



North Hill Communities Local Growth Planning

Phase Two: ENVISION

Stakeholder Report Back – Engagement Summary
What We Heard Report – Winter/Spring 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 Developed Areas Guidebook. 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area plan will fill gaps in communities where no local plan currently exists and replace other plans that are largely outdated.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 will be taking a multi-phased engagement 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 for the project will occur in four phases from September 2018 through December 2019. These phases are:



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

Engagement spectrum of participation

The Engage Spectrum level for the second 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 two Envision objectives

In phase two of engagement, Envision, 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;
- Confirm the future vision for growth;
- Discuss and collect feedback connected to big ideas, focus areas and focus topics; and
- Identify areas and topics that require further exploration.

What did we do and who did we talk to?

Our engagement program during phase two took place through winter and spring 2019, with broad public engagement occurring in February and March and targeted engagement with the North Hill Communities Working Group in March through May 2019. In phase two, we held 20 in-person events and meetings in addition to broad online public engagement. In total through phase two, 800,000 people were made aware and over 4,600 people got involved online or in-person. A total of over 2,800 contributions were received.

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

In-person public engagement

Phase two in-person public engagement took place in the form of pop-up events at high-traffic destinations in the plan area, and at a tradeshow style public session set up as a come-and-go event where citizens could learn about the project and provide feedback.

Pop-up events

A variety of pop-up events were held at high-traffic community destinations within the plan area. At these events, project team members were available to answer questions and direct people to provide feedback. The following is a list of all pop-up engagement opportunities and the number of conversations that took place at each event:

- Thorncliffe-Greenview Community Association – February 13, 2019 – 12 conversations
- Winston Heights Family Day – February 18, 2019 – 15 conversations
- Central Landmark Chinese Market – February 23, 2019 – 55 conversations
- Renfrew Recreation Centre – February 26, 2019 – 45 conversations

- SAIT – February 28, 2019 – 35 conversations
- Bus Stop at Centre Street & 18 Ave North – March 6, 2019 – 55 conversations
- Lina's Italian Market – March 9, 2019 – 30 conversations

North Hill Communities Tradeshow

The North Hill Communities Tradeshow took place at James Fowler High School on March 2, 2019, from 10:00 a.m. to 2:00 p.m. The idea of a tradeshow style event was a new engagement tactic that we piloted for this project, with the goal of providing citizens with a one-stop shop experience to learn about and provide input on all active City projects in the North Hill Communities. The event was a come-and-go session, which provided citizens with the unique opportunity learn specifically about the North Hill Communities project and provide feedback; in addition to learning about other City projects and services active in the North Hill Communities area.

City of Calgary staff from Transportation, Parks, Recreation, Real Estate and Development Services, Calgary Fire, Water Resources, Affordable Housing, Facility Management, Community Planning, City-wide Growth Strategies and Urban Strategy were present to talk about their business unit activities, share project details, provide information about City programs and collect input on active projects in the communities. Local Community Associations were also invited to participate and share information about their community programs. Language translation services in Cantonese, Traditional Chinese and Spanish, were available.

There were a variety of ways for citizens to provide input and interact at the event, including our Kids Korner, where children helped create a box city. We also provided a “Planning 101” educational opportunity for all attendees where we hosted a recurring 30-minute presentation that aimed to demystify City planning.

In total, we had over 300 citizens attend the tradeshow.

Online public engagement

The online engagement took place from February 12 to March 10, 2019. Participants were able to learn more about the project engagement opportunities and were asked to provide their feedback. 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. We collected feedback relating to Transit Orientated Development (TOD), Main Streets, Neighbourhood Activity Centres (NACs), Established Areas, Greenview Industrial, Parks, and Transportation. The calgary.ca/NorthHill website included a question and answer section as well as a social map tool as a way to collect feedback.

Over 2,613 individuals visited the Envision feedback page providing 462 comments.

Targeted stakeholder engagement

Main Street businesses and Greenview industrial sessions

Business owners and commercial land owners along the four Main Streets and within the Greenview industrial area were invited to participate in targeted workshops with the aim of bringing different perspectives and viewpoints to the table related to development on the Main Streets and Greenview Industrial area. Attendees shared their feedback on opportunities, challenges, and big ideas for the future of the North Hill area.

Main Street Workshop – February 20, 2019

Business and landowners along 16 Avenue N, Centre St N, Edmonton Trail NE and 4 Street NW were invited to participate in a workshop to discuss the current challenges and future opportunities for development along the Main Streets. We held a three hour workshop where we discussed three topic areas; current challenges, future opportunities, and big ideas. For this workshop The City also provided Chinese translation services.

55 participants attended the session and provided over 500 comments.

Greenview Industrial Workshop – February 21, 2019

Business and landowners within the Greenview Industrial Area were invited to participate in a workshop to discuss the current challenges and future opportunities for development within the Greenview Industrial Area. We held a three hour workshop where we discussed three topic areas; current challenges, future opportunities, and big ideas. During the meeting, participants shared the issues, concerns, and aspirations they have for the Greenview Industrial Area. 31 participants attended the session and provided over 200 comments.

North Hill Local Growth Multi-community Stakeholder Working Group

At the launch of the North Hill Local Growth Planning project, The City solicited applications to join a multi-community stakeholder working group. 32 members from the community were selected to participate in the working group. The group is made up of: 10 representatives from the area Community Associations/ Business Improvement Association, three Development Industry Representatives and 19 members from the general community.

Throughout the project, members of the working group will 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 for the communities of: Highland Park, Thorncliffe – Greenview (south of McKnight Blvd), Capitol Hill, Mount Pleasant, Tuxedo Park, Winston Heights – Mountview, Rosedale, Crescent Heights, Renfrew and the Greenview Industrial area. During phase two, the working group participated in two sessions.

Session 3: Activity Levels and Attributes – April 3, 2019

This working group session focused on introducing a shift of thinking with people-centred design. Members worked in groups through three interactive activities which included:

- Validating and prioritizing public input received through the broad public engagement for phase two to refine focus areas;
- Mapping and identifying different levels of street activity and interaction with the built environment to create a heat map where people with gather and interact in the future
- Envisioning and assigning activity attributes help inform the future vision of the North Hill area.

The output from this activity was used to create a composite heat map that was used as the base for session four.

Session 4: Function and Scale – May 4, 2019

This working group session, members participated in an interactive activity utilizing Lego to discuss building scale and function. Using the activity level heat map from the third session, members used Lego blocks to identify where certain building function was appropriate (housing focus, commercial focus and industrial focus) and layered the blocks to indicate appropriate

building scale throughout the area. This exercise will help inform a draft land use concept and will be used to help inform future conversations about supporting amenities and infrastructure needed to support future growth and density.

A What We Heard report specific to the working group sessions, will be created to share the input and work they have accomplished to date. Stay tuned for this report.

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 newsletter advertisements
- Community Association news articles
- Councillor Ward email updates (Ward 4, 7, & 9)
- Printed posters distributed at high-traffic community destinations and at seniors housing facilities.
- Paid social media advertisement campaign on Facebook and Twitter
- Digital banner advertisements displayed on websites people visit while in the plan area
- Email newsletter campaign through North Hill & Main Streets subscriber lists
- Mailed letters to Main Streets and Greenview Industrial Business and Commercial Landowners for targeted workshops.
- Advertisements translated into simplified and traditional Chinese in Sing Tao and Trend Weekly newsletters.
- News spots on Global, CTV, CBC news, Country 105 radio and Livewire online news blog

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

- Facebook (Reach) = 153,879
- Twitter (Impressions) = 232,583
- Digital Ads (impressions) = 552,000
- Bold signs & information boards = unknown
- Community newsletters (distributed) = 28,000+
- Ethnic ads in Sing Tao- Weekend Edition and Trend Weekly (55,000)
- Email updates = 263

What did we ask?

At our in-person public engagement events, targeted stakeholder sessions, and online we asked a variety of questions to help increase the project teams understanding of key identified growth areas, and how future growth and development might be accommodated. We collected input through both comment forms and map-based activities.

Public Engagement Questions

1. Transit Oriented Development Areas (TOD)

What does future growth look like around transit hubs?

Think about the existing and future transit stations/stops in the area, this could be Light Rail Transit (LRT) with the future Green Line on Centre St. or Bus Rapid Transit (BRT) along 16 Avenue with the MAX Orange line.

- Tell us how are these areas similar or different? How do you envision these areas evolving over time? What building heights or types of uses do you see there? Does your opinion differ for each of the TOD areas and what do you envision where?
- Are there TOD areas you think provide greater opportunities for growth and change? Identify which areas and tell us what types of buildings and uses you envision for these areas.

2. Main Streets

What does growth look like on our Main Streets? Think about the four Main Streets: 16 Avenue, Centre Street N, Edmonton Trail NE and 4 Street NW

- Tell us what you think is working and what is not on each of the Main Streets? How do you envision them evolving over time? What building heights or types of uses do you see there in the future?
- When thinking of growth in the areas adjacent or next to the Main Streets, how do we transition from the higher density areas to low-density residential areas? What should the transition areas into the surrounding community look like?
- Please identify where you think retail and other non-residential uses should be focused along the Main Streets. Should this be at specific intersections or activity nodes? Show us where and tell us why you think that area is appropriate.
- How many storeys are appropriate for future buildings along the Main Streets? Does this differ by street or location? Identify a location and tell us the number of floors you think would be appropriate in that location.

3. Neighbourhood Activity Centres (NAC)

What does growth look like in our Neighbourhood Activity Centres? Think about Neighbourhood Activity Centres in the plan area. For example, is there a strip mall, an office/ commercial building and/or a school and fields? Is there one located close to where you live?

- Thinking of these areas, what is working, what is not? How do you envision this area evolving over time? What types of redevelopment do you think would be appropriate? Think about building heights/number of storeys or what types of uses you see here.
- Help us identify Neighbourhood Activity Centres in your community (and larger plan area). Identify the NAC on a map and tell us what types of buildings and uses you envision for these areas.

4. Established Areas

What does growth look like in your neighbourhood outside of Main Streets, Transit-Oriented Development areas, and Neighbourhood Activity Centres?

- How do you envision growth & redevelopment within your community? What does this look like? Are there any areas that might be more appropriate for growth than others? Is there a range of housing or building types that you think would be appropriate?
- Heritage is a key element of character in older neighbourhoods. In your opinion, how should heritage character be conserved as redevelopment occurs?

5. Greenview Industrial Area

This area is an important employment hub for the area and we want to know how you envision this area evolving in the future?

- When thinking of how this area functions today, is there anything that you think could be different? How do you envision this area evolving in the future? Are there other uses or development types you would like to see encouraged in this area?

6. Parks & Transportation

What do we need to keep in mind for our supporting infrastructure as growth and redevelopment occurs?

- Tell us how do you currently use the parks in the area. Is there anything missing from the parks?
- As growth and redevelopment occurs, what impacts to local green space and parks need to be considered?
- As growth and redevelopment occurs, what impacts to our transportation infrastructure need to be considered? Think of all mobility options (walking, cycling, transit, and driving)

Targeted Stakeholder Engagement Session Questions

Current opportunities

- What is working well?
- What do we need to keep doing more of?
- Examples of good projects, initiatives that need to be repeated?
- Describe your current interaction with the City.

Current challenges

- What isn't working?
- What current red tape issues are you facing?
- What are the big challenges and issues for the area?

Main Streets Specific

- Are you having trouble getting tenants because of land use restrictions?
- What are the public realm challenges? Think of sidewalks, street trees, crosswalks, safety/comfort.
- Are there parking challenges? Think of on-street versus off-street (on your site) parking dynamics?

Big ideas for the future

- How do you envision this area in the future - the 10 to 20-year vision?
- What big ideas do you have for the future? How do we get to your vision idea?

Main Streets Specific

- Where do you think density should be focused? What are the appropriate building heights and where?
- Should there be more commercial on the Main Streets? And if so, where (i.e. between what streets/avenues)?
- How do you feel about residents living nearby and the potential positive/negative impacts that may have on your businesses?

Greenview Industrial Specific

- Are there other commercial uses you would like to see in the area? If so what and where?
- Do you see residential fitting in the area? If so how/ where?

Other ideas

- What is important to you as a landowner or business owner as we develop policy for this area (Flexible policy, Encourage variety of development and uses in the area, City investment in the area, Improve safety, New anchors, Other)
- Within the next 10 years, how likely are you to do the following with your property (Leave as is, Change zoning to allow for different uses, Develop a new building, Sell my property, Don't know, Other)
- Are there any barriers that have prevented you from moving forward with any development plans?
- Are there any other issues or opportunities you would like The City to consider as we plan for the area?
- What do you need from The City in order to consider redeveloping or increasing intensity?

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 two include:

- **Density and redevelopment:** Citizens expressed the need for thoughtful development and smart density within the North Hill Communities. Comments identify a variety of heights and building uses appropriate for specific focus areas and want to ensure that a variety of redevelopment will support a diverse population in terms of their needs and preferences.
- **Revitalization and appropriate growth:** Citizens identified a number of focus areas where growth and redevelopment was more appropriate over others and expressed an eagerness for revitalization and growth along the Main Streets in the area and within the Greenview Industrial Area

- **Green Line:** Citizens identified Green Line as an exciting opportunity for these communities and citizens want to ensure that it is thoughtfully integrated into the community.
- **Amenities and local businesses:** Citizens value many of the existing services and business in the area and would like to see redevelopment that helps strengthen these as well as the creation of new businesses and complementary uses that make North Hill a vibrant community for residents, and a destination for visitors.
- **Transit Access:** Citizens felt transit has improved access to the North Hill communities and specifically the Greenview Industrial area and there is potential to grow and increase vibrancy in the area.
- **Traffic and parking:** Citizens shared that solutions are needed to address both parking concerns and traffic congestion within the area. This was raised as a critical item necessary to support current and future businesses in the area, as parking and traffic is a big issue along the Main Streets and in the Greenview Industrial Area.
- **Pedestrian and bike access:** Citizens value a walkable and accessible community and want to see enhancements to pedestrian and cycling infrastructure.

At the North Hill Communities Tradeshaw, we invited Sam Hester to graphically record citizens feedback about their vision for the North Hill Communities. This is the image that was created from that feedback.



To view a larger version of the image, please click [here](#).

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, we utilized only a portion of your comment that spoke to a particular theme.

Public engagement

Transit Oriented Development	
Theme:	Explanation and supporting sample comments:
Encourage a mix of uses close to transit stations as much as possible	<p>Citizens value a variety of services in close proximity to current and future transit stations.</p> <p>Sample comments:</p> <p><i>"16th train station should be underground with a large library/rec centre on top."</i></p> <p><i>"It would be nice to have a few more eateries or shops (preferably not big box chains)."</i></p> <p><i>"There shouldn't really be a difference between the development around the BRT lines and around the green line... The areas close by should provide passengers with the amenities they need, stores, restaurants, housing etc."</i></p>
Promote density in focused areas	<p>Citizens highlighted areas close to the Green Line stations as ideal for higher densities, tapering off to ensure sensitive transition to surrounding existing development.</p> <p>Sample comments:</p> <p><i>"I think the highest density spot in the whole area needs to be 16 Avenue and Centre and everything trickles down from there."</i></p> <p><i>"Where Centre and 16th ave meet, there should be heavy densification, this is where the taller highrises setback on midsized podiums should be placed. It should resemble how Vancouver has adopted TOD's along the Skytrain. Richmond is a great example, except buildings should be taller. Along centre street, along the LRT, we should have more densification. Whereas BRT stations should adopt healthy densification with lots of midrises. No building should be built smaller than 3 stories."</i></p> <p><i>"Higher Density/Building heights along 16th Ave/MAX line. Similar to newer development built at 16th Ave and 15th Street"</i></p>
Pedestrian connections	<p>Citizens expressed a desire for convenient and safe pedestrian connections in close proximity to transit stations.</p> <p>Sample comments:</p>

	<p><i>"Ensure sidewalk support movement of people to stops (Broken, unpassable too narrow, etc.)"</i></p> <p><i>"Max bus stop should be next to 16th Ave Green Line station for easy transfer to east/west travel, not a 2 block walk."</i></p> <p><i>"I want easy and safe connections to get there by foot or bike with my family so we can access other destinations by transit around the city."</i></p>
Variety of housing forms with commercial options	<p>Citizens support a mix of mid to high density residential options with commercial and business uses in the proximity of transit-oriented development areas and main streets.</p> <p>Sample comments:</p> <p><i>"Townhouses Heights - 4 storeys mixed use Appropriate heights for type of resident."</i></p> <p><i>"What I envision for these streets is essentially what is already occurring. Mid rise, mix use buildings (maximum of 4 stories) with commercial on the main and units on the upper floors. These should not be huge complexes."</i></p> <p><i>"I think that areas close to LRT or BRT stops make sense for higher density housing (taller condo buildings) with retail/commercial at ground level."</i></p>
Management of parking	<p>Citizens raised parking needs and incentives needed to promote transit-oriented development in the area.</p> <p>Sample comments:</p> <p><i>"[dot] need to consider parking options near c-train."</i></p> <p><i>"parking relaxations for all secondary suites within TOD areas."</i></p> <p><i>"TOD Mixed use projects should be encouraged, with density bonusing, or increased height or relaxation of parking requirement if we want to encourage public transit services. Plan for additional commercial parking or relaxation to encourage small businesses and shops to provide neighbourhood oriented retails and professional services to the area."</i></p>
Building Height	<p>Citizens offered a variety of opinions around desired building heights near transit-oriented development areas. The most common height range was 4 to 10 stories, with only a few comments in the range of 10-30 floors.</p>

Additional comments and feedback, provided for the topic but not mapped, are categorized by themes with examples in the table below.

