projects - the city has overlooked this.

Consider the decades old trees that will be removed during construction. You couldn't care less about forestry and green space. Stop the rhetoric. You're attempting to ruin communities in favor of density. That's the only concern here. Stop spinning it.

How? By eliminating people's gardens and back yards? This statement is so contradictory to the draft that it's actually laughable.

The proposal to create a high density residence area that was once Highland golf course does not address green spaces or natural waterways. Take a utilized green area and fill it with residence after residence.

Same reason as above

Spend less time on guiding principles and more time on details of what is actually planned for development. The communities and residents will guide you by their feedback on your detailed plans

Yes, eliminate backyards because we are close to great parks. Makes a ton of sense, my goodness, what have we been thinking all these years...

How are you supporting a green canopy, something I came to this area for, when you are allowing developers to level a lot of all greenery and plant 2 tiny trees instead.

How will you enhance Confed? Trees will be removed to allow for your "local" density as it covers entire lot! You're proposing a concrete jungle! Bankview is ugly; yet it's your vision for us! This is a useless principle - the park are here already!

Yes but ensure that the small parks are retained as these green spaces are integral in communities.

Munroe park is not MINOR! it is green space. What was done to Midfield Park was just for tax revenue and did not consider people. If Munroe park is developed I will sell and leave this city. This is tax revenue with no consideration for community. SUCKS!

The largest open space, the Highland Valley is a key hub of larger natural systems of Calgary contains a natural watercourse and so public land and is not sufficiently protected at this time.

The plan emphasizes trees throughout the neighbourhood, esp on boulevards. It sounds like the emphasis will be on filling lots as fully as possible, reducing unpaved areas (which absorb rain water, grow plants, add biodiversity & interest)

This parks are already well used by children and increasing density along the road adjacent is endangering children attending the school within that park. 12 Ave with no elementary school or playground zone should be the Main Street in Renfrew

If population density is to be increased, there will need to be housing that supports more than one family. Presently, such housing is scarce and located only on main (noisy) streets, and not on quiet streets off the main community thoroughfares.

We hate mixed use especially with mixed monster houses that increase tax revenue

The communities and dwellings are closely bundled and hence heights are of major concern. No existing unit should be left with diminished sunlight

Concepts are there, and need to be fleshed out more

Diverse housing options should focus more on affordable housing options and not new construction for the rich. This is wildly unsustainable.

Well, the Draft Plan is rather nebulous, allowing great things or very little to develop. It would be enriching to see Cultural Projects and Events to make these Communities more Inviting, rather than just noisy, busy, commercial sectors paying Taxes.

There is not enough density to support our main-street businesses currently, and they are suffering.

Just wanna say you've nailed this. Like that density is on main streets

Centre Street and Edmonton trail remain pedestrian unfriendly north of 16th av with limited crossing facilities and high speed traffic. These need to be addressed first, not frontage. In addition building heights along centre street create dark wall.

bike lanes will inhibit people using pathways for walking

Explain why we need growth. This will decrease street parking and increase traffic delays. We're going to run out of drinking water in 17 years if we keep growing at the current rate.

Keep the density to the main streets rather than impose 4 townhouses on every corner lot within the community. Traffic, noise, safety issues. The neighbourhood is now one building site from morning TIL night. Druh hasn't listened at all.

Limit it to the Main Streets only, and even then sparingly. The winter sun is low and casts very long shadows North. Similar housing types should be grouped together. We still need single family homes for families. Don't want a chaotic mix of housing.

vibrant mixed use streets need some onsite parking to attract people from outside the neighbourhood - not enough density shown likely to support desired # of commercial uses. Some parking could be below grade and some above

I agree in principle however I do not want huge towering buildings or streets lined with apartment buildings. The European model with amenities on the ground floor of apartment buildings built around a square that everyone can use.

Schools, amenities and infrastructure are already at near capacity with the current population. My children's school uses portable classrooms. Our outdoor pool is at capacity nearly all summer, weather permitting. You are all out of touch.

We are continually told that increased density redevelopment will be concentrated on main streets and corridors but we aren't confident that rezoning within the interior of the communities to allow for high density residential won't occur.

Within the communities? A million times NO! Did we move to Mount Pleasant 25 years ago to experience such a rapid increase in density? NO!! Townhomes and apartment blocks within the community NO! Traffic, safety, NOISE!! MP like like Beltine NO!!! >Listen

Planting a few trees in a boulevard or creating a round about in the middle of the street all of which are not maintained doesn't create a quality of life. Having a back yard To grow veggies in without being shadowed would be nice

Same as above

Spend less time on guiding principles and more time on details of what is actually planned for development. The communities and residents will guide you by their feedback on your detailed plans



Tree lined streets? They will all be gone! As will back yards and gardens. Diversified housing? Are you kidding? I don't see many families of 4 rushing to buy 3 story elevator shaft homes with no backyards. You're eliminating families! Wake up!

Densification belongs on main streets (ONLY). However 6 stories on 20th or 4th street seems huge (poor backyard neighbours). Focus your high density (incl townhouses there, leave rest as is). Your taxes are killing small businesses needed for "vibrancy".

Diverse housing options on tree-lined streets? Everyone wants to walk down a nice neighborhood with trees. If you live in a high density condo you have no time investment required to keep a yard nice. You bring your pet to the "nice " areas for a walk.

There are already vibrant streets within our communities. Live here because we know everyone on our block. Empty buildings downtown should be converted to the housing the city desires for revenue. There is no parking to support businesses, staff and homes

No more 4 plexes and 8 plexes

8th Avenue NE in Renfrew and 6th Street NE should not be rezoned for higher buildings and increased traffic. This would significantly diminish the neighbourhood feel and possibly endanger the many children that attend schools along these 2 roads.