Main Streets	
<i>Theme:</i>	<i>Explanation and supporting sample comments:</i>
Building heights	<p>Citizens want to see a variety of building heights on Main Streets but also raised the concern for preserving community character and mitigating shadow impacts.</p> <p>Sample comments:</p> <p><i>“100 FT from Centre St should be 16 stories mixed commercial, residential, industrial, underground parking”</i></p> <p><i>“Lower building heights on Edmonton Tr. and 4 St. This will maintain a neighborhood feel to the streets.”</i></p> <p><i>“4th Street is a main street - it should have NO more than 3 story town-homes, condos and some mixed use residential and commercial space....”</i></p>
Appropriate density on main streets	<p>Citizens comments favored increases in density around Main Streets such as 16 Avenue N and Centre Street N however support for density along 4 Street NW and Edmonton Trail NE was at a smaller scale. Comments also supported a desire for mixed use with above commercial and retail.</p> <p>Sample comments:</p> <p><i>“There are not enough shops and services on the main street. This is probably because there is not enough density in the areas surrounding main streets. Bringing more density and people in the area will make shops and services on main streets more viable.”</i></p> <p><i>“Development should be confined to Centre Street and 16th.”</i></p> <p><i>“Edmonton trail and 4 St NW are not as developed and have a more residential feel. I don't think the density in these areas needs to be as high, but similar idea with retail on ground level and condos above would fit here as well.”</i></p>
Transition areas	<p>Citizens shared ideas about the need for sensitive transition from the Main Streets into the lower density residential areas.</p> <p>Sample comments:</p>

	<p><i>"transition areas should scale from higher mixed use buildings to rowhomes, condos and low rise apartments."</i></p> <p><i>"Adjacent sites to MS developments should be multi-residentials, to transition into single residential, quiet tree-lined side streets, which are essential to provide "a sanctuary" for people who live in taller buildings."</i></p> <p><i>"Start with increased density in the first block close to main streets and go from there. 5-7 story buildings on main streets and lower 3-4 story ones a further back so that low-density properties do not have in increase in shade."</i></p>
Parking improvements	<p>Citizens would like to see appropriate parking in place to support the Main Streets.</p> <p>Sample comments:</p> <p><i>"Parking should be abundant but placed on the backside of buildings, mini 2 storey above grade parkades like in Europe are great and affordable.."</i></p> <p><i>"Edmonton trail is on the right path. Especially with the on street parking which is critical."</i></p> <p><i>"Mainstreets should not have front faced parking lots, put them in the backside of buildings."</i></p>
Celebrate the character and historic elements of Main Streets	<p>Citizens value the current character of the existing Main Streets and would like to see historic buildings protected and incorporated in redevelopment.</p> <p>Sample comments:</p> <p><i>"16 Av (highway oriented businesses), Ctr St. (Historic business hub for the North Hills), Edmonton Tr. (Italian heritage / shops) are all very different main streets. Future Developments should leverage off the heritage of the area, build upon its history and provide each of the Mainstreet Identity so that businesses or services can self-identify and develop their unique characteristics of the area. Maximizing the common characteristics help to segment markets, and Neighbourhood Character."</i></p> <p><i>"Roads like 4th street NW should have a more residential neighborhood vibe with a few coffee shops and places to eat (like the ones that already exist) instead of a busy hustle and bustle business."</i></p> <p><i>"Specifically preserve the few heritage/character buildings there are - like the Tigerstedt block."</i></p>

20 Avenue N as a Main Street	<p>Citizens identified 20 Avenue N as an alternative Main Street and raised concerns over the current state of 16 Avenue N.</p> <p>Sample comments:</p> <p><i>“16th will struggle and will continue to struggle. Its busy and not conducive to great main street. A better east west option is 20th Avenue.”</i></p> <p><i>“Add 20th Avenue to the list of streets. It would be a great Main Street. Way better than 16th Avenue which is terrible.”</i></p> <p><i>“The City would be better off looking at 20th Avenue as a mixed use corridor instead.”</i></p>
Increase in commercial and retail offerings	<p>Citizens want to see more commercial and retail options a within walking distance for residents and for visitors to enjoy.</p> <p>Sample comments:</p> <p><i>“Cafes and more stores along main connections and at parks <u>[underline]</u> *food truck space * so people can stay + enjoy”</i></p> <p><i>“More shops: retail, cafes, vegetable shops think: Commercial Dr in Vancouver, Kitslallwr Main St”</i></p> <p><i>“16 ave and centre street are already primarily commercial/retail-oriented streets. I think there is opportunity here for more mixed-use by building condo/apartments with retail at ground level (many recent examples along 16th Ave going up).”</i></p>
Pedestrian and bike experience	<p>Citizens want to see improved sidewalks to increase walkability and bike infrastructure to enhance cyclists experience throughout the area.</p> <p>Sample comments:</p> <p><i>“Sidewalks need to be widened along main streets. Places to sit and stop and rest added. Cycling infrastructure should be placed adjacent to main streets, see Vancouver bike routes, and traffic calming measures.”</i></p> <p><i>“16th ave is a transportation corridor with a poor pedestrian environment.”</i></p> <p><i>“Main Streets must have high-quality cycling and walking infrastructure that we know works well: cycletracks and slower, narrower streets.”</i></p>

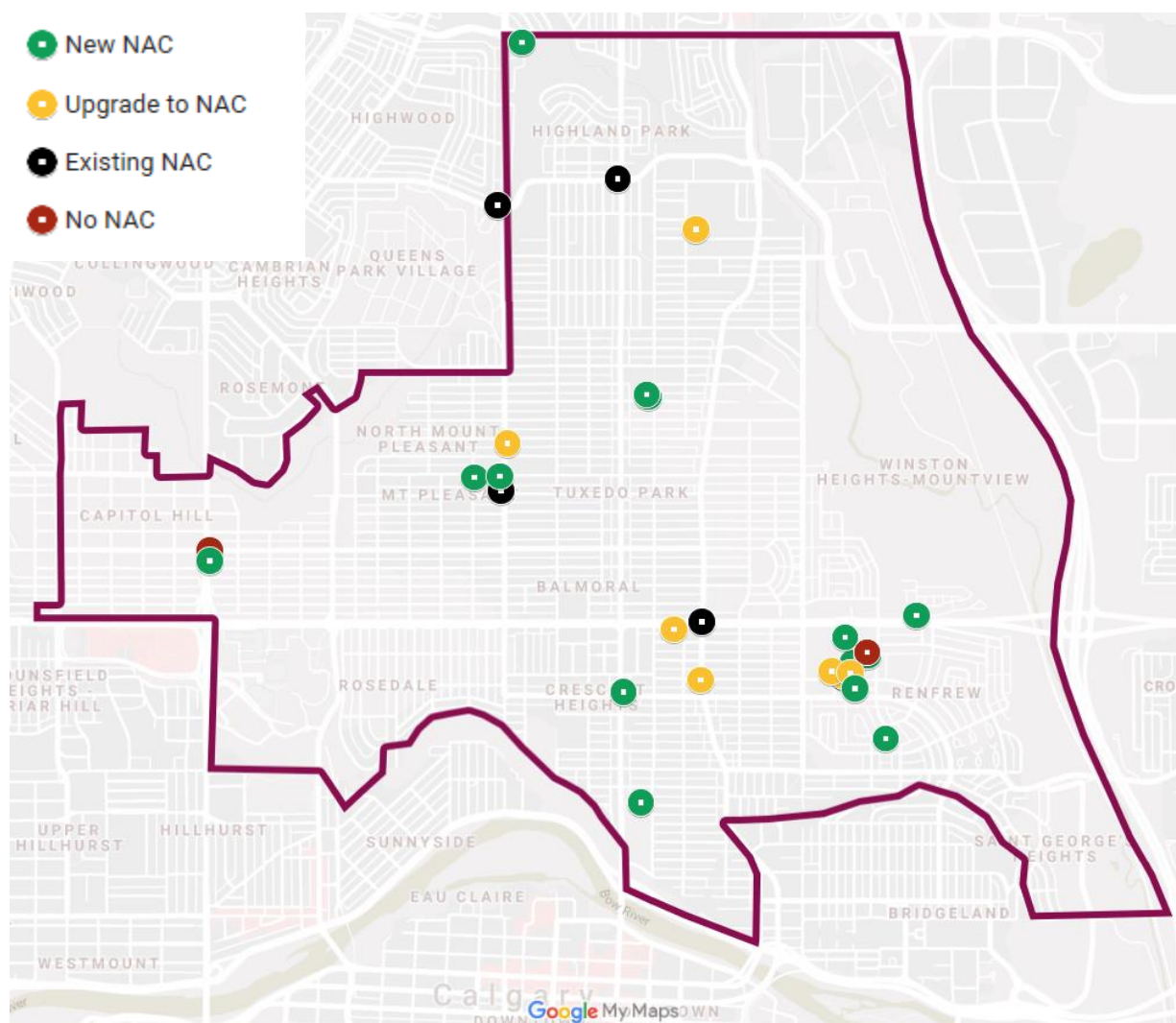
Traffic and roadway improvements	<p>Citizens want to see traffic calming measures and that address traffic congestion on Main Streets.</p> <p>Sample comments:</p> <p><i>“How do you address increased traffic volume on North End of Edmonton Trail”</i></p> <p><i>“You also need to smooth the traffic flow, simple things like right hand turn lanes, left-turn arrows, eliminating stop lights altogether, its time for some cloverleaves, over and under passes!”</i></p> <p><i>“For centre street turn it back into a regular street, 1-2 lanes each way with parking all day, get rid of the FREEWAY it has become and divides the crescents has community into 2.”</i></p>
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Neighbourhood Activity Centres

The map below aims to illustrate the themes that occurred through map-based activities for the Neighbourhood Activity Centres. A total of 30 pins were attributed to NACs. The comments were categorized and plotted at the location they were originally dropped on the online map:

- New NAC: identified as ideal locations to develop a new activity centre
- Upgrade to NAC: identified as already having some activity centre characteristics that should be promoted
- Existing NAC: identified as current activity centres

- No NAC: identified as locations that should be maintained and not converted into activity centres



Additional comments and feedback, provided for the topic but not mapped, are categorized by themes with examples in the table below.

Neighbourhood Activity Centres Themes	
Theme:	Explanation and supporting sample comments:
Intensify and add uses to promote neighbourhood activity centres	<p>Citizens identified locations with the North Hill area that could benefit from upgrades making them more recognizable activity centres.</p> <p>Sample comments:</p>

	<p><i>"Businesses like 4th Spot Kitchen & Bar, Johns Breakfast, should be allowed to flourish in the areas they exist it is what makes the neighborhood vibrant, and unique..."</i></p> <p><i>"Strip mall at 40th Ave @ 4th Street rejuvenated to Kensington/Marda feel..."</i></p> <p><i>"I would like to see the old Tuxedo school repurposed. It has been sitting empty and degrading for some time. It would be a prime area to utilize. It would be great to see the original building remain."</i></p>
Vision of neighbourhood activity centres in North Hill	<p>Citizens shared their vision for neighbourhood activity centres in the area: what works, what should be avoided and examples in other communities and cities.</p> <p>Sample comments:</p> <p><i>"These areas should allow people to come and have multiple needs met at in one area, such as recreation, basic services like salons, independent shops, and restaurants. This will reduce the amount of driving around people do to get their errands done and create a neighbourhood meeting place."</i></p> <p><i>"Current NACs tend to be auto-oriented strip malls. This is an old paradigm that should be phased out."</i></p> <p><i>"Activity Centres may include public, semi-private, or private entities providing services to the community. Even properly managed not-for-profit agencies can provide a lot of useful services to the residents and communities."</i></p>
Strip malls as neighbourhood activity centres	<p>Citizens identified various strip mall type developments in the area as a future opportunity for redevelopment or revitalization.</p> <p>Sample comments:</p> <p><i>"Commercial strip malls need to go. Increase the density and create an incentive to eliminate them."</i></p> <p><i>"Strip malls need to go. Mixed use is great. But again, if you make it too low or cap density then nothing will happen."</i></p> <p><i>"The existing strip malls are ugly. Any strip mall built in the neighbourhood should have residential attached to it. And some architectural integrity"</i></p>
Mid-rise buildings near neighbourhood activity centres	<p>Citizens would like to see increased density and identified building height in the range of 3 to 6 storeys as appropriate.</p>

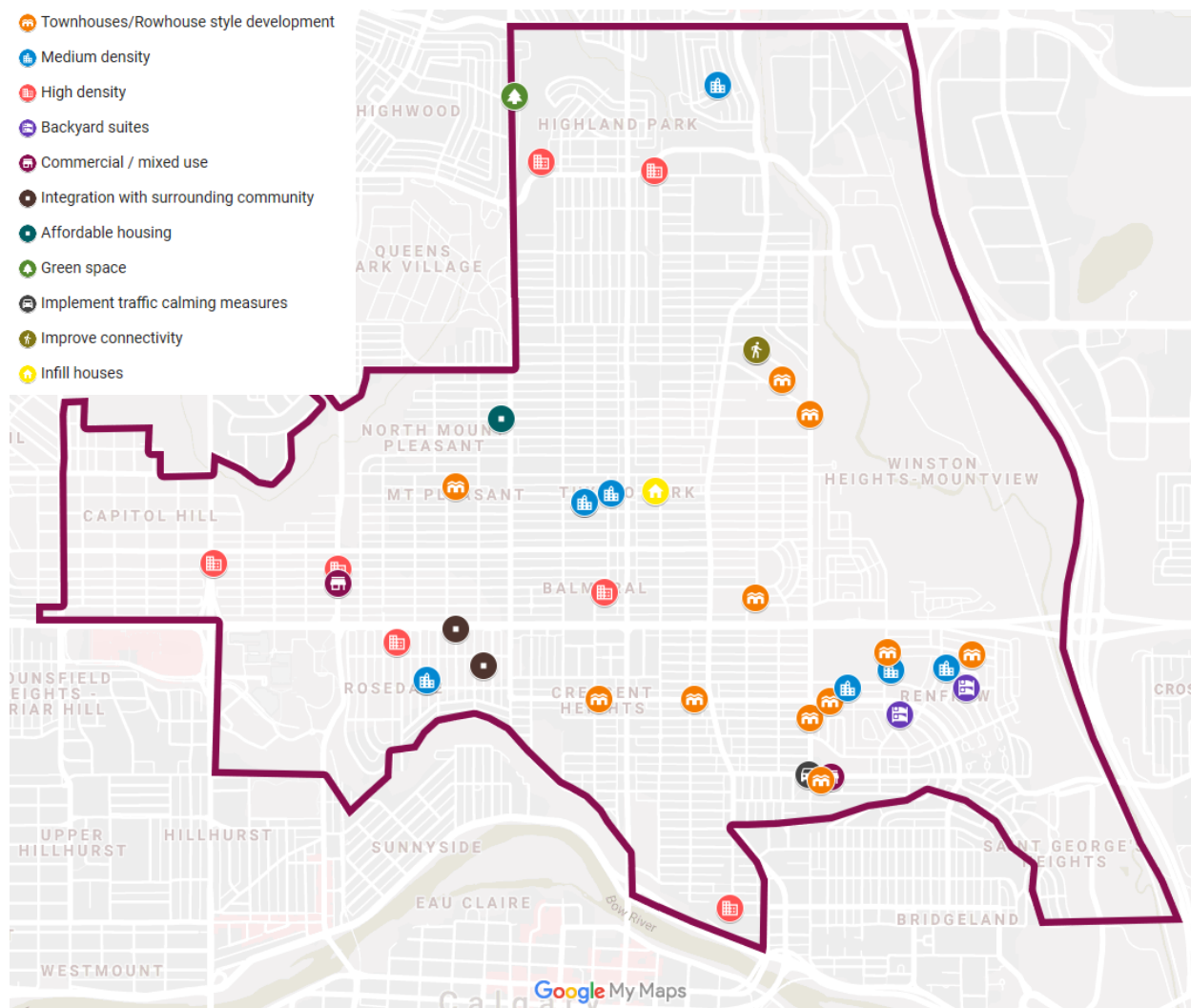
	<p>Sample comments:</p> <p><i>“Building heights should not be higher than 4 stories on busier roads.”</i></p> <p><i>“These areas should be designed with intensive development up to 10 storeys tall.”</i></p> <p><i>“Increasing the density around strip malls and commercial buildings will benefit the small businesses in the community. 5 or 6 story buildings along main roads (centre street) and 3-4 story buildings along smaller roads (20 ave, 40 ave).”</i></p>
Infrastructure needs to support neighbourhood activity centres	<p>Citizens highlighted the need for pedestrian and cycling friendly infrastructure and parking to enhance neighbourhood activity centres.</p> <p>Sample comments:</p> <p><i>“Incorporation of pedestrian friendly elements that are multigenerational and accessible (meeting points, seating, mini park areas, outdoor cafe's, covered sitting areas able to be used year round, etc.). Move parking underground or to the backs of buildings.”</i></p> <p><i>“I see these areas becoming more accessible in the winter with heated sidewalks too.”</i></p> <p><i>“Make it easier and more attractive to walk and bike.”</i></p>

Established Areas Comments

The map below aims to illustrate the themes that occurred through map based activities for the established area. A total of 39 pins were attributed to Established Areas. The comments were themed and plotted at the location they were originally dropped on the online map.

The top three themes/categories in established areas were:

- Desire for Townhouse/rowhouse style development
- Desire for Medium density development (define this i.e X storeys)
- Desire for High-density development (define this i.e X storeys)



Additional comments and feedback, provided for the topic but not mapped, are categorized by themes with examples in the table below.

Established Area	
Theme:	Explanation and supporting sample comments:
Preservation of the established areas' character and heritage.	<p>Citizens value the character of the different communities in the area and would like to see existing heritage homes preserved and incorporated into the area redevelopment.</p> <p>Sample comments:</p> <p><i>"do not tear down the heritage bungalows - seamless integration into community"</i></p> <p><i>"Identify those buildings where heritage is important to preserve and figure out ways to continue to use the space well without jeopardizing the heritage value it provides. This</i></p>

	<p><i>may require some creative thinking, but it shouldn't lead to buildings being left vacant just because we don't want to tear them down."</i></p> <p><i>"Redevelopment should add character - not diminish it."</i></p>
Low-density residential development	<p>Citizens indicated current density and type of development should not change within the established areas of North Hill</p> <p>Sample comments:</p> <p><i>"Should not be all zoned multi. Leave it as RC2"</i></p> <p><i>"Other areas of Crescent Heights should be limited to two-story single-family homes to maintain the character of the neighbourhood"</i></p> <p><i>"The infill activity is good for the area. There are single family homes, duplexes and row townhouses on busy corner lots."</i></p>
Mixed residential and density options	<p>Citizens expressed a need for increased density and a variety of housing options to accommodate different demographics.</p> <p>Sample comments:</p> <p><i>"Would love to see multi stage 55+ residential developed ie. Villa's, Condo's etc. <u>Where the trailer park was.</u>"</i></p> <p><i>"Multiple income (including low income) housing/suites!"</i></p> <p><i>"Growth should be dense, especially south of 16th ave. Our inner city is hollowing out leaving schools to close. We need to rejuvenate it with dense development...The communities need to be more open to midrise developments. We need to build more family affordable housing."</i></p>
Importance of vegetation and green spaces in the North Hill communities	<p>Citizens value the existing urban canopy that currently exists in the communities and want to see this enhanced.</p> <p>Sample comments:</p> <p><i>"We'll need to replace street trees soon. Let's get on it."</i></p> <p><i>"Enforce the policy in support of the urban forest - huge negative impact caused by many new house plans that decrease surface permeability and remove mature trees, and replacement or required planting is not occurring."</i></p> <p><i>"Keep as many trees as possible during redevelopment, and enforce replanting where that isn't possible."</i></p>

Parking considerations for existing and future development	<p>Citizens raised concerns about potential parking issues that could come with higher density development, nearby educational institutions in and more secondary suites.</p> <p>Sample comments:</p> <p><i>“Need to consider parking impacts - enforce parking limits on blocks adjacent to main streets and NAC's.”</i></p> <p><i>“Secondary suites needs to be encouraged through the relaxation of parking requirements of needing to provide parking for the suite particularly for the inner city.”</i></p> <p><i>“I don't think any apartments should be allowed off of the main streets as parking becomes a huge issue...”</i></p>
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Greenview Industrial	
<i>Theme:</i>	<i>Explanation and supporting sample comments:</i>
Greenview as a future opportunity	<p>Citizens value the natural redevelopment that is occurring in the area and would like to see more of it encouraged.</p> <p>Sample comments:</p> <p><i>“This area has a lot of potential and may in future have some residential but don't push out all the businesses.”</i></p> <p><i>“More breweries. More innovation and creative businesses.”</i></p> <p><i>“Like present trend, with fitness studios, bakeries, food wholesalers, beer brewing, motorcycle shops, etc. Less heavy industrial and more consumer industry, like butchers, wholesalers. Basically, less dirt and stench and more cool places to explore with great deals on cool stuff directly from the producers.”</i></p>
Mixed residential development	<p>Citizens highlighted a variety of residential densities and types as part of redeveloping the area.</p> <p>Sample comments:</p> <p><i>“Old medium density buildings (Hill Side Estates, and that general area along Edmonton trail and 4th street NE) should be the ripped down, and rebuilt into higher density, but affordable condos.”</i></p> <p><i>“More combined live-work spaces work well here.”</i></p> <p><i>“Allowing small buildings/ business to transition in with family dwellings.”</i></p>

Enhanced pedestrian infrastructure and connections to green spaces	<p>Citizens expressed a need for sidewalks, tree canopy and connection to Nose Creek to make the area more inviting.</p> <p>Sample comments:</p> <p><i>“Sidewalks are haphazard, at best, in this area and make it hard to get around if you aren't in a car.”</i></p> <p><i>“very few (none?) sidewalks on east side of Nose Creek.”</i></p> <p><i>“Streets should be fully developed with pedestrian walks, green spaces, and parking.”</i></p> <p><i>“It needs more trees and boulevards to make it more welcoming and environmentally friendly.”</i></p>
Transit opportunities	<p>Citizens raised the need to improve transit to and from the area while acknowledging the future connection to Green Line and the benefits it would potentially have increasing visitors to the area.</p> <p>Sample comments:</p> <p><i>“Improving the transit accessibility for this area to encourage more growth from new companies, and more growth in surrounding residential areas.”</i></p> <p><i>“I noticed there is limited transit into the area...”</i></p> <p><i>“Red Arrow is located in this area- disturbance or opportunity to create a welcoming transportation hub?”</i></p>
Parks	
Theme:	Explanation and supporting sample comments:
Pedestrian & bike experience improvements	<p>Citizens want to see improved pathway connection for pedestrians and cyclists in parks and community green spaces. They also want to see increased maintenance and safety for pedestrians and cyclists utilizing parks and pathways at all hours of the day.</p> <p>Sample comments:</p> <p><i>“Interconnectivity is important for parks to be appealing places to spend time. Can I go for a long walk or bike ride without spending half the time navigating through residential or industrial areas? Not all parks have this.”</i></p> <p><i>“Need bicycle access between parks, universally designed parks, more soccer fields.”</i></p>

	<p><i>"I use the Bike Paths extensively and it would be nice to see Confederation Paths tied in better to the Nose Creek Path system to the East."</i></p>
Park amenities improvements	<p>Citizens want to see improved amenities for all ages utilizing parks including more playgrounds, skating rinks, potential off leash areas, and outdoor gym facilities.</p> <p>Sample comments:</p> <p><i>"The parks are old and lack new infrastructure."</i></p> <p><i>"The only thing that is missing is a better outdoor skating rink in Confederation park. Perhaps one with boards and one without. It could be used as basketball court in the offseason. The Tennis courts are awesome, as are the playgrounds."</i></p> <p><i>"Bathrooms. Water fountains. Proper picnic areas. Firewood. Better playfields. More "wild" areas. More toboggan areas."</i></p>
Increase in parks and green spaces	<p>Citizens want to see more parks, green spaces and off-leash areas in the North Hill communities.</p> <p>Sample comments:</p> <p><i>"I want to age in my house. In Highland Park there seems to be no accessible park where I can walk to. I watch my senior neighbours be very isolated as There seems to be no outside space they can use."</i></p> <p><i>"We need the existing green spaces kept in Mt. Pleasant, as there are not enough dog parks or parks in general."</i></p> <p><i>"Missing: pathway connection from Queens Park to Hose Hill Park to Nose Creek pathways through former golf course terrain and under McKnight."</i></p>
Density impacts on parks	<p>Citizens shared concerns over higher buildings near parks. However, an increase in density near green spaces was perceived as a potential way to improve park amenities.</p> <p>Sample comments:</p> <p><i>"I would not want to see large building towers near these neighbourhood activity centres that will block out sunlight into the parks."</i></p> <p><i>"Minimal low height development around park areas...why? So people can enjoy nature..."</i></p>

	<i>"Anywhere near Parks, definitely no more than 4 stories, as casting shade where there would have otherwise been sunlight would not be helpful to the quality of the park space as a community amenity."</i>
Tree preservation	<p>Citizens want trees in the area to be improved along with the promotion of planting to as a means to beautify the communities.</p> <p>Sample comments:</p> <p><i>"Save the trees, promote plantings on green spaces between sidewalks and roads. Add more "pocket parks" as redevelopment happens so green is blended and through communities."</i></p> <p><i>"Schools should be maintained/upgraded and they should have trees planted around the perimeter of them to beautify the neighborhoods. Same with Community Centers, and existing Parks. The more large trees the better."</i></p> <p><i>"Adding more trees would also provide more areas with shade for those with children or the elderly on those hot sunny days."</i></p>
High value on park and green space	<p>Citizens value green spaces, and parks within the North Hill Communities.</p> <p>Sample comments:</p> <p><i>"Playgrounds at St. Josephs and King George have all been upgraded recently and are great. The outdoor pool is a gem and a great asset to Mount Pleasant as is the rink."</i></p> <p><i>"Love Confederation Park, areas along Nose Creek, etc."</i></p> <p><i>"We take our small baby to Renfrew and Crescent Heights neighbourhood parks. They meet our current needs and are in walking distance. I can't think of anything missing, they are wonderful."</i></p>
Transportation	
<i>Theme:</i>	<i>Explanation and supporting sample comments:</i>
Disincentivize driving	<p>Citizens want to see other modes of transportation emphasized and improved.</p> <p>Sample comments:</p> <p><i>"Try to incent people to NOT DRIVE downtown since they live so close (transit, bike, walk, etc)"</i></p>

	<p><i>"We need to making driving way less convenient, slower and harder. At the same time, building proper infrastructure to make all other modes more-convenient, faster and easier. This is the best way to encourage other users."</i></p> <p><i>"Let's make it easier to use other methods of travel and not cater so much to the car user."</i></p>
Parking changes	<p>Citizens expressed a need to change parking requirements and focus on underground solutions as a way to promote other modes of transportation.</p> <p>Sample comments:</p> <p><i>"Parking minimums should be pushed down or eliminated."</i></p> <p><i>"Whatever buildings actually do get built, there should be lots of parking underground... Minimize above ground parking, maximize underground parking, parking lots are ugly, and should be replaced. On street parking takes away road space, and should be replaced with medium density housing and underground parking, that protect vehicles from theft/breakins in the area."</i></p> <p><i>"Eliminate parking minimums. They are used by NIMBYs to stifle change."</i></p>
Green Line construction concerns	<p>Citizens raised concerns about the construction of the Green Line along Centre Street and its integration with business and surrounding communities.</p> <p>Sample comments:</p> <p><i>"Concern about how construction will affect commute. - Once line is in, concern around safety."</i></p> <p><i>"Personally, I am unhappy with the decision to build the Green line. It will change the look of Center Street in a negative way. I don't believe our inner city communities should be a 'pass through' for transit. I am opposed to spending that much money on more transit. Such a waste of money."</i></p> <p><i>"My only transit concern is around the green line. It is imperative that the green line not segregate Tuxedo Park. Centre Street is part of our community, and a LRT must not block accessibility and walkability in our community like it has done in newer NE communities."</i></p>
Bus and BRT improvements	<p>Citizens would like to see more bus transit options in the area.</p>

	<p>Sample comments:</p> <p><i>"I think improving the bus system would be more practical and economic."</i></p> <p><i>"It's a shame that the MAX stop near Russet Rd is by a narrow lot with recycling bins. It would probably require a private-public partnership to rework that entire site."</i></p> <p><i>"Bus pull outs and well maintained bus stops would make bus transit easier (I had to help an old lady climb a bus stop snowbank the past 3 weeks?)."</i></p>
Bike safety and infrastructure improvements	<p>Citizens want to see improved bike infrastructure and connections</p> <p>Sample comments:</p> <p><i>"Biking infrastructure into industrial parks and university"</i></p> <p><i>"Accessible by bike via an accessible for all community cycle network, with abundant secure and monitored bike parking at train stations and major bus stops."</i></p> <p><i>"We need more, better, and safer inter-community cycling networks. I can't get out of our neighbourhood easily on my bike hauling my young son in his trailer. It's too dangerous to cross the major roads: 14th St NW, Centre St, Ed. Trail., 16th Ave. etc."</i></p>
Pedestrian experience and safety	<p>Citizens want to see improved sidewalks, pedestrian safety enhancements and better connections.</p> <p>Sample comments:</p> <p><i>"Pedestrian friendly sidewalks and safe crosswalks need to be available."</i></p> <p><i>"Walking needs to be the priority by including adequate infrastructure to support this (sidewalks that are actually functional and barrier free)"</i></p> <p><i>"walking - ensure sidewalks are wide enough and not right beside road ...boulevards make a much more pleasant and provide more safety; ensure better lighting at crosswalks, more crossing lights;"</i></p>
Roadway and traffic congestion improvements	<p>Citizens want to improvements to transportation infrastructure to address congestion and safety.</p> <p>Sample comments:</p>

	<p><i>"My biggest complaint is the traffic on 10th, and 4th, due in large part to the narrowing from 4 lanes down to 2. If the city is hell bent on density in these areas, how can we be narrowing major roads like this? Not to speak of the disaster further down on 14th st and northmount. There's an accident waiting to happen every time I drive southbound on that route. More traffic circles to combat speeding on residential sts."</i></p> <p><i>"Road-diets and lane restrictions. Traffic calming within neighbourhoods. 30km speed limit within residential areas."</i></p> <p><i>"I would like options that decrease the appeal for vehicle traffic from racing down 24th ave."</i></p>
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Targeted stakeholder engagement – Main Streets

Current Opportunities	
Theme:	Explanation and sample verbatim comments:
Further enhancements and connections with transit	<p>Participants feel that transit has improved in the area and want to see further enhancements so people are able to access and visit local businesses.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"The bus stops along the 16 Ave N are so great! The shelters with heaters are good during the winter season"</i> • <i>"Transit along 16th creates mobility"</i> • <i>"Transit has improved access to the area"</i>
Increase in retail and commercial diversity	<p>Participants want to see a diversity of business and development along the Main Streets.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"More retail businesses along the main corridor makes the area more vibrant"</i> • <i>"Tigerstedt Block Development GOOD PROJECT"</i> • <i>"Diverse tenant mix. Drop kid @ art class & go groceries shopping (4th a bit)"</i>
Pedestrian and cycling infrastructure improvements	<p>Participants shared comments about the desire for improvements to the current pedestrian and cycling infrastructure to contribute to a more walkable and desirable environment.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Walkability: - wide sidewalks - street trees, furniture, etc."</i> • <i>"Right-of-way in pedestrian realm: for street furniture: bike racks benches street trees"</i>