Increased housing density should not advance away from the main arteries. 8 Ave NE should not be classified as a main street. 12 Ave NE is the more logical choice with bus routes and no elementary school with playground zone.

While 14th and 10th are important streets to bolster, because these streets are connecting to the Kensington area, it would be nice for the city to focus more fully on other potential 'high streets' like 20th ave, Centre St., and Edmonton Trail.

I didn't see many changes in the plan that would allow this to happen.

This does not serve the critical need for people in the 4th Street NW and McKnight areas. There is a great need to develop a Marda/Kensington-like space at McKnight and Centre, extending south to perhaps 38 Avenue N.

What about community association building that are meant for public recreation and social connections. How is this plan going to build on and strengthen this City asset?

All the small scale shops have been taxed out of business or destroyed by minimum wage increases from the Provies

Why? Why is this necessary? Just because you can doesn't mean you should. Until you lower taxes this is a pipe dream and we will end up with vacant stores - just leave us alone.

It appears parking requirements will continue to worsen. It is most unpleasant as it is.

I don't see too much focus on this and wonder what support there will be for the economy

Public transit access should be focused on accessibility to the shops and the area. Pedestrian environments are great, for only 6 months of the year.

A good plan if it includes Cultural (Fine Art, Music, Dance) and Recreational Activities and Market Gardens and Restaurants where People can mix to enrich Life, as well as just mindless activity to Buy Things. See Granville Island Vancouver.

unsafe walking and crossing points along 24 ave nw with bike lanes which will probably be clogged with electric scooters.

Building is one thing. It is going on right now non stop in inner city communities. My concern is that we are not building to suit our existing neighborhoods rather letting each developer do what they want. There s/b a limit on cement bunkers built.

Main streets are busy with cars and will get busier. They're not appealing....unless the City expropriates vast areas and creates huge buffers between busy roads and pedestrian/shopping areas. Cars are not going away, require deep underground parkades.

Seriously? You have a school, a small mall, daycare/ church and office building at 20 Ave and 10 street and 14 Street is hardly pedestrian friendly! Small businesses can't afford to operate in these locations because of high business tax.

Keep high density to periphery NOT within the community, SWe've already gone from R1 to R2 and now the city wants MORE. If we'd have wanted that we would have moved to a high density neighbourhood in the first place. Listen to us please.

Our neighborhoods are close to downtown and suburban people travel through to get downtown. Allowing traffic to move through rather than stall in our neighbourhood would help it feel less congested

Same as before

Spend less time on guiding principles and more time on details of what is actually planned for development. The communities and residents will guide you by their feedback on your detailed plans

Really? This was a core guiding principle? What about listening to community members who don't want densification here they LIVE! Your focus on this is all wrong. I hear you want to close 20th to traffic to force us to use crappy 16th ave? please don't!

No consideration to residents that live one lot in or across from proposed developments. Retail cannot replace these communities. They do not support, parking. Who rode there bike today? Who left there home today that walked? No more traffic of any kind!

I enjoy access to shops and feel that this type of development should be maintained in discrete zones.

The degree of rezoning in Renfrew will destroy the residential character of the neighborhood. Renfrew is being unfairly targeted for significant increased density compared to other communities such as Rosedale. This discourages families from living here.

More apartments close to downtown! Fewer single-family infills, please! We need/want density, not McMansion Hell!!

As above, I didn't see many changes in the draft plan that would encourage semi detached and row housing that are affordable. What we continue to see is more monster homes and semi-detached infills that most cannot afford. This is not densification!

Multi-unit housing is need OFF main streets, not on: who wants to live with the sound and fumes of traffic outside their windows and balconies?

Diversity in poverty is so heart warming! Photo ops for the mayor and counsel to hand out warm jackets and pour hot chocolate

Again this goes against your mandate of maintaining character - you let the developers put up anything they want with no concern about the integrity of the neighbourhood. Add more people but you have already cut 2 bus routes how does that work?

Too much density without supporting an equivalent amount of increased greenspace. All of the increases need to be balanced, and even at this point they are way out of whack.

Need to see transparent proof the communities are not bearing a disproportionate sharing of the need

New construction is only an option for higher income professionals. Please consider existing buildings and converting them into multi unit housing. Rentals at moderate rates should be a focus.

I am a Senior living at Sharon Manor with 50 other Seniors. Too close to 16th ave and Edmonton Trail. Dangerous and noisy with few Friendly Activities. Need New apartments, in calm communities to enjoy the Senior Years. Traffic here is frenetic.

Small apartment buildings are fine alongside houses and rowhouses, they don't need to be confined to Main Streets.

The current draft plan allows for up to 6 storey housing along 6 St. NE in Renfrew. This could create a wall between the low density residential and the school/park, and is inconsistent with neighbours. Inconsistent treatment vs other areas eg. Rosedale

Zoning has been developed to preserve single family housing at the expense of small scale mixed use and forcing large building forms upon major streets.

houses need to access the street. Putting bike lanes in inhibits and creates unsafe access to 24 Ave

Young people want single family homes so they can start families. We currently have those, but they are being removed to increase density. This conversion of single family homes to duplexes needs to be stopped so that we can support our young people.

Issues with street parking need to be taken into account and a one size fits all solution will not likely work on all streets - both zoning and parking.

Renfrew is only so capable of being extremely diverse. We have a character to our community. Harsh has it been to see giant new builds use the entire footprint of a lot affecting view, parking, trees, beauty and disrupting the character of the community.