	<ul style="list-style-type: none"> • <i>"Safe (need) pedestrian crossings esp. Ed Trail 4th Street NE"</i>
Parking improvements to support businesses	<p>Participants shared ideas for parking improvements including short-term, on-street and relaxation on parking times.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"good project [<u>underline</u>] -edm trail parking [arrow right] short term parking helps businesses"</i> • <i>"-Like parking on Edmonton Trail -more relaxation on the parking times"</i> • <i>"Incentive for business and development to provide parking"</i>
Transportation infrastructure improvments	<p>Participants shared ideas for improving the transportation infrastructure that would decrease congestion and improve traffic flow.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"16 Ave to 3 lanes is a positive"</i> • <i>"Lane changes on Centre works for traffic flow but not wide enough."</i> • <i>"Encourage families, people w/o the congestion"</i>
Current Challenges	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Concern over transit development impacts	<p>Participants shared concerns about the future Green Line contributing to an increase in congestion along Centre Street.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Greenline above grade Centre St will not work due to the narrow roadway."</i> • <i>"Need to convince people that transit is something you can rely on. Calgary's network for transit works."</i> • <i>"Land owners don't want set back on Centre St for the greenline as tenants will leave - no parking"</i>
Lack of diversity for retail and commercial developments	<p>Participants felt there was a limited variety of business along 16th Avenue, retail is too spread out and sparse out and does not contribute to an enhanced pedestrian experience.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Lack of business development along 16th. Not as robust as anticipated"</i> • <i>"Need a continuous strip of retail its broken up now and doesn't work"</i>

Unsafe pedestrian and cycling infrastructure	<p>Participants felt pedestrian and cycling experience does not feel safe currently on Main Streets as there is a lack of pedestrian crossings and lights.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Crossing 16th during rush hour traffic can be dangerous - pedestrian and vehicle”</i> • <i>“Pedestrian safety is a challenge on Centre, Ed Tr. 4th”</i> • <i>“Pedestrian overpass at 16 + Centre”</i>
Challenges with The City and its processes	<p>Participants feel there is not a clear direction on the process and shared concerns about timing and cost.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“- Not honouring precious deals with City. Trying to take away land from previous deal.</i> • <i>“- City needs to lighten up + be more efficient”</i> • <i>“Need a better relationship w/ planners to help w/ ideas”</i>
Zoning and land use in the area	<p>Participants felt that restrictive zoning does not allow for diverse businesses and that there are some associated risks.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Red tape: risks during approval process - people too scared to apply for rezoning”</i> • <i>“Zoning allowances for diversity of businesses - less restrictive (Accupuncture)”</i> • <i>“Need to stream line Rezoning process similar to Contextual Development permits”</i>
Impacts of traffic and roads on local businesses	<p>Participants felt the traffic congestion can impede business and shared desires for traffic calming.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Trucks on 16 Avenue perpetuate the terrible walking environment”</i> • <i>“-speed limit East side 60 but all driving 70”</i> • <i>“getting into 4th street is a challenge, lots of uncontrolled intersection”</i>
Lack of density and population impacting local businesses	<p>Participants felt the lack of density was limiting the potential of future business and that lower density development shouldn't be encouraged along Main Streets.</p> <p>Sample comments:</p>

	<ul style="list-style-type: none"> • <i>"not enough population to support local business"</i> • <i>"residents adverse to increased residential density"</i> • <i>"Disallowing lower density. Either build to high density or you don't build."</i>
Big Ideas	
	<i>Explanation and sample verbatim comments:</i>
Variety of commercial and retail developments	<p>Participants hope the future of main streets allow for various commercial uses and more businesses as well as pop-up restaurants and permanent food trucks.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"- 16th Ave higher height + density = better business + more business"</i> • <i>"At least 20 stories on Edmonton Tr. and Centre St. 24 Ave to escarpment. Allow various commercials uses such as supermarkets hotel - brings more visitors"</i> • <i>"Restaurant w/ a view at Sait/Jubilee"</i>
Complete year-round pedestrian and cycling infrastructure	<p>Participants hoped the future of Main Streets would include pedestrian and bike infrastructure improvements like: overpasses for 16th Ave and year-round separated bike lanes.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"16 Ave need to encourage people to get out + stop"</i> • <i>"Small ind. business mix of residential + high density housing. A sense of "neighbourhood" walkability - able to do majority of your business in your own neighbourhood."</i> • <i>"Seating along Centre st."</i>
Variety of parking options to support visitors for businesses	<p>Participants shared ideas about parking improvements including: centralized parking, off-peak curb parking and ensuring a balance between business and resident needs that encourages visitors.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"- Parking needed for Business in the area & all close parking is permit only"</i> • <i>"more centralized parking for businesses (all main streets)."</i> • <i>"Parking Balance between business + Residential"</i>
Embracing community history to develop a unique character of the area	<p>Participants hope the area will acknowledge and celebrate the historical significance and be a destination for Calgarians.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Create own "ecosystem" within area to support businesses, maintain mobility, vibrancy. Offset parking need, density of</i>

	<p><i>population, take advantage of location - localized and attract from outlying</i></p> <ul style="list-style-type: none"> • <i>"Bridge story of cultural mosaic Italian, Chinese, Historical significance"</i> • <i>"Share the story of the area. Create a draw uniqueness. Make it destination not a corridor. to travel thru"</i>
Density increases that make housing accessible to all demographics	<p>Participants want smart densification close to transit with a variety of residential options and building heights.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"-Seniors need more economical areas to live/work/play"</i> • <i>"-6-8-10 story multiunit along Edmonton Trail [arrow right] attractive + aesthetic pleasing"</i> • <i>"High-rise buildings to attract more people to the area focused on edmonton Trail (up to industrial area) and Centre St @ 16 Ave"</i>

Targeted stakeholder engagement – Industrial Businesses

Current Opportunities	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Positive interactions with The City and it's processes	<p>Participants felt Council and staff were open and responsive in the process and appreciated City planners being able to meet pre-submission.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"-Responsive Council +staff to help w/ issues"</i> • <i>"City administrators very supportive"</i> • <i>"City Planners able to meet pre submission of applications"</i>
Value pedestrian and cycling infrastructure	<p>Participants value the connection to green spaces and pathways as many employees utilize these areas and bike paths daily and felt Nose Creek has been well managed.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Better connection between Centre St & industrial area. Pedestrian access to accomodate/consider scarpment"</i> • <i>"Nose Creek bike path employees use it a lot on daily basis"</i> • <i>"Pathways + Green space"</i>
Mixed use, density and business development opportunities	<p>Participants felt there were opportunities to bring in a diverse mix of tenants and businesses including mixed uses of industrial, office space and residential. They also felt there were opportunities to increase density and building height in the area.</p> <p>Sample comments:</p>

	<ul style="list-style-type: none"> • <i>"Bridgeland retail/condo mix use buildings. Good example seems to work"</i> • <i>"Potential for mixed industrial/office bay space"</i> • <i>"Economies and profit only feasible above 3 stories (4-6)"</i>
Transit, traffic and access supporting local businesses	<p>Participants felt there were opportunities coming with the Green Line LRT and felt public transit access was good for future and current employees. They also felt there were opportunities in the area that were unique due to the proximity to main routes and destinations.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"-Greenline is big benefit +Max line revitalize"</i> • <i>"transit easy access for staff"</i> • <i>"Unique area for access. Easy to get around. Proximity to YYC, Deerfoot + Transit"</i>
Current Challenges	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Lack of safety	<p>Participants felt there were challenges with organized crime and theft, suspicious activity and graffiti in the Greenview Industrial Area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"-Destination Hot spot for organized crime/theft"</i> • <i>"Security, safety yard theft in the area"</i> • <i>"Safety Need more police presence"</i>
Process concerns	<p>Participants shared concerns over the current Development Permit process including; slow approval times, cost and disconnected between departments. Comments were also made about the challenges in engaging with neighbouring community associations, which is perceived to be a barrier to development.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"hesitation to improve parcel due to increased costs and process"</i> • <i>"Community association is a barrier to redevelopment"</i> • <i>"DP process needs to be faster and more efficeient"</i>
Enhancements to pedestrian and cycling infrastructure and connection	<p>Participants felt better connections were needed between Centre St and Greenview Industrial Area as there are concerns over pedestrian and cyclist safety in the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"It's not a walkable place."</i> • <i>"Bike path safety issue"</i> • <i>"Safety issues for walking access from Centre St"</i>

Concerns over parking and restrictions impacting businesses and safety	<p>Participants felt there were many challenges with visibility and safety from large parked vehicles and that parking relaxations and signage were needed in the area. They also felt the gravel parking was dangerous and limited truck access due to parked cars can delay business activities.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Visibility and safety concerns in intersections when turning [arrow right] large parked vehicles"</i> • <i>"Parking is a challenge. Wasn't designed to handle."</i> • <i>"Parking relaxations are needed"</i>
Challenges to incorporate residential and industrial together in the area	<p>Participants felt there were challenges to blend residential and industrial and were concerned about residential reducing the opportunities for employment in the area. They also felt height restrictions limit demographic changes in the area and some challenges arise as building heights can be limited due to proximity to the airport.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Height restrictions won't help w/demographic changes in area"</i> • <i>"Don't let residential concerns squeeze out employment"</i> • <i>"Residential encroachment is a big concern [arrow] don't jump to aesthetic conclusions based on -2 sites"</i>
Concern over future traffic and roads impacts	<p>Participants felt there were challenges about traffic impacts with the future Green Line LRT and concern over only having one access point in and out of the Greenview Industrial Area. They also felt there were challenges with current road conditions.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Greenline - 1 traffic lane on either side of green massive Backline"</i> • <i>"Road conditions. Not paved, pot holes, overall terrible."</i> • <i>"Q: What traffic impacts are expected on Edmonton Trail w/ Green Line on Centre. Edm. Tr. only/main access for Greenview"</i>
Big Ideas	
Theme:	Explanation and sample verbatim comments:

Enhance pedestrian and cycling infrastructure	<p>Participants hoped the future would include more integrated pathways, improved sidewalks and activated and improved green spaces.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“-More Integrated pathways/Better connections”</i> • <i>“Activating Improving greenspaces, Nose Creek”</i> • <i>“Pedestrian: commit City curb for sidewalk. No sidewalks in area right now”</i>
Building a renaissance that revitalizes the Greenview Area	<p>Participants hope the future would include repurposing and revitalization to create a renaissance that embellishes and celebrates the industrial area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Renaissance [<u>underline</u>] Surrounding communities [<u>underline</u>]”</i> • <i>“Become a district. Utilize + ear mark as original area. Similiar to Bowness previously being a town [arrow right] embellish on that”</i> • <i>“Embellish + celebrate org. industrial area.”</i>
Increases in mixed use, density and business development	<p>Participants hope the future includes a mix of facilities such as community activity spaces, co-housing and mixed use of main floor commercial and residential above. They also hope the future would start soon to increase density that will drive more commercial and bring value to the community and industrial area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Residential 3 storey max w/ bottom retail that brings value to community & industrial”</i> • <i>“Two areas: West Edmonton Trail - residential commercial mix bakeries, delies, convenient stores, markets. East of Edmonton Trail - city industrial w/better roads and infrastructure (sewer issues). Two areas coexist w/ Edmonton Trail as transition”</i> • <i>“Increased density should drive more commercial”</i>
Improved transit, traffic and access to support local businesses	<p>Participants hope the future includes ideas such as bicycle parkades for the Green Line LRT, train access to Airdrie, and to become a hub for individuals to utilize public transit and stay in the area to shop, eat and play. They also hope the future includes improvement to the roads to the area and additional access besides Edmonton Trail to enter and exit the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Public transport to Airdrie along CP rail - passenger lines could work as connection point to rest of City transit. A main bus station where people can catch a bus to get to the city”</i>

	<ul style="list-style-type: none"> • “Should be able to get off the train and do things; [arrow] errands, shops/services [arrow] focus retail” • “Consider a secondary access to the NE section to relieve 6 St NE <u>*all about access</u> [underline]”
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What are the next steps?

The input collected in this phase of engagement will be used to develop land use concepts that will be presented back to the community for evaluation in our next phase of engagement this Fall. Input received through engagement will be one of many factors considered as the proposed concepts and supporting policies are created. Other considerations include: City policies, technical and feasibility studies, market conditions, and previous engagement results.

The project team also recognizes that significant engagement has occurred in the plan area connected to land use including: previous Main Streets engagement and the Green Line TOD Charettes. This feedback has not been lost and will also be taken into consideration as well.

We will be back in the community for Phase three: EVALUATE later this year. Phase three will include multiple engagement opportunities to evaluate and refine key ideas. To stay up-to-date on project details and future engagement opportunities, please visit [Calgary.ca/NorthHill](https://calgary.ca/northhill) and sign-up for email updates.

Participant Demographic Breakdown

What community do you reside in?	
Capitol Hill	6%
Crescent Heights	10%
Mount Pleasant	18%
Tuxedo Park	7%
Winston Heights-Mountview	8%
Highland Park	14%
Thornccliffe-Greenview	10%
Renfrew	14%
Rosedale	4%
Other	9%

How would you classify your relationship with the plan area?	
I live here	58%
I work here	9%
I play here (recreate, worship, shop, eat, etc.)	19%
I go to school here	5%
Other	9%

How long have you lived in the area?	
Under 1 year	6%

1 – 2 years	5%
3 – 5 years	17%
6 – 10 years	19%
11 – 15 years	12%
16 – 20 years	6%
20+ years	31%
I don't live here	4%

Do you own or rent your home?	
Own	89%
Rent	11%

How old are you?	
Under 18	11%
18 – 24	6%
25 – 34	13%
35 – 44	18%
45 – 54	23%
55 – 64	10%
65+	25%

What gender are you?	
Male	30%
Female	63%
Other	4%
Prefer not to say	3%

Verbatim comments

Verbatim comments include all written input that was received through the online engagement, in-person events and targeted stakeholder sessions.

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].

Public & Online Engagement
<p>Question 1: Tell us how are these areas similar or different? How do you envision these areas evolving over time? What building heights or types of uses do you see there?</p>
<p>I envision taller buildings with mixed use (places for people to live, work, shop and play) along the transit corridors. I want easy and safe connections to get there by foot or bike with my family so we can access other destinations by transit around the city. I am comfortable with higher building heights along these corridors.</p>

It would be helpful if the buildings along Centre Street wouldn't exceed a reasonable height to not allow sun from the southeast-southwest.
Density along Centre street with the expectations that business development grow to be more walk-friendly and place-based (a destination we all want to go to) would benefit not only the business area but also the residential area.
Entrances to the green line should allow for underground walking & weather protection from a certain distance away from stati
What I envision for these streets is essentially what is already occurring. Mid rise, mix use buildings (maximum of 4 stories) with commercial on the main and units on the upper floors. These should not be huge complexes.
I think density makes more sense around our LRT. But 16 Avenue is a big thoroughfare and could accommodate more. But I think the highest density spot in the whole area needs to be 16 Avenue and Centre and everything trickles down from there.
Change is already happening with apt. bldgs on 16th. The problem is still with market value assessment on these new developments; drives people away!
All transit heavy areas should include high rises, similar to the complex developing at Brentwood LRT station.
16th Ave. has 6 lanes of traffic. It is assumed that it will continue to be a major VEHICLE thoroughfare (which is good). Development must therefore allow for underground parking to avoid having vehicles park in the neighboring residential streets. It is naive to think that parking demands will disappear or greatly diminish in the next 20 to 30 years. Centre St. is different because the green line will reduce lanes of traffic from 4 to 2 (which is not good). Still need parking though.
We lived near Centre Street for years before moving closer to 4th Street. With two of us travelling downtown for work, we have have ridden the #3 and #2 buses lots. I hate the fact that Calgary doesn't not have graduated transit fare, and that there is never any space on the bus at our stop when we want to use it! After paying more to live inner-city, I pay the same obscene fare to ride a short distance as a suburban who got a seat on an empty bus. I frequently watch full buses pass me by!
No higher than 6 story buildings. It would be nice to have a few more eateries or shops (preferably not big box chains). Excited for the green line!
Personally, I am unhappy with the decision to build the Green line. It will change the look of Center Street in a negative way. I don't believe our inner city communities should be a 'pass through' for transit. I am opposed to spending that much money on more transit. Such a waste of money.
The BRT down Centre St is really good. I can get downtown very quickly and efficiently. My only transit concern is around the green line. It is imperative that the green line not segregate Tuxedo Park. Centre Street is part of our community, and a LRT must not block accessibility and walkability in our community like it has done in newer NE communities.
Development should be confined to Centre Street and 16th. Other areas of Crescent Heights should be limited to two-story single-family homes to maintain the character of the neighbourhood, with three stories w/ store fronts. on Centre STreet and Edmonton Trail.
I think Centre St and 16th Avenue are or should be similar. The sort of TOD appropriate for 16th is also appropriate for Centre st.
I think that areas close to LRT or BRT stops make sense for higher density housing (taller condo buildings) with retail/commercial at ground level. Centre street has a lot of retail already, which is great. 16th Ave has a lot of dead zones, empty lots, and unused buildings.

There are so many opportunities to bring more life to this street by putting those dead zones to better use.
I see adding density along main transit lines only - Centre Street - 3-4 story townhomes and condo's with some retail space on the first floor. Also some small business development with residential mixed use.
There should be more mid density residential area such as condo and townhouse in order peoples allowed to live more close to city centre. 5 to 10 storey apartment or townhouse will be more
Maximum six stories. Prefer 4 stories. Six steals the sun and the people are too far removed from the street. Plus you have more overlook issues into other's backyards and windows.
Today, the similarities of these areas is that they are dirty and inhospitable. They are deliberately and forcibly temporary, not for dwelling or enjoying. Over time, I envision these as community hubs. The stations are alive with community activity like performances and lively conversations with teas in hand. There is openness and welcomeness created with space, moveable seating, natural shade from plants, and business. Buildings are not overshadowing and allow visibility of the happenings.
These areas should accommodate higher density development with buildings up to 10 storeys in height.
16th will struggle and will continue to struggle. Its busy and not conducive to great main street. A better east west option is 20th Avenue. We need a viable walking option. A main street to explore and take out of town guests. A street becomes like an of the great streets in Toronto.
Centre Street should be dense. Especially around the LRT stations. I would suggest well above 10 storeys.
Put density by LRT and along key streets. Add 20th Avenue to the list of streets. It would be a great Main Street. Way better than 16th Avenue which is terrible.
I take the MAX Orange bus at Edmonton Trail heading west. This intersection is very busy with vehicle traffic and the proximity to gas stations and turning cars makes it noisy, unpleasant and smelly. If pedestrian areas could be separated from traffic by trees or shrubs it would be more pleasant. Nearby shop fronts at pedestrian level (parking the back) with apartments above rather than a concentration of gas stations would make this transit hub more useable for pedestrians.
Yes, there are certain areas that would be FANTASTIC for TOD. Center street, and Edmonton Trail come to mind, but other areas it would be a shame to see the character of the neighborhoods diminish if planned poorly, like Mount Pleasant or Capitol Hill.
More density on LRT and high frequency buses are good but density should also be increased where active modes are invested in and where there is proximity to major institutions.
I don't see them as very distinct. On MAIN thoroughfares such as 16th Avenue and Centre Street - the streets with the transit stations/stops - I envision taller buildings and mixed use buildings.
TODs similar: transportation routes; different: 16 Ave is largely commercial; Centre Street is largely residential. Need unobstructed east-west vehicular flow on 16th, with good transit. Envision more businesses on Centre Street with more density along its length, plus the LRT. 16 Avenue also more businesses, with a changing character to support the needs of the neighbourhoods that border it. Buildings along both arteries could be highrises with residential and retail and offices on upper floors
16 Av (highway oriented businesses), Ctr St. (Historic business hub for the North Hills), Edmonton Tr. (Italian heritage / shops) are all very different main streets. Future

Developments should leverage off the heritage of the area, build upon its history and provide each of the Mainstreet Identity so that businesses or services can self-identify and develop their unique characteristics of the area.
Maximizing the common characteristics help to segment markets, and Neighbourhood Character.
16th ave is a transportation corridor with a poor pedestrian environment. Mid rise buildings with heights up to 15 storeys would be appropriate along 16th ave.
I like the idea of the LRT going north on centre street. Just concerned that it will not alleviate traffic if there is not enough parking for those that will need to drive to an LRT station - can't imagine the traffic backlog if this occurs.
I'm not sure the Green Line going up Ctr Street is a good idea. It's not that wide a street which will mean a lot of businesses and residents will be disrupted. There has been more than enough adversity for these people recently. I think improving the bus system would be more practical and economic.
Transit connections work fairly well for me, except two things. Bike routes are not plowed in and out of Renfrew, making winter biking very difficult. Plowing a route through Crescent Heights would help a lot-may I suggest 8th Ave and 1 st NW?
Add density. Make sure it is economical. I am tired of 'under planning' which only leads to more land use applications where the community is upset because they have a 'plan'
no differing opinion
Depends on the route, but keeping businesses people-friendly vs. car-friendly in areas where transit-riders congregate makes more sense. Ensure people feel safe, areas kept clean, well maintained.
Where Centre and 16th ave meet, there should be heavy densification, this is where the taller highrises setback on midsized podiums should be placed. It should resemble how Vancouver has adopted TOD's along the Skytrain. Richmond is a great example, except buildings should be taller. Along centre street, along the LRT, we should have more densification. Whereas BRT stations should adopt healthy densification with lots of midrises. No building should be built smaller than 3 stories.
There shouldn't really be a difference between the development around the BRT lines and around the green line. They are both efficient people movers, although the LRT requires more space. The areas close by should provide passengers with the amenities they need, stores, restaurants, housing etc. Permanence of BRT stops should be ensured to encourage further development.
Create LRT stations and BRT stops that draw people in. Allow development of apartments/lowrises within close blocks.
Each TOD area should have mixed-use towers right next to the station transitioning to mid-rise residential with commercial uses along main streets. Height limits for the towers should be 30 storeys minimum. No maximum.
16 av at centre street junction seems like a good place for intensification. There are large parcels already assembled that are not impeded by shallow lots or bisected by lanes.
Higher Density/Building heights along 16th Ave/MAX line. Similar to newer development built at 16th Ave and 15th Street Medium Density/Height on Green Line/Centre Street. Similar to new development at Centre Street/20th Ave.
I believe high density housing is important close to c-train lines. It maximizes the number of potential users and helps keep cars off the road.

The 40th ave. TOD is different because it impinges on the Highland Valley, heritage green space for the neighbourhood and Confederation Creek watershed. Density is rapidly occurring as the large yards are subdivided for duplexes. The population can double without multi storey development, and the current greenspace is needed and utilised.
Mid level density development (3-6 Stories) should be focused along Main Streets such as Centre Street, 16th and Edmonton Trail to help promote a vibrancy along those streetscapes. The ground levels should be commercial spaces with the upper levels residential. All transit stops should be more pedestrian friendly and offer more space for people. Many of the existing transit stops and sidewalks are narrow and uninviting. Main Street sidewalks need a major facelift in the North Hill area.
I like to see not more than 5-7 stories high building blocks, shops at street level where suitable, pedestrian and bike friendly. Have through traffic in the center going fast through with exits at 2-block intervals. Through traffic separated from local traffic! Public transportation should be underground (see big European cities!). Building now above ground transit is expensive considering in 20 to 50 years systems have to go underground!
When you allow development of duplexed streets and neighbourhoods - strictly prohibit illegal suites. Ruins the neighbourhood and isn't fair to law abiding home owners who are trying to maintain and improve where they live.
I understand the decision has already been made to put GL LRT on Centre ST, but important to consider impact on transit up Edmonton TR and in Renfrew. Important to consider how transit users get to hubs.
how about more vibrant other than downtown? not everyone wants to go downtown for 'fun'
The former trailer court/RCMP site is an ideal location to be really inventive for high density / mixed use development...condos for families, seniors centre with a daycare, a non-denominational church/performance/gathering space, a large central green, retail opening to the green and to 16th avenue, high end condos overlooking the golf course, affordable housing overlooking the green, tobogganing hill, skating rink, live work. Don't turn this area over to developers, let's create a community!
Unfortunately I'm not thrilled when I think of LRT lines in the area, I'm within 600 m and worry about it's impact. I don't think it will be taking me often to areas I need to go. Currently buses are packed by the time they come by our area so transit is not a favourite mode. There is an obvious push away from low density housing unfortunately- at least renovations or duplexes or townhomes are more in keeping. Small strip malls right beside LRT if it did proceed or 2 floors.
I wish to see the development no more than 4 stories near transit hubs.
How can you compare Edmonton trail to 16th or 16th to centre... totally different streets with different uses and purposes. Asking about heights is ridiculous and planning should be more than that. Obviously areas by LRT should be tall and dense.
hubs close to some sort of shopping or athletics centres.
Went to a series of TOD meetings and opinion was apparently included in initial reports by what I could see at Fowler's posters Do not wish to see anything higher than 4 stories North of 16th....and not all-encompassing, either...desire mixed use
Accessible by bike via an accessible for all community cycle network, with abundant secure and monitored bike parking at train stations and major bus stops. It should all about making it faster for people to access the network in as many ways as possible. Easy to cross infrastructure, be it road or rail hubs. These major routes and hubs should not cut communities in half for those of us who like to explore either on a bike or on foot. Interconnectedness via bike rentals would be great too.
TODs will become areas where people live and play. Higher density buildings will likely contribute to these goals

why are we, the city, bothering to only go to 16 ave with greenline? most people who live below 20th ave walk or take the bus to downtown. the money would be better spent on the greenline to se. (go as far as you can on that one)
I live in Highland Park near the proposed 40th Ave Greenline LRT station and would like to see a transition to more commercial buildings, businesses and residential centered around and close to the new train station along Centre Street. Building heights could be multiple story possibly 5 to 6 floors high.
I see building heights of no more than 6 stories, as more than 6 disconnects buildings from streets, and casts massive shadows. I see mixed use at a lower level like services (medical, as well as potential smaller grocery retailers). I see 14th Street @ 20th Ave better utilizing that land and 10 min walking distance to the train (Sears land also) needs to be utilized ahead of densifying our neighbourhoods). CTrain stops are going to be more significant population convergence and divergence hubs.
All TOD's should be considered contextually, need to limit changing the surrounding areas in an uneven and unfair manner e.g. Crescent Heights between Centre St and Edmonton Trail will be overly affected because of 2 major roads close together, drawing a circle around a transit stop lacks sensitivity as a planning tool. To support housing densification, areas to the east and west need to catch up to the current levels supported by Crescent Heights (note lower availability of green space here).
Presumably, there should be higher levels of density near LRT than MAX, maybe based on walkshed distance. It's a shame that the MAX stop near Russet Rd is by a narrow lot with recycling bins. It would probably require a private-public partnership to rework that entire site. In our desire to add density near downtown and along TOD, let's also remember Renfrew has four schools. If we only build 1-2 bed condos or expensive 3 bed condos, kids will bus to school from far away, causing more traffic.
These are major traffic corridors. If we build more shopping, restaurants and other businesses there they must be accessible for people in a variety of vehicles, walking or cycling. Wider sidewalks will encourage walking and browsing in the businesses. Attractive, safe transit stops will Invite riders to disembark. A sense of calm Instead of rushing along a busy street. People oriented building heights. Lower at street side then increasing in height stepping back.
Question 2: Tell us what you think is working and what is not on each of the Main Streets? How do you envision them evolving over time? What building heights or types of uses do you see there in the future?
You have completely failed to implement anything like the "vision" for main streets; none of those areas are welcoming for PEOPLE, only for cars. You must follow Complete Streets as a bare minimum to have any hope of realizing the "people first" developments the city keeps talking about.
16 Avenue has a lot of chain businesses, gas stations and buildings that need care. I would love to see this area transform into a busy street that values people over cars and provides prioritized crossings for people walking and cycling to connect from the communities on the north side of 16 to the communities on the south side. Edmonton Trail & Centre Street are getting better, but needs safer places to walk and separated cycling infrastructure. 4 Street could use a road diet! less lanes.
What is working on Centre Street: Local businesses with strong residential support.

What's not working: It's not a destination or walk-friendly. Centre street should be a place to be seen, to meet people. Not just a corridor for traffic.
What is not working on these main streets is the current lane structure. Reducing 4th and 10th to 2 lanes was ludicrous. It takes parents 3-5 minutes to turn onto these roads in the morning after dropping their kids off at school. Has council driven on 10th during afternoon rush hour? Bumper to bumper for 2 straight hours with beautiful empty bike lanes. Growth should again be consistent with what is already happening. Mid rise buildings. Definitely not the 8 story complex proposed 27th ave N.E
No main street project to date has followed Complete Streets. Main Streets must have high-quality cycling and walking infrastructure that we know works well: cycletracks and slower, narrower streets. Move parking off the street.
What is not working is the number of sketchy businesses in the area. Pawn shops and late night massage parlours certainly don't make for a vibrant Main Street.
16th ave is a transit corridor - not people friendly. Same for 4th street nw. Centre street N will be gutted by the tunnel for the LRT (horrid idea!!) Edmonton trail is a nothing.
Co-mingling automobile traffic with bicycles on main streets is a disaster waiting to happen. Keep bicycles off the main streets and on adjacent streets. Building heights should not be restricted.
What is not working is some of the buildings that have been approved and built in the past 10 years. They lack any interesting design and are, to put it bluntly, very cheap looking. Two examples are the quite new mixed use building on the north-east corner of Centre St and 13 Ave. Another example is the Madison condo at 1507 Centre A Street NE. The surface level parking lot on the west side of the building is an eyesore. Neither building contributes to an interesting streetscape.
Condos with commercial space such as offices, gym, shops, services, restaurants are good but need more. Not enough spots for pedestrians to sit. Doesn't look pretty, lacking plants, flowers. Need trash receptacles. Building heights have to consider sun and shade on adjacent streets so as to not block the sun light that makes pedestrian areas appealing.
Lower building heights on Edmonton Tr. and 4 St. This will maintain a neighborhood feel to the streets. Don't agree with putting bike lanes on these streets. Bikes have plenty of north south options in residential streets. Example, 2 St. N.W. was supposed to be the bike route. That's why they put lights at 20 Ave. If you have restaurants/shops, etc. they will need parking. Should be underground, not on Main Streets (except possibly in the evenings). City is purposely trying to limit vehicle mob.
I hate 16th Ave. It is the ugliest, most neglected, seediest Main Street. Please clean it up! Expropriate land, knock down old single story buildings, force underground parkades. You also need to smooth the traffic flow, simple things like right hand turn lanes, left-turn arrows, eliminating stop lights altogether, its time for some cloverleaves, over and under passes! Those of us that live here also need to get in and out of our neighbourhoods. Pedestrian overpasses too.
I like how these places are evolving slowly. Diverse range of ethnic foods. Would like more sit down restaurants and coffee shops. Buildings no higher than 6 stories.
16th Avenue is evolving as it was planned. We are seeing more multi use buildings built. The new Coop will be a game changer so we hope they start to build soon. Center Street will be ugly for the remainder of my life while the Green line is being built. I hope Edmonton Trail starts to look a bit more like 4th Street with more commercial development but not the traffic calming devices.
Lane reversal on Centre Street is always a challenge. A lot of people don't seem to understand it. There should be a better education program, or better signage. Lane reversal is quite dangerous because a lot of people don't understand it.