"Limited Development" is too broad and too dense. Many of the neighbourhoods have expressed loud and clear that 4-plexes on every corner and multi-res buildings mid-block is not something we support but will absolutely get behind along main streets.

Keep the town housing to the main roads ONLY and NOT within the community. It appears CItY has its own agenda and hasn't listened to the community. Traffic, noise, safety.

You are leaving it to developers to decide what to build and where. Your plan fails to organize housing in logical locations, think like with like. New (with more stringent building codes) is not cheaper. Nobody will be happy unless this is changed.

Activate lanes - laneway housing - good - but lanes are very narrow and include telephone poles that intrude into the width. Need to require developers to set back garages from the lane prop. line so that garages are usable and 2 way traffic is possible

The plan is a lazy attempt to open up blanket zoning for developers to do high density development in residential neighbourhoods instead of a more thoughtful, intelligent, strategic approach nor does it encourage high density developments to have low income

I agree in principle but that is not what is happening in reality. Market based tax system has pushed property values beyond what people can afford. We are getting an overpowering rowhouse on every corner and huge duplexes that overpower the streetscape

I have significant concern about the development of corner lots to permit 4-6 housing units for two reasons - loss of backyard privacy for neighbours when lots are developed across the full length and the potential impact of on-street parking.

This is already happening organically. Why are we pushing the envelope even further with ridiculous developments in the heart of communities? You're screwing over current residents in favour of possible new ones. It's very disheartening

Row housing mid block is a slap in the face to the current residents. People have invested their hard earned money, people's livelihood is at stake. At the very least, limit these to corner lots to minimize the affect on residents.

We are continually told that increased density redevelopment will be concentrated on main streets and corridors but we aren't confident that rezoning within the interior of the communities to allow for high density residential won't occur.

So glad to see we are doing more to encourage missing middle housing.

NO NO a million times NO. ONLY on the periphery and NOT within community, All you are doing is forcing long term. We elected you we can NOT elect you next time.

Housing type is a big problem in this area. More bodies pack them in that's the only type of houses that matter here. Don't see these types of houses in Parkdale. Single dwelling is the norm, no congestion no grid lock no parking issues.

Same as before

Spend less time on guiding principles and more time on details of what is actually planned for development. The communities and residents will guide you by their feedback on your detailed plans

There must be something in the water at city hall. How many families with kids want to live in row housing with no back yard? Our schools are full, our amenities are used and residents are happy but yes let's change all that.

I bought a house in a neighbourhood of homes not apartment complexes for a reason. I don't want to be losing the privacy in my yard or the sun in my windows to 6plexes all around me.

Main streets such as 20th, 4th, 10th could provide more than enough of the mixed housing. At \$550k min per townhouse; they won't be accessible anyways. We should provide access at expense of our enjoyment / financial loss? (A wall next door will do both)

Again, this mixed housing is great, but it brings problems. Examine what has happened in cities like Toronto. Row housing ghettos. I lived in Toronto and seen neighborhoods change. :(

i disagree with the mix of row housing in residential areas. I support this type of development close to the main streets (ie 4 st NW, centre st, etc) but not in the residential neighbourhoods. There are issues with parking, esthetics, and character.

Development facing 16th Avenue, as per the marks I put on maps in community meetings over the year, is fine. Encroachment of higher density apartments deeper into the community is not welcomed.

I appreciate the desire for densification. I think in particular the choice of up to 6 story buildings on 20th Ave is highly misguided. This thoroughfare is already exceedingly crowded and lacks parking. Please limit building height to 4 stories.

A proposed 6 story multi use on a residential street does not consider others on that block. Most new residential will still be unaffordable to most and only add to density, parking, noise, loss of light that all I see is a block of buildings. Community!

No more 4 plexes and 8 plexes

My main objection is to classifying the lowest housing category to include 3 story townhomes. Also along major streets the allowance for 3-6 storey buildings will reduce light for homes behind and aside.

The residential area of Renfrew should not have apartment complexes and other larger buildings further intrude on the neighborhood feel. This will only accomplish for more families to move into the suburbs hence have the opposite effect than planned.

I am encouraged by the development of useful businesses in the area, from the occasional restaurant, automotive/motorcycle shops, bakeries etc. It makes living nearby handy, as long as there is no heavy polluting industry that would impact quality of life

Vitality kind of in a Donald Trump way of vitality by destroying the character of the city

If you want to support the vitality of the Greenview Industrial Area, make this area more transit friendly, as this would draw more people to the area and allow those with jobs to commute easier. Also throw block parties in the area to create community.

Calgary business taxes are too high. Businesses are closing all over the place, and moving to Rocky View County. No business is going to locate there until we get taxes under control.

I'm not informed on this one. Seems like a good idea to preserve this space as non-residential. If you keep cramming us in, we'll need another hospital (like the one imploded in Bridgeland). Maybe it could go there. I hate your 255 character limit!!!!!!

this was a complete miss by the city and instead they should have rezoned the area for high density housing - very few if none local residents work in this area

Good in principle but not being practiced. A seniors' centre belongs in an industrial area? (Wing Kei Greenview)

What a shame all the residences of Winston Heights trailer park were displaced so we could build high density high priced condos

Not trusted

Spend less time on guiding principles and more time on details of what is actually planned for development. The communities and residents will guide you by their feedback on your detailed plans

why is industrial park and residential zoning changes being combined? The changes being proposed there won't make it easier for people to live / work in same place! People will still need cars!

Industrial in WH/Mt.View. this is not community. There is nobody working and want to expand beyond existing is only benefits developers. City just looking for more taxes to pay for all the stupid stuff they throw money at. Call your counselor? HA HA HA

I agree with the Main Streets principle, but I don't think it goes far enough in promoting environmental and social sustainability. It's just more of the what we have now. See comments in #3,4,5 above.