<p>These all act as main roadways, not main streets that are designed for people, with easy store front access. They are designed for moving cars, not enjoyment by people. The building set backs need to allow for amply sidewalk width to promote a sense of safe walking and sitting (not parking), where you will not fall into the street when you pass someone, or a car drives by and you get soaked by muddy water, or run into a pole that is in the middle of the sidewalk.</p>
<p>Ugly condo towers on 16th are not working. 16th needs to be more pedestrian friendly (i.e. reduced by at least one lane in each direction) and more greenery. It is a terrifying street to walk along with no sense of character or community.</p> <p>Centre Street needs more traffic lights. The pedestrian-controlled crossings are terrifying to use.</p>
<p>As mentioned above, Centre and 16th are similar with each other, as is 4th Street and Edmonton Trail. Medium rise mixed use, perhaps in the 4-6 story range is appropriate for 4th St and Edmonton Trail.</p>
<p>16 ave and centre street are already primarily commercial/retail-oriented streets. I think there is opportunity here for more mixed-use by building condo/apartments with retail at ground level (many recent examples along 16th Ave going up). Edmonton trail and 4 St NW are not as developed and have a more residential feel. I don't think the density in these areas needs to be as high, but similar idea with retail on ground level and condos above would fit here as well.</p>
<p>16th ave is a highway - and should have business and higher rise industrial space - a good buffer to the neighborhoods behind. 4th Street is a main street - it should have NO more than 3 story town-homes, condos and some mixed use residential and commercial space....</p>
<p>Centre Street should be more commercial business such as restrauent shopping outlet and health care centre include YMCA and libary facilities.Should built more 5 to 12 storages apartment building</p>
<p>Max six storeys. Condos/apartments with shops at ground level.</p>
<p>What works on these main streets are the diversity and multitude of businesses. Likewise, businesses change over and buildings are empty are some of these streets. Many of the businesses there are small, locally owned businesses making it pleasant and enjoyable to visit them and shop. I do not like the unevenness of the sidewalks and the multitude of cars that also use these streets. In the future, I see more colour, wider sidewalks and less traffic. I see easy to use intersections and greenery.</p>
<p>There are not enough shops and services on the main street. This is probably because there is not enough density in the areas surrounding main streets. Bringing more density and people in the area will make shops and services on main streets more viable.</p>
<p>16th Avenue is simply too busy, too auto oriented and does not lend itself to a pleasant main street environment. The City would be better off looking at 20th Avenue as a mixed use corridor instead.</p>
<p>Have you walked 16th Avenue? It's awful. Move it north and create something special along 20th.</p>
<p>Edmonton trail is on the right path. Especially with the on street parking which is critical. The plan needs a good east to west Main Street! I really hope 20th Avenue has a better future than townhouses. There is a lot of potential there.</p>
<p>Edmonton trail is improving with new businesses like Elite Brewing, and the theatre space in the 1308 Church. We need shops that one would consider visiting daily like bakeries or fruits and vegetable stores or coffee shops such as the ones you would find along West Broadway or 4th Ave in Vancouver. We enjoy have restaurants nearby. More trees and green space</p>

needed. I support more tall apartment complexes with storefronts below. Less parking lots and drive thrus.
High to medium rise buildings with businesses on street level along Center Street and, 16th avenue. Roads like 4th street NW should have a more residential neighborhood vibe with a few coffee shops and places to eat (like the ones that already exist) instead of a busy hustle and bustle business. Old decrepit properties like the "queens park village town homes" by James Fowler High School should be developed into higher density but still affordable homes.
The biggest issue on Centre is the inconsistency of crossing signals. Some intersections have flashing pedestrian lights, others don't. Some have the lane reversal lights which are very confusing because drivers don't see them blinking so continue driving even through there's a crosswalk right there. I don't mind walking up or down a block or two to safely cross at flashing pedestrian lights, but there are too many gaps and too many overhead lane reversal lights confusing everyone.
16th is horrible. Is the city honestly contemplating it as a Main Street? Part of it is single loaded with a sound wall? How will commercial succeed. The plan area needs an east to west Main Street and it should be 20th Avenue.
Centre Street south of 16 Avenue is a nightmare for driving because of pedestrians and a nightmare for pedestrians. Centre Street in places is no different. 16th Avenue has nice areas - I'm thinking about SALT on the southside - and horrible parts where it's just shops for automotive parts and other businesses not particularly useful for nearby residents as opposed to Edmonton Trail, which has a nice, evolving mix of shops and restaurants.
Edmonton Trail: flow ok, perhaps transit lacking. 16 Avenue: vehicular flow poor, with low speed limit and traffic lights. Centre Street: transit will improve hugely with LRT, traffic will snarl. 4th Street: needs to be closed off from McKnight to reduce traffic, have overpass connecting portions north and south of McKnight. McKnight needs to finally be rehabilitated so that flow is same as portion by airport. Properly connect McKnight and John Laurie to remove undesired turn and speed reduction
Building Heights are limited by lot size and accessibility. Mixed use development has been working for other higher population density centres in the world. Height and Density are also limited by adjacent amenities, services and/or attractions. To encourage new developments to come into the neighbourhood, perhaps the City need to provide incentives such as lower tax rates for the first 5 to 10 years of a new project in return for higher tax base in future years... Max heights of 10 flrs.
Main streets should be developed with heights 8-10 stories. 20ave ave should also be treated as a main street as it is alternative east - west connection to 16th ave, but more hospitable to pedestrians. Density should be increased along 20th ave and buildings 6-8 storeys would be appropriate to bring more people into the area to support shops and services on the commercial streets.
16 ave taller buildings and increased main floor business and upper floors residential. Nothing much has happened on 16 and it looks seedy. Edmonton Tr - lots of residential down the hill - no business, older business up the hill - looks seedy Centre St - will need more residential with main floor business - taller structures 4st - not a great one for development due to the break up of flow - schools, art center field, cemetery, church, etc.

<p>I think all main street need to continue development as more citizens move into the inner city. Centre St / Edmonton Trail - these are high traffic routes and are best suited for condos with commercial space on the main level - allows for more affordable living and also encourages people to move into commercially active communities with amenities within walking distance (lower traffic)</p> <p>- comments continued on next question ...</p>
<p>The development that has been done in the past on Centre St. has good in my opinion. The height is fine at 5 stories which I assume is current allowable height. There are some lots that have sitting empty for some time that could use some development be it residential or commercial.</p>
<p>Things are pretty decent, but Edmonton is a little broken up.</p>
<p>The wall on 16 Ave NW has too many entry points and people are always coming in a digging through neighborhood garbage to get cans. It is very noisy already, all of the corner lots should be rezoned for multi use.</p>
<p>Need funding for the main streets.</p>
<p>16th should not be a Main Street. It's terrible and part of it is single loaded. Use 20th. It could be amazing.</p>
<p>Higher building heights on the main streets are a more appropriate way to densify as compared to backyard suits. Backyard suits which will likely end up housing only one person are an ill thought through approach to densification - duplexes are more attractive and provide better opportunity for housing multiple people within the residence. No one wants someone in a backyard suit looking into their home. Backyard suits are completely inappropriate for these neighbourhoods.</p>
<p>Traffic on 16th moves well now, but will never be pedestrian-friendly. Still, grateful for any business that sustain itself nearby, like Jerusalem Shawarma. Nothing too tall, maybe just attractive pockets of small business recessed back from busy roads. Take inspiration from Kensington! Existing mall structures (like Central Landmark or the strip mall at 2nd & 16th N.W) are aesthetically horrible and do nothing for community at large. Bookstores, coffee shops, record stores... & fresh food please</p>
<p>The city should rely more on European urban planning models rather than American. We need vibrant main streets that show the Calgary in a positive direction, not a ghost town. Sidewalks should be wider, large trees planted in rows with midrises (4-8 stories) constructed along these roads. However, we should also include highrises (10-30 storeys) but constructed with a setback from the podiums. Mainstreets should not have front faced parking lots, put them in the backside of buildings.</p>
<p>A large part of 16 avenue doesn't really feel welcome to pedestrians. Centre street, 4th street and edmonton trail are slightly less busy so I feel more comfortable walking around these areas. My vision would be a more welcoming area for pedestrians to walk and people in vehicles to stop and explore. For each of these streets and 16 ave specifically, more stores oriented towards the street, spaces to sit outside of restaurants, places to walk to. Apartments along these streets to add people.</p>
<p>Main Streets should be mixed-use mid-rise with setbacks at upper levels to protect for sunlight along the main street.</p>
<p>they should each be unique. If I wanted all hubs in the area to look the same i'd have moved to the suburbs. The most intense should be along centre street. In part b/c the parcel layout is beter for large developments. parts of the others have shallow lots and or small lots and consolidation is not realistic unless the city is going to re-rout lane ways/service roads.</p>
<p>Current economy means growth and addition of shops/services may be slower than anticipated. Former 16th Ave widening/potential to be a main street never occurred as envisioned, with many empty lots still here. 16th Ave - 6-10 Storey Bldgs. Centre/Ed Tr - 3-6</p>

Storey Bldg. 4th Street Max 10M height. Follow existing precedence set. Developers should not be allowed to demolish and leave vacant lots on 'Main Streets' for years on end, leads to 'dead' streetscape.
I would like to see the streets fronting the main drags being business on the ground level and 4 to 5 floors of residential above them.
There is so much developed space in Calgary that the needed density can be achieved with buildings six stories and less. If taller buildings are allowed they should be along existing main roads close to the train stations or commercial zoning. There is demand for more retail space.
Again along Main Streets I would like to see mid level density development of 3-6 stories with commercial spaces on the lower floors. There have been some good projects like this, but we need to do a better job at encouraging these types of developments. I sit on the Crescent Heights Planning Committee and for whatever reason we have more developers trying to rezone for densification within the interior areas instead of building along Main Street areas that are already zoned for this.
We already went through this with the 16 Ave widening, whereby heights were changed. Under that, heights were increased on the north side of 15 Ave. DO NOT now try to increase heights on the south side of 15 Ave or 14 Ave, which is what your map seems to include as 16 Ave Main Street. Keep these as single residential!
I think 16th Ave is ok, should have more pedestrian bridges or +15 crossings. At intervals have small plazas for cafes, benches, parking bikes, where people could meet, in connection with transit stops, with greens (trees, grass, flower pots) building heights not more than 5-7 stories.
When you allow development of duplexed streets and neighbourhoods - strictly prohibit illegal suites. Ruins the neighbourhood and isn't fair to law abiding home owners who are trying to maintain and improve where they live.
16 Ave - #1 highway, inter-city thoroughfare - limits the community bldg pops Centre ST - I envision retail under residential Edmonton TR - increased availability of transit is a must - make sure intersections are safe for pedestrians 4 ST - important to maintain escarpment - opp for community bldg near Rotary Park
the building heights should not be over 4 high as this will then look like a concrete jungle. 4 street is starting to look better but Centre Street north and Edmonton Trail require a lot of improvement. 4 street has a nicer feel.
Edmonton trail should be like Calgary trail is in Edmonton - the current way is idiotic
Allowing parking on Edmonton Trail on weekends for the local business shows we are not set up for the influx of customers. It reduces traffic to one lane. Any business development needs to include planned parking- free would be nice, or set hour limits. I don't want to see large stores there... it's a community not an industrial area. Small stores or eating areas that could even be walked to. Rush hour out of downtown is a challenge to live by- all the main streets.
I see restaurants and small business development. I would wish to see height restrictions for condos of no more than 6 stories.
16th is a terrible street and will remain terrible forever. It's a highway running through the city. It's the MacLeod trail of the north and nothing will make it a Main Street.... part of it is a sound wall! Put density on 20th instead. That could be a great Main Street if you think about it.
Edmonton trail can be a great commercial street and so could centre... but it needs real height and density so there is a business case to develop.
I like that the business developing along Edmonton trail make it more of a walking community.
We need more trees on these streets. 16 ave is just ugly.

4th St NW is fine, except for traffic stalls at Centre because of TimHortons...can see condos and apparently a care centre going in near that intersection...hopefully neither over 4 stories...Edmontrail N is fine as a transportation corridor...don't wreck that easy access to Deerfoot or McKnight for everyone!
If low apartment style building is built, there should have to be retail on the bottom level. Otherwise, it is just a larger building with more people for no purpose. People go into shops/stores, they just walk past townhouses and apartments. 4th Street is quite pleasant to walk down, Centre Street and Edmonton Trail are not. The two lane road on 4th street make it slower traffic and safer for pedestrians to cross and walk on the sidewalks. Parking is key.
More destination type amenities are needed: coffee shops, small stores, + grocery. Lots of bike parking is needed. All of these roads divide the communities they are in and need safe, well signed, easy to navigate cross-walks and cycle-ways. Why 14th street isn't included as a main street? It's the most dangerous for pedestrians and cyclists to cross of all the major N-S routes and though this area. It is a hard divide in capitol hill with few amenities. Pls shift your thinking about 14th
The main streets do not currently work for pedestrian traffic because there is too much car traffic, no bicycle lanes, retail that does not appeal to broad audiences, and a lack of trees/beauty. Addressing the types of retail and discouraging car traffic by encouraging walking, biking and transit will all lead to walkable main streets
Not working- walkability, left hand turns onto main streets from side streets, parking on main streets. Working - good variety of shops, transit stops are spaced appropriately. Tunnel the green line up Centre Street until McKnight. Dedicated cycle tracks into the downtown core.
For centre street turn it back into a regular street, 1-2 lanes each way with parking all day, get rid of the FREEWAY it has become and divides the crescents has community into 2. This would encourage development and create a desirable streetscape. One were people will come to gather rather speed by!
I like how 16th Ave has been redeveloped in some sections. It is nicer now but I don't see it becoming a major foot traffic corridor as it is so busy with vehicle traffic. I would like the 2nd phase of the Greenline LRT north of 20th Avenue NW to be elevated as leaving it at street level and having just one single lane of traffic north and south is ill-advised and will cause traffic gridlock in the area. Not everyone will take the train or use alternate transportation.
Right now, all these main streets are only safely traveled by car. Maybe the sidewalks are in okay condition, and/or available to walk along, but desire to do so is only in short stretches. Having a sidewalk and separated bike infrastructure (or separate bike infrastructure on immediately adjacent lower traffic streets would be ideal). A large majority of these businesses do not have bike racks, or any public seating areas. Making them more pedestrian friendly in the face of high traffic.
I see building heights of no more than 6 stories, European boulevard style, so that again, buildings feel a part of the street, rather than looming over and casting shadow. A setback should be applied if building higher. Mixed retail/services would be useful on the bottom, how about daycare, grocery stores, all ages food and drink venues. Ensuring accessible to wheel chair users will be important. Bike racks, widening sidewalks, outdoor seating options at businesses or built into streetscape.
Specifically preserve the few heritage/character buildings there are - like the Tigerstedt block. Provide policy to developers to limit development height: 3 storeys is plenty at the end of most residential avenues, 4 storeys feels too high - limits light penetration, shadows residential neighbours and affects quality of life, only appropriate around very large intersections.

Current ARPs don't mention adaptive reuse and how we'll transition over time. Let's correct that. Maybe when one person owns X percent of lots, there's a change in policy? 16 Av has empty space but it's hard to build there. Ed Trail south of 16 Av has been revitalizing for a few years. Perhaps density and height could be transferred from parts of Ed Trail (esp. to keep buildings from before 1950) to 16 Av so we could preserve a redeveloping historic high street and build a new one.
The sidewalks are too narrow, making it feel dangerous or at least uncomfortable to walk. Traffic rushes past, dust flying and noise make sidewalks feel like no mans land. Not conducive to shopping, strolling, conversation etc. Wider sidewalks with potted trees or bushes will add character and calm even though the street will still be busy. One or two storey buildings at the front getting taller at the back half of the lot. Engaging windows or a variety of set back entries to businesses.
Question 3: When thinking of growth in the areas adjacent or next to the Main Streets, how do we transition from the higher density areas to low-density residential areas? What should the transition areas into the surrounding community look like?
People first. Cycletracks, wide sidewalks, slow down vehicles (fewer lanes, narrower lanes)
transition areas should scale from higher mixed use buildings to rowhomes, condos and low rise apartments. single family homes are part of the mix, but we should also consider increasing affordable housing to accommodate folks who are new to Calgary along with places for seniors to age in place and receive the care they require.
Financial support should be offered to owners who want to preserve heritage but develop properties for maximum occupancy. Extra funding should be offered if the owner demonstrates a certain commitment to community events and activities.
Well for starters, row housing should be limited to these busier streets and never in the heart of the residential areas. It's very difficult to speak on the transition part of it because the city is approving an 11 unit complex right across the street from an Elementary school (24th ave NW). Is this the type of development that we want? Absolutely not. This belongs on 4th st. not on residential streets. Especially not across from a school. It seems obvious to me.
Narrow all the roads. More greenspace. Most communities have *massive* residential roads and we could reclaim considerable space for all sorts of things: plazas, sitting areas, greenspace, "community use" space, community gardens, community flower planters, "tool share" buildings, ...
I think you need to be mindful of how this impacts Tuxedo it's right in between two Main streets and I am worried some of our older character homes are going to be squeezed out. Maybe you don't need high density in this section and can just focus around the Station.
No one will move there since the rents/market values will be insane. Property taxes in this area are out of control!!
Transition areas should be pedestrian friendly and restrict / eliminate vehicle cut-through access. Building heights and set backs need to prevent large shadows prevent sunshine getting through. Noise barriers are another consideration - preferably natural in nature (trees, etc).
Best spots for bistros, coffee shops, boutiques, flower shops, produce vendors, independent food shops, bakeries, artisan studios. Pleasant places where people in the neighbourhood can walk to for supplies, hang out and meet their neighbours. Attractive little green spaces with benches, bike racks. Should dedicate at least a block just for these commercial elements to provide services and encourage people to get out and enjoy the personality of their neighbourhood. Make pedestrian centric.
Lower density and therefore lower building heights.