Any attempts to increase population density have been thwarted by stick-in-the-mud community association 'trolls'. Housing has continued to be single residence or infill duplexes sharing a lot. This is barely an increase in density, given single occupancy

What about the social objectives for built environments?

You guys just keep dropping the ball on the economy. We need another large corporate tax cut so the oil companies stay in Calgary rather than move to Houston

Again WHY? this area. You would never do this in Rosedale since they have more clout and pay more taxes they will be left alone but we are the "poor side" of 16th and up for grabs this isn't improvement it's a city employment strategy.

There is a beginning but there is no end regarding densities.

Please prepare for low income housing, environmental sustainability, and green initiatives that actually make sense. Make all new construction LEED certified net zero emissions housing.

Certain inner-city areas have been exempted from higher density design.

Let us be SURE that Auto Traffic is controled, kept at a safe steady pace, rather than dangerous speeds, which some drivers practice. Video Cameras at busy Intersections will help along with earning Revenue for the City. Too many Loud, Fast Motorcycles.

Investment hasn't occured in these communities, yet planning based on previous main streets continue to be exceeded. This plan cannot occur without the necessary investment in the public realm upfront.

We don't need or want growth. That only hurts area residents. We want single family homes. We want drinking water. We want available street parking. Try to park in Mission some time, and you'll see the down side of density.

My natural movement is primarily to the community of Bridgeland. This community should be apart of us. Our roads in Renfrew intersect with Bridgeland and we use their resources. Vibrant communities are about the current inhabitant and not the economy.

The plan is generally on point but the levels of density need to be scaled back significantly. Limited development within the inner portion of our neighbourhoods allows for too high of a density. We do, however, support density along the main streets.

Incremenatla development in the community. Look at Hillhurst now and aesthetically displeasing mess of housing. We don't want that in Mount Pleasant.



Renos are tougher than new builds. Brownfield is worse than Greenfield. You are rushing these changes and risk botching it. You need much clearer rules on re-development that all participants buy into. You may need to acquire land to consolidate it.

Again sounds good in principle but in practice it give the city license to override anything citizens may want. The current ARP for Cres. Hts. was well thought out to include all types of development. Current planners practices are not respecting the plan

As residents we don't stand a chance especially when our councillor favours this type of thing. She hasn't engaged our community once in this process to learn how we feel. Absolutely pathetic.

NO again. Or within the community only on peripheral main roads. The new town homes being built do not have garages to fit any normal car, thus increasing street parking, noise, safety etc.

More of the same

Spend less time on guiding principles and more time on details of what is actually planned for development. The communities and residents will guide you by their feedback on your detailed plans

100 years of success in these communities isn't enough for CPC I suppose. As Druh Farrell said "why are we destroying a good thing?" Unfortunately she was referring to budget cuts by boy does that quote fit nicely in this conversation

The city just favoured to build a hockey arena over the green line transit project.

People will continue to drive from most of communities here and will need car for groceries. Do a "lookback" on Capitol Hill before continuing mistakes - survey owners of townhouses: #cars/residence, do cars fit in garage? survey adjacent owners. Observe!

I believe the city is so out of touch with eality. A couple years ago it was the 16th Ave cooridor? How did that turn out? Now you want to enable offpeak parking on 16th Ave? At the rate we are going, most people will live outside the city limits.

Our community, Mount Pleasant, is reaching peak densification already. Laneway homes are a respectful way to add additional residency; a multitude of multi-family, and/or 4+ storey apartment buildings is not responsible, respectful or appropriate.

Midfield Park is a perfect example of city saying need improvements on sewer etc. No evicted residences for tax profits only. Do not need even more density. Do not expect counsel to respect tax dollars. Mine never got my vote, almost none will listen.

No more 4 plexes!!

Incremental development within residential areas is already occurring in a way that fits into the residential feel of the inner city neighbourhoods. This plan is more intrusive to the neighbourhoods than what's already occurring.

I am concerned that allowing buildings up to 6 stories high on 20 Avenue will drastically reduce the amount of sunlight in my property on 21 Avenue. Also it will cause congestion in the alley between 20 and 21 Avenue.

By significantly increasing density, rezoning for tall buildings and increased traffic to communities such as Renfrew, the neighbourhood feel for families is greatly diminished and will highly discourage families from choosing to live in these areas.

6-story buildings on main street, 3-story in the 'hood, means more concrete, less earth. Less greenery. Less diversity. Can density be reduced (at least somewhat), diversity in greenery encouraged?

I strongly disagree with higher density through communities like Renfrew that will only accomplish families to move away from high traffic areas into suburbs, the opposite to what the city wants to accomplish. Keep the high density to Edm Tr, 16 & Center

### Urban Form

Yes they are placed appropriately. I like how they focus density on major streets like Center, Edmonton and 16th ave, while virtually everything else is residential.

More commercial focus on Edmonton Trail North of 16th. Extend commercial up to 20th and consider a cluster at Edmonton Trail and 30th Ave.

Don't agree with your placement of "vehicle oriented" there are quite a few of cool businesses and restaurants happening here. This should be further encouraged, it's becoming a bit of a quirky destination area and vehicle oriented uses should be focused off the Main Street and more in the core of the Greenview area.

Generally yes. I don't see how this reflects the need for public and community realm areas.

I like that this is focused on the main roads and doesn't creep too far into the community. I think this looks good.

I think this makes sense and aligns with the past main streets and green line work

I rarely say this about planning but this makes sense. I think you nailed it.

I like that most of the change is focused on Centre St, 16 Avenue and Edmonton Trail and the rest is residential.

Mount Pleasant overwhelmingly supports higher density along our main streets (10th St, 20th Ave, 16th Ave, 4th Street) but we do not blindly support 4-plexes on every street corner, row houses mid-block, and quadrupling the density within the heart of our community. As a community, we have expressed this loud and clear many, many times. Density needs to be thoughtfully considered such that we maintain the nature and identity of our community. RC-2 is still DOUBLE the original density.

6th Street between 8th Avenue and 16th Avenue should not be rezoned for higher buildings. These are the ends of short blocks that will disturb the residential feel of this area. In addition,

in the mornings during rush hour, this area is already congested and feels quite unsafe as the traffic in the school zone is madness. Additional traffic in this area during the peak times is not advisable.

Rosedale has less traffic, perhaps it could take some of the density.

Hard to discern the shades of yellow for housing which don't correlate with the building height map. I agree in principle. However in practice we are getting housing that fills the lot with no space to walk between the building and the property line. Vent spewing onto the property next door, overshadowing, and noisy air conditioners with no respect for the neighbours. Rotary Park is shown as a major park yet it is over run with dogs and their owners who show little respect for other users.

The urban form appears to follow standard planning policies - i.e. more intensive development adjacent to public spaces and transit. I am concerned that significant development along 16th Avenue (while very much welcomed) will reduce traffic flow. As the TCH through the city, 16th Avenue needs improvements to enhance Calgary's image to the rest of the country, and enhancements to improve traffic flow - too many bottlenecks and lights (better sequencing needed).

Edmonton Trail is supposed to be a Main Street up to 40 Avenue and I'm not sure that what you're proposing north of 16 if going to achieve that. More commercial should be explicitly encouraged 16th to 24th, a cluster of commercial at 27th and 30th to 33rd commercial.

The city should be providing each community association with a point-form list (not an essay of guiding principles) of all the details of intended development in their area and ask the community associations to email their residents for feedback and hold town hall meetings. I have learned more through the Nextdoor app about what is intended for the development of Mount Pleasant than I have trying to sift through this long, repetitive, vague material you have sent out.

The City of Calgary continues to offer poor public consultation in the form of presented data. This map is a prime example of the apparent distortion by the utilization of subtle incremental color changes which for the average person, let alone color blind, finds it difficult to discern. If the planning group wishes to communicate its proposals, do so in not shades of grey fashion. This is all too common at the Civic level, content before beauty and deception please.

More boating on bow river. Boat rentals like lime bikes.

Keep the easthetics of the neighbourhoods (unique, established, charm) when designing new buildings

High voltage powerlines should be under ground.

On Street parking on 16th, edmonton trail, centre street

Extend commerical north of 16th on Edmonton Trail

Pedestrian crossings on centre

What is the City's approach to manage parking for 4 unit rowhouses? Concern for lack of parking for rowhouses.

Using lanes for pedestrian realm improvement (ie wider sidewalk) busier pedestrian street (ie. Edmonton Trail 14 street - Elite Brewing)

City should not dictate where growth or density should occur, should be directed by market

Extend commercial cluster (Edmonton Trail and 20 Ave N)

Is there opportunity to allow interim uses (ie convert existing home to commercial) along the mainstreet (ie 4 St NW) won't be active frontage

Maps are hard to read! Colours are too similar

Solar exposure along 16th. Safety! Enjoyment

Not clear what this means to typical resident - clearer maps

Traffic calming concerns. Creates more stop and go traffic, more pollution

Opportunities for district energy/ heating/low impact development (midfield site)

Addition East West Commercial Cluster in the Winston Heights Tuxedo area connecting to Centre St and Edmonton Trail

Extending commercial cluster (on Edmonton Trail) will encourage redevelopment

Extending commercial cluster (on Edmonton Trail) will encourage redevelopment

32nd & Centre St N Northminster United Church suggests commercial opportunities (Library, Café, Daycare, post office)

Need recognition of Confederation Creek in the catchment

## Scale

Again I think you need to add more to Edmonton Trail. Increase height up to 20th Avenue and increase height at 30th Avenue this is an existing commercial area that needs more action.

Also take a look at the Heights between 16th Ave and 20th. This feels like a very narrow transition area. Maybe you should consider higher height through this area i.e on 17th Ave etc. I think it's reasonable to think your height will bleed off the Main Streets.

Hard to tell with the color gradient but I would say this is about right. Density focused on main streets is the right way to go here.

I would keep 20th avenue 3 story buildings west of 10th st and go a little bit higher on center street between 13th avenue and 16th avenue. Would also favor density directly on 16th avenue over 20th avenue.

Would add more density in the laycock drive /MckNight area. Apartment buildings would be appropriate. Also consider more density between 38th avenue NE, and 34th avenue NE, just beside center street. Less density on 20th avenue. Road not built for so much density, too far from transit.

Between 13th Avenue and 16th Avenue on Center Street can take more height I would even go 26 stories if you are going to have the podium type buildings you are showing as an example. If they were big apartment style buildings then I would go more 10 to 12 story buildings.

26 story building on the far West end of 16th avenue if it is going to be a podium style building like you are showing above. If not stick with current heights.

Directly on the intersection of 4th street and 16th avenue can fit higher building limit like 26 stories. If it is a podium tower style building. Only on the north side not the south side.

4th street and 16th avenue NW can take two 26 story buildings. Between 7th avenue and 8th avenue NE directly on Edmonton trail can take higher building limits than proposed as long as they are well thought out projects.

It's really difficult to distinguish the colours on this map.

I like that the height is focused on the main roads and doesn't creep into the community. I think this is a reasonable approach.