Gradually. Adjacent to mainstreets tallest, getting shorter in the 1/2 block to block away. Areas between 2 mainstreets like Centre and Edmonton may be denser and taller, near the future train, but there will still be single family homes - many of which are 3 stories already.
These communities are losing their uniqueness and are becoming cookie cutter blocks of houses, apartment buildings, etc. there needs to be variety rather than long blocks of buildings being all the same height and developers all building to the max. height possible.
Traffic-calming measures, no multi-unit buildings.
Rowhousing might be appropriate for 20th Avenue. Low rise multifamily might be appropriate for lots backing onto 4th and Edmonton Trail where those streets are parallel to the Main Streets. Otherwise low rise multi family perhaps within 30m of the Main streets might be appropriate.
Within a block of the main streets, increasing density should be encouraged. Within a block it could transition to lower (3-4 storey) apartments and townhouses. Further in to neighbourhoods, developments that are even lower but still increase density will still add to the fabric of the neighbourhood in a positive way and should be encouraged (townhouses, duplexes, etc.).
The transition should be rather abrupt. taller buildings adjacent to the main roads only - Regular residential space behind with walls to block the noise - we don't need high rise development in the neighborhoods blocking the sun!
more playground and park
Six stories max right on centre street (ideally four). four storeys (ideally three) max in adjacent 50 feet; then two story row houses and by the end of the first block - single, stand-alone units. Garrison woods did well with their model
Think green. Green areas contribute to the health of the citizens residing there, and would provide a peaceful and welcoming transition into the different spaces. That said, I question how much low-density residential areas we need. Crescent Heights' proximity to downtown makes it ideas for high-density living to serve the needs of Calgarians and reduce long commutes. Yet, people living along Crescent Road NW (for instance) take up way more area per person than necessary.
Density should be focused on major corridors such as 20th ave and 24th ave. 20 ave is a very busy street where apartments in buildings 6 to 8 storeys would be appropriate. This would provide a buffer from the heavy traffic on 20th ave. The streets between 16th ave and 20th ave should be densified with townhouses and small apartments.
These are inner city areas in transition and change is a fact of life. A well designed 5-6 storey building can easily transition to a lower built form particularly with stepbacks, setbacks and a laneway. This is not a real issue. Please don't get hung up trying to transition land use. Allow good building design to achieve transition.
Main streets should be 5-6 storeys. Key transit areas like Centre need to be way higher. Be bold please.
Perhaps high-density apartments along main street with green park space behind (play grounds, trees) before transitioning to lower density residential.
A gradual transition from high rises to medium, to regular housing. Going from high rise to housing would be ugly, and a waste of space. Along more minor roads like 4th street their should be mid rises. Parking should be hidden under these buildings and there should be lots of parking! Having the option to drive or take transit is a must. Parking should be cheaper than downtown. Some industrial buildings should stay, like auto body shops, and stores, as they are the only ones near by.
Please be bold in your thinking. If you let NIMBYs rule this plan then we will only see more developer / community conflict. Make the main streets dense. Use architecture to transition. Use laneways to transition. It's called living in a city.

YOU HAVE GOT TO STOP SUBURBAN DEVELOPERS FROM BUILDING CRAPPY HOUSING - PUTTING FOUR RESIDENCES WHERE ONCE THERE WAS A NICE BUNGALOW. Buildings that are so badly designed they will be torn down in thirty years. A good example of this is the monstrosity that has been recently built on the corner of 4th Street and 19th Avenue. The city has got to institute guidelines for building in the inner city. The gentrification that is going on in Mt. Pleasant is shameful. We need AFFORDABLE HOUSING.
Perhaps mid-size condo developments, cafés, bakeries, services and smaller shops, à la East Village; green space, pathways, parking for users of adjacent high-density areas.
Mainstreets should help to improve the adjacent streets, via improved transit services, local shops and services, etc. Adjacent sites to MS developments should be multi-residentials, to transition into single residential, quiet tree-lined side streets, which are essential to provide "a sanctuary" for people who live in taller buildings.
High density done wrong (belt-line area as example) provides little public / amenity space, and therefore reduce the quality of life for people living there.
Buildings should step down to apartments and townhouses in areas surrounding main streets.
..continued from previous question ... 16 Ave - this is a major highway - most suited to attract travellers to stop in Calgary - development should focus on restaurants / grocery stores / 4 St (from 30Ave to 16 Ave) - this is the most suitable for commercial development - cafes, restaurants, grocery, specialty shops - as it very walkable area with the attraction of being close to confederation park.
There needs to be a greater effort to preserve the character of neighborhoods like Tuxedo. Some of the houses are beautiful bungalows with large trees. They are not only esthetically appealing but they also help mitigate flooding. There has been a push to cram in as many units as possible. I don't think this equates to the quality of the area.
We already have a lot of medium density units in Renfrew, so those could work.
Greenspace or multi use lots. The people in end lots will lose too much money on their homes otherwise.
mid rise multi-residential development as a transition.
How can a person who isn't a planner or architect answer this? Make main streets 6 storeys and use 4 storey apartments and stacked townhomes as the 'transition'. At LRT stations really increase the density.
An abrupt transition would be acceptable. No backyard suites in the residential areas.
Essential to preserve history, heritage homes, green spaces + aesthetic appeal. This means not allowing developers to build 'for themselves' (i.e. always maximizing their dollar value for each plot of land) Many new homes today are boxy looking 'quads' packed too closely together, devoid of green space, lacking in sizeable windows, too huge for upcoming (aging) demographic. Pls. maintain historic style architecture in smart co-housing or modest detached or duplex affordable homes with yards.
Allow gradual transition, from taller buildings with retail to midrises with no retail. Building small infills or buildings smaller than 3 stories along mainstreets will kill the vibe of the street. The streets will become less prominent. Yonge street in Toronto is a descent example of how well it transitions from the high dense downtown area to lower density residential areas back to high dense highrise nodes centres.

Start with increased density in the first block close to main streets and go from there. 5-7 story buildings on main streets and lower 3-4 story ones a further back so that low-density properties do not have an increase in shade.
Towers to mid-rise to townhouses to semis and singles. Not rocket science - this is standard urban design.
depends on the current situation. most of the Crescent heights are the transitioning land use is already in place. 17 Av was already upzoned to transition multi family. A lot of the main streets already have transnational zoning in place on the adjacent blocks.
Have densities and building heights 'step down' from higher to medium to single family via zoning applied around main streets. Don't discourage lower than 'maximum' density height on main streets. Variety of heights/types of buildings seems more natural. Could also create green spaces (particularly dog parks) adjacent. I live next to a higher density building, owners constantly use front yard as defacto dog park as there are none nearby.
lower tower heights down to free standing homes 3-4 blocks away would be an un-jarring way to transition
Six storey apartments closely adjoined by sixplex and fourplex type residences. Buildings could be arranged to create courtyards, microclimates, small greenspaces to facilitate the transition.
Rather than building high density buildings I think the transition into the community will be smoother constructing mid level density buildings (3-6) stories. This will also alleviate some shadowing concerns. I think the existing zoning (for Crescent Heights anyway) is fine, we just need to ensure these mid density developments stay in the areas that have been zoned for them. We want to make sure we still have single family/duplex areas within our community.
We already went through this with the 16 Ave widening, whereby heights were changed. Under that, heights were increased on the north side of 15 Ave. DO NOT now try to increase heights on the south side of 15 Ave or 14 Ave, which is what your map seems to include as 16 Ave Main Street. Keep these as single residential!
Provide at intervals little parks, green space, playgrounds (just few items, benches) as breathing space in high density growth areas. High rise should be minimized, and if, space them far apart!!! Note: New Brentwood towers are far too closely spaced, take light away from one another and neighbouring buildings.
When you allow development of duplexed streets and neighbourhoods - strictly prohibit illegal suites. Ruins the neighbourhood and isn't fair to law abiding home owners who are trying to maintain and improve where they live.
Retail under residential - limit bldg hts in transition zones
everything looks exactly the same not everyone or everything needs to be higher density, would be nice to keep the communities as is with upgrades to the residential homes not always a knock down and infill
Maintenance of large trees in our area and green spaces. Not even inch needs to be covered. New Building Heights and designs that don't dwarf or push out the homes / individuals that founded these communities.
I hope the neighbourhoods can remain somewhat lower density. Renfrew is presently a pretty quiet neighbourhood. Even the alley homes create parking issues, the people living there use the garage for storage and then park in front of everyone else's homes. Keep the centre of Renfrew low density and keep the condo, townhouse development on the perimeter. I don't like the 3 story infills either, they overshadow everyone else. Please introduce height restrictions and architectural controls.
Again, why the fixation in height and transition. Use your zoning bylaw effectively and use your Urban design review panel. Transition isn't a big deal. It requires good design. You can easily have 5-6 storeys sharing an alley with singles. Don't get caught up in an old paradigm.

Calgary needs to grow up. Look at the established neighbourhoods of real cities. Good density everywhere! Frankly, anything under 7 storeys is a non-issue
Keep parks available. Maintain places for people to take their children to be safe and play. Do not remove any green spaces. Add to them by having business nearby. Don't tower over these green-spaces with tall buildings that block out light.
How about more green space (pipe dream, I know)... or at least not everything concreted over
I don't think that there has to be a transition area. If you feel you need a transition area, then a large building on a main street could have a park beside it that then leads to lower density.
Redevelop into higher density housing would make most sense - townhouse style, probably, or allow certain businesses to take over older houses in the block adjacent to the main streets - like lawyers, hairdressers (like KolorTwist in Sunnyside), etc. Green picnic areas and more business-linked patios would be great too.
This should be gradual and mixed use. Heritage homes should remain, as should those that add dimension
Street lighting, provision of security. Living in Tuxedo, in the residential middle of Centre Street and Edmonton Trail I am wary of the increase of foot traffic. This will increase with dedicated Green line stops. If there is going to be density, make it active-eyes-on-the-street dense to discourage unwanted behaviours. Perhaps a dedicated bottle picking zone?
along centre I can see higher density (buildings no higher than 5- 6 floors) in pockets such as at intersections but only going in the sides streets to the laneway. the lower floors all to be retail with residential and offices above
Maybe allow 3 to 4 story residential developments between the tall, high density on the Main Streets back to the current residential homes already in place?
Need to respect existing residential areas by not creating policy encouraging/approving planning for multi-storey business premises in neighbouring residential avenue blocks - nothing higher than currently allowed for houses e.g. 2-storey. First block commercial only on major traffic avenues - not all avenues. Developers need to design new avenue buildings to fit into residential feel of avenues. Development proposals should not be able to ruin enjoyment of homes and the lives of residents.
Max 4-6 stories immediately on the main streets, the next street or avenue behind the main streets, you go higher, but then it could be a descending transition, that within the neighbourhood, you could have low density units 4-6 units per lot. Development needs to be reflective of mixed income of these neighbourhoods (life stage, employment, etc.) Rental and to own (large amount of student, and young professionals, older folks) mixed age group living high density. Good lighting, smaller sub-main
Maybe we shouldn't transition to low density residential. Maybe we should transition to shorter, middle density residential (missing middle housing anyone?). Residential main streets (yellow lines) could have at least R-CG, maybe 4-5 storey options. Smaller, narrower streets nearby could have shorter missing middle. What is low density residential? In Renfrew, our population/km2 was higher in 1968 than today. We talk big about densifying but we've just build bigger houses to hold fewer people.
Boulevards. Trees and other plants. Interesting building materials with texture, wood, concrete, metal not all the same facades. T
Question 4: Thinking of these areas, what is working, what is not? How do envision this area evolving over time? What types of redevelopment do you think would be appropriate? Think about building heights/number of storeys or what types of uses you see here.

People cannot get around in any of the "Activity Areas" in this zone. 16 Ave is a car sewer, the sidewalks are never cleared, and anyone with mobility problems is completely screwed. There is zero bike infrastructure. This is really sad.
There are strip malls, office & commercial and schools near where I live. I love the idea of mixed use in a space, like a community hub where neighbours can gather, receive child care, recreate, shop and receive services like pay bills, borrow books from the library and buy a transit pass.
Strip malls, commercial buildings, schools and fields, in my mind, are not Neighbourhood Activity Centres. We should reconsider what NACs are. Instead consider how hubs, space has multiple functions and doesn't necessarily rely on a financial transaction to occur in order to access it. These centres don't have to be huge like the YMCA or Genesis Centre. They could be small shops of community activity, arts programming, small community-run libraries, etc. Get in touch with me. [personal information removed]
Building heights should not be higher than 4 stories on busier roads. Period. We are not in the downtown core. We are communities. School fields should be absolutely left untouched. There are strip malls along 4th, 20th, and a commercial building on 4th and 23rd (remax central). This are all appropriate both in height and location in my estimation. I think anything taller than whats there is inappropriate for the area they are in.
Fewer fences. Smaller roads. Bike infrastructure. Safe walking infrastructure (if grade 2 kids can't walk to it safely, it's broken). Better routes to schools. Restrict vehicle-based student drop-offs to a block or more away. Bike-bus system for kids. Walking-bus system for kids.
I think you should look at all the parks in the area, we don't use them enough and we need to think of how we can make them flourish with more people and higher density around them.
Get rid of car dealerships. A blight
I'm not sure that my comment suits this topic - What is in future plans for the City parks and road office/garage/work area on 25 Ave NW and 16 St NW? I could be a very attractive area for multiple dwellings. However, City Parks and roads does need a place for storage, trucks etc. ??
I support mixed use buidings - retail on the main floor, offices above, and residential on top of that. Buildings taller than 8 stories are likely to cast large shadows that impact single residences - so height restrictions are paramount. The taller the building the bigger the street setback needs to be, or the building needs to step back as you go up to higher floors. Otherwise tall buildings are too imposing to support a neighbourhood feel.
Excessive building height will create sun shadows (especially in winter). 6 storeys on main streets is PLENTY (no higher). How many more coffee houses can we have in mixed use commercial? Is there not some other type of retail that can be accommodated? Pretty hard to compete with big box stores, world record size rec facilities, etc. in the suburbs. Need boutique shopping.
Everything is old, small, and inadequate. Knocking down and rebuilding new, bigger/taller, with parkades on existing sites. Recognize that major roadways and rivers barriers. The new central library is great but I'm not letting my elementary kids ride their bikes there! We deserve a Westside Rec Centre or the world's biggest YMCA up here too. Library, ice surfaces (hockey/curling), pool, tennis. Perhaps allow communities access to school's gymnasiums?
Strip malls are small. Local schools with playgrounds and fields for kids. Would be nice to see some more green spaces and dog parks.
I like how 5e communities are evolving. We are getting more craft breweries, distilleries, and restaurants in the area. This brings Calgarians from other areas. Because of the Green Line, companies will choose the other three main streets which is good for us living closer to those streets.