This looks like it makes sense. Nothing too high or out of place. You've virtual left the residential places alone and this will improve 16, Centre, edmonton trail

Heights seems like it's been placed appropriately at the right nodes and the majority of your density is on the major corridors. 20th Ave is interesting but I think it was sense it's an important thoroughfare for the area. Overall nothing major stands out as a red flag.

I feel like some of the height could bleed out a bit onto the neighbouring streets adjacent to the main streets to have a better transition. Ie 17 Avenue and the space between Edmonton/ Centre

Like that the height is mostly on the major roads. Think you could go higher on Centre and Edmonton south of 16 Avenue. This plans makes sense overall though.

The scale is generally appropriate and shows heavier weights along the external/main streets. However, the overall scale modifiers are all too high and each need to be scaled back accordingly. "Tall" should be completely removed and a new level at the lower density threshold should exist before "Limited". Each colour identified on the map should then be

shifted up one level. The level below "Limited" should remain as RC-2 to preserve the unique, spacious, comfortable community character.

Generally I think the plan looks good.

Three stories can be overpowering and overshadow neighbouring properties especially when they are built to the limits of the lot. There are examples of good builds in Crescent Heights which are few and far between. The third storey can be set back or use a roof line that reduces the impact. Six storeys can be too high and overshadow properties unless the sixth storey is done in a way to minimize the overshadowing and privacy concerns.

I'm having difficulty locating it in the plan, however, I understand the zoning will permit multi-unit developments on all corner lots within the "limited" scale areas. I have two concerns with this - the potential loss of light and privacy for neighbouring properties as the development of a three-story unit across the full length of the corner lot will shadow the next door property, and the potential onstreet parking congestion. The addition of 4-6 units could result in an extra 8-12 cars.

No concerns about placement but think there should be additional modifiers with each. For example, limited scale allows for up to 3 stories and row houses, commercial, etc. A 3 story row house is materially different than a single family home or duplex. Also, 26 stories maximum for high scale development is too tall and I feel would ruin the landscape feel of the area. Lower rise buildings would be more aesthetically pleasing.

I think you could have more height on Edmonton trail as it goes down the hill into Greenview. More height south of 16th on Edmonton trail to 12 Avenue. More height behind 16th Avenue on the north side. Up to 12

As residents of the south side of 21 Ave NW, we are concerned that 6 storey buildings on the north side of 20 Ave would block the winter sun which currently shines directly into our home, providing light and ambient heat. There are currently numerous side by side duplexes on our side of 21 Ave, and with the addition of 6 storey residences on the other side of the alley, traffic congestion in the single lane alley could become a major issue.

- No apartment style condos - if you have done any research you will know that these buildings are in an insurance crisis. Insurance companies are doubling the premiums and, in some cases, will decline insurance – and for good reason, if you understand the insurance issues these buildings have.
- Preserve the quaint look of the inner city – that is what will attract people to live and visit here. That means no buildings (residential or commercial) more than 3 storeys high.

Also have a concern for the potential of a 6 storey building on the north side of 20th Ave NW blocking the solar panels on our garage which is on the alley of the south side of 21 Ave NW

It is difficult to see what is being proposed due to the Shades of Grey pallet that is being used. Slightly differing shades of blue makes it impossible to differentiate, in particular if you are color blind. My interpretation of the proposal is that Mid and High scale modifiers and their locations,

have no business in the greater North Hill community, where is the precedent? This is not the East Village. I am disappointed in the assimilation of Low between center and Edmonton tr.

Generally agree with the placements (ie, taller, more dense along centre street). However, I disagree with the height of the buildings in general. There should not be 3 stories in the residential areas and the heights along the main streets are too tall. The modifiers were difficult to read.

To say that I was disappointed to see that you are proposing a rezoning to allow a six-storey building directly behind our backyard would be an understatement. We are dismayed. The thought a towering six-storey building looming above us, spanning the horizon from east to west is invasive. I am deeply concerned about the parking issues with this kind of zoning. To see that the draft plan "does not directly respond to parking and traffic issues;" is appalling.

## Options

Increase investment in Tuxedo Park park as an urban park.

- Preserve the quaint look of the inner city – that is what will attract people to live and visit here. That means no buildings (residential or commercial) more than 3 storeys high.

Maintain the characters of the communities by keeping low density in the residential areas. Maintain other heritage buildings and have a policy to protect heritage homes from demolition. Maintain green spaces and parks.

Protect Tigerstedt Block

Shouldn't allow de-densification in innercity neighbourhoods (monster houses on multiple lots on Crescent Rd.)

Two lots should not be consolidated for a monster home

Identify & preserve heritage resources

Can this include more gateway signage like the one in Bridgeland?

As the city grows less public art is needed and Natural art such as trees, open space with walking options are more important to the health of the community and those living in it. NOT more density.

- Multi-dwelling of 3-4 units on corner lots only – all must have garage parking for each unit - Multi-dwelling of greater than 4 units on main streets only – all must have garage parking for each unit

Ensuring the neighbourhood has opportunity to input into public/private art process

Renfrew CA needs some love



As a youth the pool was highly important with the community hall being less so. Money should be spent on items that actually have a broader appeal not on items of limited use to the same numbers of citizens.

Without accepting more density, investment into Mount Pleasant should be limited.

Fully support this.

- Care about the environment - ban any secondary suites being built on top of garages – there is already limited sunlight in the inner-city yards – don't make it worse. It will be difficult to grow anything in yards including grass

All Community Associations need to be improved and enhanced.

A fitness park in Confederation Park - focus on senior fitness activities.

More garbage bins in Victory Park and through the naturalized area (Winston Heights)

Increased crossing facilities for Center street and Edmonton Trail north of 16th av. Limit public investment to communities that support density.

This area needs a library

Turn Fox Hollow Golf Course into a major regional park. No need to have two golf courses there.

Review where regional pathways tie to and connect with the City's road network. There are several examples where wheelchair ramps, painted crosswalks, and signage are completely missing.

Fully support the addition of off-leash parks - including sections of Confederation park or permitted times for off-leash use (e.g. explore methods used by NYC in Central Park - off leash use after 9:00 pm enhanced park safety by attracting users)

- Commercial space between 22- 23rd Ave, 4-5th St (7 eleven/ professional building) should be kept as commercial only (no residential) – would be nice to develop for more restaurants, café, market, grocery, drug store, etc.

Confederation Park does not need a BMX /Bike Park. The former Highland Park Golf Course is a flood plain and should be acquired for Park?Open Space and pathway connectivity

Still homeless in Munro Park. Need supports for that

More trees to help with growth / reduce carbon footprint sustainability

The highland park golf course should be part of the confederation parkway system as a confederation park east

As the communities densify how do we maintain a similar level of access to public spaces, parks, libraries, community halls, rec centres, infrastructure (water, power, sewer)

Improve mapping of groundwater infrastructure to better understand flooding and ground drainage water issues

All communities upstream that flow into confederation watershed will increase flooding with densification

Brentwood Charleswood Highwood Cambrian Heights Huntington Hills

Connectivity from U of C & Nose Hill to Nose Creek (Trans Canada Trail) goes thru highland valley

Bike trail from Nosehill to Trans Canada Trail through Highland Valley

City to purchase highland valley to develop it and respect the underground water infrastructure/creek

Add more mix-used and housing at Renfrew site

Yes north hill rec facilities are limited and out of date.

Add one more public pool or even new YMCA facility, such as one in Seton.

Add a multi-sport facility (tennis, gymnasiums, curling, fitness, etc.) where Fox Hollow Golf Course is currently. Golf course in general should turn into a park.

The city should be providing each community association with a point-form list of all the details of intended development in their area and ask the community associations to email their residents for feedback and hold town hall meetings.

All Aquatic & Recreation Centres require improvements.

Rotary Park is well-used year-round. Unlock fence around water park.

Developer levy to fund infrastructure upgrades and build new spaces (parks)

Improve park and play ground Marsden Rd NE

Never see anyone using those outdoor fitness parks. I prefer green space.

Let's remember that 16 Avenue NW is the TransCanada Highway. Do not restrict the traffic by reducing driving lanes for pedestrian walkways. Yes to including pedestrian overpasses which should reduce the number of traffic lights. Yes to underground power

Add sidewalks in Greenview so you can walk to the brewery

Create pathways and walking routes through, across and along the former Highland Gold Course, to permit residents on and west of 4th Street W to access the new LRT, Centre Street, Nosehill Park, the Nose Hill Pathway, the communities to the north & east.

The expense of overpasses are too high for this purpose. Changing the way pedestrians cross with dedicated crossing lights, timing etc is far better, cheaper allowing for more easier options. Fiscal Responsibility!

Improve pedestrian safety on Edmonton Trail between 16 Ave and Memorial. Traffic is too close to sidewalk. Permanent street park may help create a buffer.

Implement traffic calming on edmonton trail, remove traffic lanes north of 20 Av. Implement crossing facilities and lights on Centre and Edmonton Trail north of 16th. Implement cycling facilities to serve east side of centre street.

There are several examples where a painted crosswalk is identified but one or both points of contact with the adjacent sidewalks do not have wheelchair ramps. This is deplorable as it pertains to universal accessibility.

As the TCH, 16th Avenue needs to project a better image of Calgary to travelers and be more efficient in moving people (i.e. better traffic light synchronization and turning lanes/lights to improve traffic flow).

- Preserve the quaint look of the inner city – that is what will attract people to live and visit here. That means no buildings (residential or commercial) more than 3 storeys high.

North of 16 Ave on Edmonton Trail Main Street up to 24 Ave should allow on-street parking to help existing and future commercial and also encouraging densification along Edmonton Trail.

Edmonton Trail is improving. Keep up the good work.

Street light do not provide height on sidewalk if on blvd.

Install appropriate lighting (new lights do not provide enough illuminence)

see above

Build a pedestrian crossing with beacon lights between McHugh Bluff and Riley Park on 10 street NW, just after the "rainbow underpass"

Regional pathway connection from Confederation Park to where it ties to 25th Avenue (curved portion of road) needs a mid-block crossing to tie to sidewalk (with wheelchair ramp) along the east side of 25th Ave. No sidewalk currently connects to this MUP.

The city should be providing each community association with a point-form list of all the details of intended development in their area and ask the community associations to email their residents for feedback and hold town hall meetings.

Create connectivity from confed up to Nose Hill Park

Use former golf course as connector

confederation park system in its entirety need to be included canmore park, confed golf course, confed park N & S & Queens Park Cemetary

No cycle lanes on Centre St if there is to be all day street parking. These two features are not compatible.

additional on-street parking on main thoroughfares should be decreased, as it obstructs the flow of traffic!

Yes remove traffic lanes from Edmonton trail.

I support on-street parking as long as it doesn't take over the space designated for cycle tracks and sidewalks.

Not sure I agree with enhanced on street parking on these major thoroughfares - good for business, bad for people trying to move through the city. Need to explore better off street parking options on these Main Streets.

- Provide for adequate parking – developers must build garage space for every dwelling/unit – e.g. 4-unit building must have garage for 4 vehicles (large enough for vehicles – not just for storage)

Off peak parking on Edmonton Trail and Centre Street (more consistently applied)

16th Ave is a major traffic corridor. Don't allow off-peak parking on 16th Ave, Would hurt traffic flow, even in off peak.

Street parking on Centre would interfere with transit and with other vehicular traffic

do not mix cycle lanes with LRT or BRT.

The Green Line will be useless to those who need it most, as it will only serve those in the north within walking distance of downtown. It should go at least to McKnight or Beddington to begin with or even to Country Hills Blvd.

More busses, not LRT as we can't afford to think like this when there's no funding!

These require investment in pedestrian facilities. Do not implement counter-flow lanes north of 20th av.

Street car to connect the communities.

There should be a transit bus route from Lions Park Station that connects to the University of Calgary via 24 AV NW. (From 14 ST NW to Main Entrance of UCalgary - Could go beyond to University District, Brentwood LRT/University Innovation Park, etc.)

The Green Line LRT needs to be advanced forward. We've wasted so much money on circling back to the drawing board and reallocating City resources to simply just pull the plug or consider much less desirable options.

Fully support this.

The city should be providing each community association with a point-form list of all the details of intended development in their area and ask the community associations to email their residents for feedback and hold town hall meetings.

Road repair for the following 2 locations has not been satisfactory, in fact the work has not held up to the traffic use. #1 16 St NW from 16 Ave north to 24th Ave; #2 19 St NW & 24 Ave (SW corner) Please redo this repairs!!!

Repair sidewalks on 6 Street NE. Traffic calming on 6 Street and 1 Street for cut through.

More crosswalks connecting pedestrians to Renfrew pool along 13 Ave. More crosswalks to cross 12 Ave in Renfrew neighbourhood.

Improve connectivity above 16 Avenue N across Centre St and Edmonton Trail for pedestrians and cyclists Improve cycling facilities on 1st St NE

More street lightning and SOS poles.

Traffic calming on Edmonton trail. People drive 60+ going down there

Review all crossing opportunities at every intersection within our communities. There are countless examples of missing wheelchair ramp let downs which is challenging with a stroller, a toddler on a bike, or a person in a wheelchair.

The city should be providing each community association with a point-form list of all the details of intended development in their area and ask the community associations to email their residents for feedback and hold town hall meetings.

Implement 40 km/hr speed limit throughout all residential neighbourhoods as opposed to just 12 Ave N.

Developer provide garage that set ??? ??? Truck can fit - instead of park on street

In commercial areas (Centre, Edm tr) addition of new sidewalks and wheel chair ramps to promote safer experience to businesses

When a bike lane is added to 20 Ave N, ensure there is parking and traffic lanes on the avenue that is safe for all.

No bike lane on 20th consider a street further North.

Implement bike lanes on 20th Av N, implement crossing mechanisms for cyclists across Centre, 4th, 10th and 14th Streets between 20th and 28th av N

I would prefer that bike lanes be kept off of 20 Avenue. Could they be located on nearby quiet side streets instead, such as 19th or 21 avenue? Perhaps the stop signs on these avenues can be placed to allow for better west/east traffic flow.

Improve public realm on 14 street nw, especially the crossing on 16 ave and 14 street nw.

The city should be providing each community association with a point-form list of all the details of intended development in their area and ask the community associations to email their residents for feedback and hold town hall meetings.

A bike lane adjacent to 20 Ave but not along 20 ave is probably more feasible to ensure traffic flow.

Add bike lane to 18 Ave, with right-of-way between main streets, and controlled crossings of some sort, at the busy main streets (may be more practical, than 19 Ave; less space-constrained than 20 Ave?)

27th Ave is quiet + residential. Please keep it that way. Move bike lane to 30th Ave.

If 24 Ave is getting a bike lane, why is it needed on 27 Ave? 26 Ave already has access to Confederation Park

Keep the cycle track off the very busy Centre Street N and put it on a residential street. Keep the bike lane off 24 Ave and put it on a residential street. With no insurance for cyclists, pedestrians and drivers are put at risk.

Why a cycle track on Centre St when there is already a good low traffic route on 2nd St NW for this purpose. Maybe a complimenting route in the NE?

Add cycling paths across centre street north of 20th Av.

20 Avenue N should have bike lanes spanning from Capitol Hill CR NW to 4 ST NE.

Review all crossing opportunities at every intersection within our communities. There are countless examples of missing wheelchair ramp let downs which is challenging with a stroller, a toddler on a bike, or a person in a wheelchair.

The city should be providing each community association with a point-form list of all the details of intended development in their area and ask the community associations to email their residents for feedback and hold town hall meetings.

Again cycle lanes adjacent to the main corridors won't interrupt traffic flow and improve safety for motorists and pedestrians.

Any ride their bike today?

No drove my car

We are a winter city we do not need more bike lanes!! How many bikes are ridden on 19 & 20 during the winter.

Ways to do this WITHOUT a massive bill to property owners as this was NOT approached after that last big ice storm damage that saw some districts given preferential treatment. We did not even see pruning or removal after 6 months.

Improve tree canopy in ne Tuxedo park along 1st and 2nd St NE

Initiate grants for community tree planting so that the residents don't have to rely on 311 and such services.

There are only a handful of streets and avenues within Mount Pleasant that still boast the original and beautiful Elm tree canopies. These trees need to be specially cared for with enhanced pruning and servicing. Missing trees could also be replaced.

The city should be providing each community association with a point-form list of all the details of intended development in their area and ask the community associations to email their residents for feedback and hold town hall meetings.

Encourage other greenery / unpaved areas (bonus if some of these can be native groundcovers and other native plants; or community-oriented, such as raspberries)

Replace weedy caragana shrubs with proper trees.