Incorporation of pedestrian friendly elements that are multigenerational and accessible (meeting points, seating, mini park areas, outdoor cafe's, covered sitting areas able to be used year round, etc.). Move parking underground or to the backs of buildings. Redesign school yard entrances and green spaces to be inviting for all to use as public spaces with multigenerational features.
Replace unused office buildings with cafes, restaurants to create more pedestrian traffic/greater sense of community
No comment on this one.
These areas should allow people to come and have multiple needs met at in one area, such as recreation, basic services like salons, independent shops, and restaurants. This will reduce the amount of driving around people do to get their errands done and create a neighbourhood meeting place.
All density development should come with a requirement to add park, recreational and educational improvement space. While the city has encouraged density - they have not invested in community space. The parks are old and lack new infrastructure. Community centers and pools are over-crowded and access is restricted on busy days. The Schools and playing fields are a disaster - kids spraining ankles on poorly maintained spaces.
5 to 12 storages height
Crescent Heights has pockets of charm, but there are too many absentee landlords squatting on properties for decades with minimal upkeep. Much of this has been along centre street and has only begun to improve in the last couple of years.
I love the way community comes together in these areas. They are fantastic areas for meeting other residents who are out walking their dogs or shopping with their family. They provide inspirational and healthy opportunities to get out of the house. I envision the less friendly blocks becoming more neighbourly with benches and increased public space. I see more open and welcoming store-fronts. I see these areas becoming more accessible in the winter with heated sidewalks too.
These areas should be designed with intensive development up to 10 storeys tall.
Commercial nodes are fine but they need to be mixed use and they need to be economical. Current NACs tend to be auto-oriented strip malls. This is an old paradigm that should be phased out. Walkable main streets and commercial nodes should be the goal. Again though, 16th avenue is not a walkable experience.
Commercial strip malls need to go. Increase the density and create an incentive to eliminate them.
Renfrew aquatic centre and area is great for kids. I see this hub as an ideal area for a small library access point as the population expands to meet the demand. We currently go to Louise Riley or Downtown, both are not really in walking range to Renfrew.
Businesses like 4th Spot Kitchen & Bar, Johns Breakfast, should be allowed to flourish in the areas they exist it is what makes the neighborhood vibrant, and unique, but not ghetto, full of drunks on game night, etc.
Strip malls need to go. Mixed use is great. But again, if you make it too low or cap density then nothing will happen. A NIMBY driven plan is a plan for future conflict against progress.
The existing strip malls are ugly. Any strip mall built in the neighbourhood should have residential attached to it. And some architectural integrity. Five or six stories up. Coffee shops and doctor's offices on the ground floors.
Strip mall at 40th Ave @ 4th Street rejuvenated to Kensington/Marda feel with more commercial development along 40th from Northmount to Centre Street and Edmonton Trail. Mid-height buildings to introduce density to support businesses. Former golf course will have a road down the centre, connect 40th Avenue, Centre Street and 4th Street to permit access.

The remainder of the terrain developed into parkland and condo/residential with bike trail connection to Queens Park, Nose Creek, Nose Hill.
In our car-oriented culture, NAC should be located on second floors of commercial / mixed use centres. This provides affordable space, yet allows for maximum leverage over transit, accessibilities, local shops / amenities, etc. Also, NAC's should be encouraged to open longer hours, and/or off-set their hours from other commercial businesses and shops so to make best use of parking availability and/or minimize intrusion into side streets.
These areas would be the most dense with more density and heights up to 15 storeys.
I would like to see our pool, arena and community hall revitalized. Two ice sheets and locker rooms upgrade, new community hall (discuss with the board), upgrade outdoor pool - accessibility. Use all the space that the current buildings are on. Will need NAC upgrade with increased density.
I think it would make sense to develop 4St (30 Ave-16 Ave) to be similar to Kensington. Ideally bring in a quaint look to the area - cafes, restaurants, specialty shops, drug store, grocery. In particular, a specialty food/grocery (like Sunterra) would increase the walkability of the area.
Better use of commercial space behind the 7-11 on 4th St (24th Ave 5 St) - the main floor could be converted to grocery / specialty food store / drug store (other basic amenities)
The current green areas are great and should be preserved. I would like to see the old Tuxedo school repurposed. It has been sitting empty and degrading for some time. It would be a prime area to utilize. It would be great to see the original building remain. I'm sure it would be costly but any project will be.
We feel very lucky with the local facilities in Renfrew. Not much to change.
There needs to be more parking so people can actually stop.
THE GREEN LINE DEVELOPMENT CROSSES THE BOW RIVER, AND THERE WILL BE TUNNELING UNDER THE RIVER. CAN A GLASS TUNNEL BE INCORPORATED TO ALLOW AN UNDERWATER PEDWAY, THAT DOUBLES FOR PEDESTRIAN TRAFFIC AND AN EDUCATIONAL VENUE FOR INTRO TO THE RIVER FLORA AND FAUNA FOR THE REGION. THIS ACTS AS AN EDUCATIONAL ELEMENT TIED TO PRINCESS ISLAND PARK AND ALSO ATTRACTS TRAFFIC TO THE AREA, BENEFITTING BUSINESSES. A NEW AND UNIQUE ATTRACTION LIKE THAT WILL ALSO PUT CALGARY ON THE TOURIST MAP
This is too complicated to fill out in a form. Some may redevelop but there isn't enough retail and market for all to intensify.
It's time to phase out strip malls. Use density as a tool. Build them up and knock them down.
Renfrew Aquatic Centre is excellent. More cafes and retail stores around this facility would enhance this NAC.
2-4 stories more inviting vs taller. Grateful for our community centres & schools but we lack a strong 'soulful' community hub. Quality of business is key; again - look to Kensington for inspiration. We typically leave our community & go there to meet friends, for art supplies, records, coffee, pubs, fresh food etc. How about a gazebo in park areas, to serve coffee & draw people together; Add fountains, more seating (i.e. Montreal inner city parks!) Aesthetics important; unify/ beautify signage!
The city has yet to build a decent NAC outside of downtown/Beltline/Mission area. Marda loop is a good direction but this is where Calgary takes another loss. Toronto and Vancouver are great examples of NAC areas where there's no massive empty parking lots with big boxed stores. The NAC should include dense highrise nodes with underground parking or above

grade parking on the backside of streets. There should be offices, residential towers 25 storeys plus but still be attractive for pedestrians.
It is quite easy to walk to at least one of these NACs wherever you live, but frequently grocery stores are farther away and require driving. Being able to walk to a grocery store would be great. Add these to the bottom floor of new apartments/taller buildings. Increasing the density around strip malls and commercial buildings will benefit the small businesses in the community. 5 or 6 story buildings along main roads (centre street) and 3-4 story buildings along smaller roads (20 ave, 40 ave).
Neighbourhood activity centres should convert to mixed-use midrise or taller over time. Walking connections to adjacent neighbourhoods should be expropriated to ensure active transportation access to commercial areas.
bicyc routes are not well defined. Not necessarily lanes but "best for bicycle" roads should be indicated (like in vancouver with a bike on the street name), a much cheaper way to route cycling with out creating lanes on main streets.
Variety of types, not completely commercial/mall as this relies to much on private business creating the activity. Dog Parks, playgrounds/rinks - similar to Tomkins Park on 17th and Thomson Family Park on 16th and 11st are good examples of activity centres not relying on private business. Can be paid for by contribution by developers in exchange for providing less landscaping/amenity space on developments. Small patches of grass in front of buildings don't have same effect as a park.
We could use a Farmer's Market in Mt. Pleasant. There seems to be a lot of underused parking lot around the 7-11 on 4th Street. How do we make this happen? Ideally, this would be a year round (ie. indoor space) but I'd even take a weekly summer market.
parking is a problem now. I do not look forward to visiting many of the businesses due to difficulty parking. Improved transit access would eliminate this issue, as would wide sidewalks and bike lanes.
Main Streets gaining more retail development should be sufficient.
A great block along Centre Street is the Tigerstedt Block. I only wish it had a few levels of residential on top of it. Another great development is 1319 Edmonton Trail with Elite Brewing and delloR Ice Cream on the ground floor. These types of development bring businesses that encourage vibrancy and are used by residents of the neighbourhood. Rotary Park is another great space.
NAC's are good, should include a bit health, fitness, library, childcare, schools, fields and playgrounds/skateboard places, parking and bike paths, some health professionals. Building heights not more than 5 - 7 stories.
When you allow development of duplexed streets and neighbourhoods - strictly prohibit illegal suites. Ruins the neighbourhood and isn't fair to law abiding home owners who are trying to maintain and improve where they live.
More multi-use. Opportunity to do something different with little-used baseball field (Ed Corbett) along 16 Ave in Renfrew. Walkable large grocery store needed in Renfrew, Crescent Hts - along Edmonton Tr or Centre ST. Shuttle buses up and down the hill. High residential/retail at Midfield Park.
It is nice to have small strip malls in the area the height is max 4 storeys and it works
If the activity centres are family centred then the hope is for children to be in the area...allowing for community children to have first access to our schools over bussed in students would build community. There already are a number of schools close to the Renfrew / neighbourhood centre. A few more small family eating areas by this development on the main streets where businesses already are. Community health related offices within centre or close by. Community churches as meeting areas too.

The Renfrew pool area could be transformed into a leisure centre like the suburbs have.
Take a hard look at 20th. It has real potential. One, it could become a Main Street. And a good one! Two, it is a strategic opportunity to capture density along a 'busy' road. But you will need to make sure the density and height are economical. I would guess 5+ storeys.
The city is letting NIMBYs drive plans... the result is no real change which either stalls development or requires developers to enter a horrible rezoning process after a bad plan. Be planners not appeasers!
I would not want to see large building towers near these neighbourhood activity centres that will block out sunlight into the parks. If there needs to be is any please build them on the north east side of the parks so sunlight will not be obstructed into the park.
We need a full service recreational center in this quadrant of town
No more than a one-in-30 4 story...more green space...ifthere's Good public transportation-enough buses- why do we have to pretend to be downtown? We're a low key quiet area, and should stay that way...maybe 20% more commercial/community type development....let the rest happen over time....as it does naturally
Have the parking lots in the back. A large parking lot is not attractive to look at so have wide sidewalks, the buildings and then parking behind them.
Any new commercial spaces should be built with condos or offices over. Not massively high, maybe capped at three or four levels - these don't need to be dark dingy roads thanks to towering high rises, but one or two level buildings are a waste of space too. If the population density along these roads increases the more likely shops like independent grocers are to move in and stay there. It might be an idea for school playing fields to be clearly signed as to when they are open for community use
Redevelopment is occurring, but it should be mindful with respect to scale and density to address concern about aesthetics and parking. We live across from a school and across 16th ave from a strip mall. We like both, but traffic and parking at the strip mall can be a concern, which could be alleviated by increased accessible transit.
Should be accessible to all age groups, all seasons of the year, with natural light. Open atrium like area? Could a green line station be incorporated into a NAC? Thinking about the Kyoto Station designed by Hiroshi Hara as open space that can be utilized. Can inspiration from the East Village St.Patrick's Island / Devonian Gardens as gathering spaces that all ages can enjoy?
no strip malls, current strip malls have parking in front - too many cars, need more parks, expand sidewalks to allow trees, keep/install boulevards; increase urban forest
There are currently a few small strip malls in the Highland Park area but a large grocery store is certainly lacking within walking distance. The strip malls are all currently single story for the most part and I could see redevelopment of these into multi-story with business on the lower floors and residential higher up.
No higher than allowed for surrounding houses, could modify that limit only after housing stock has changed. Need to consider parking impacts - enforce parking limits on blocks adjacent to main streets and NAC's. Require property owners to maintain surfaces and beautify parking areas e.g. Tigerstedt block parking.
4-6 stories, likely on main streets, maybe embedded on other secondary major throu fair ex. 20th Ave. Along the green line, within a block or two of a C-Train Stop in any cardinal direction. We need these NACs to have public gathering spaces, places to sit and pause, buffered from traffic. So good seating and gathering, plazas, good lighting, good sight lines, set back from the street. Recreation, food, services, stacked uses, ex. a grocery store, that has a hill sloped roof with plaza or seats

Renfrew's small commercial spots in the neighbourhood (Stanley Jones Grocery, POW Pizza, Detox was a Safeway) seem to struggle. POW seems to be the most successful business I've seen at that location in my 10 years here. We leave the neighbourhood to shop. Having more people who are able and willing to use their services who live near by will help them. Stanley Jones is a historic resource (live/work!). POW's spot could be 3-5 storeys. Detox could be 5-7+ storeys (Calgary needs more detox beds).
Green space interspersed among building sites. Nothing over three storeys close to the sidewalk edge. A variety of businesses. Mixed housing above the businesses in quieter sections of streets. No high rises blocking the sun from adjoining streets with ordinary housing. No rows of parking spaces behind or beside buildings. It creates a concrete heating pad, dead zone in alleys and next to homes. Better to do underground parking. Friendly, welcoming facades. Mixture of businesses
Question 5: How do you envision growth & redevelopment within your community? What does this look like? Are there any areas that might be more appropriate for growth than others? Is there a range of housing or building types that you think would be appropriate?
I envision row homes or condos along busier roads. Streets like 24 Avenue or 20 Avenue NW connecting cycling infrastructure to SAIT, 10 Street NW, North Hill Mall and to Confederation Park.
Multiple income (including low income) housing/suites! Community hubs (they don't have to be huge centres)!
I struggle with "redevelopment" if it's being forced upon us. It insinuates that residents are in favor of such initiatives when the vast majority are not. Can improvements be made? Absolutely. But people moved here, built here, and reside here for what it currently is. Redevelopment happens on its own. These communities are evolving & flourishing. Lets keep them that way without forcing too much change. Listen to the community associations & residents. They have a much better pulse on things.
I think this is naturally going to happen over time with new infills and we just need to let the market take its course.
There are enough parks.
Encourage multiple dwellings and in fills in areas where there are many older homes. It is better to have 2 or 4 families using a residential lot where only 1 family was residing.
Heated bus shelters!
Older neighborhoods have a certain character because of the road layout, mature trees, and most of all lower density existing houses. If you tear down old houses, change land use to double density, it will become highly urbanized and lose it's character. The right balance needs to be struck with respect to density and building height.
Concentrate higher density near main roads. Leave everything else alone. It is rapidly sorting itself out. The infill activity is good for the area. There are single family homes, duplexes and row townhouses on busy corner lots. Some natural variation in housing types, price points, sizes. The apartment/condo stuff will be the denser, taller stuff near main streets. Don't allow higher density around parks, unless that park is along a Main Street.
I have live in this community for all of my 62 years. When we married we built an infill on a veterans lot. Now, a large majority of those veteran homes are gone and been replaced with large homes and duplexes. Our infill has become 'the veterans homes'. This is a good thing as it brings young people to the community.
Growth is happening but why is there always such a focus on increasing density and multifamily units on already busy streets? The growth needs to be disbursed and blended into areas rather than creating cookie cutter blocks of higher density housing on certain

roads. This creates streets that are not pedestrian friendly, becomes all about cars and parking, removes them from being included in the "neighbourhood", and creates areas that are viewed as "different" or not as well off, social impact
-Reduced traffic flow, especially along Centre Street, 16th Avenue, and Edmonton Trail -more cafes, shops, and restaurants; fewer office buildings
I think the existing (former R-2) is appropriate for the inner parts of the community.
Areas along busier roads are more suited to higher density and retail, but I don't think that should restrict what can happen in quieter areas. Conscientious development is possible no matter where you are. I would way rather have a row of townhouses built in a quiet neighbourhood than a street full of gigantic single family homes.
Higher rise condo's and apartments are only appropriate on main streets. pull out spaces for transit would improve traffic flow. More lanes at key intersections would also prevent traffic jams
From Apartment condo to townhouse ,Infill and duplex single house should be included
In Europe, 2-3 story row houses mixed with single units, all with garden areas in back are the most common. These are adequate size, maintain access to sun, have room for plants, trees, drainage, and provide a friendly, connected community - unlike high-rise apartments which are often bland, sterile, sad places
I think tearing down single-family homes to put up more single-family homes is a mistake. However, if the community becomes more high-density, the design of the community needs to respond to make areas that are welcoming and create healthy opportunities for the community. Low-rent buildings for community-focused businesses should be subsidized, like tool-libraries, makerspaces, art-centres, performance spaces, etc. The houses along Crescent Road would be perfect for high-density redevelopment.
Major corridors (Edmonton Trail/Centre Street/20 ave/24 ave) are developed with the most density - apartments and mixed use 6-8 storeys. Areas off these corridors are developed with townhouses and apartments.
Edmonton Trail and Centre should emerge a great, high density streets - 10+ storeys. The City needs to capture the transit investment.
20th Avenue should become a mixed use corridor. its current traffic volumes of 8-9k vehicles a day will work for commercial and will still lend itself to a pleasant environment. This will need to be 6 storeys to capture building code efficiencies and should be MU-1 or MU-2 which require architectural 'transition' to lower density.
A range of housing is necessary but so are local shops and services. A great west to east main street (20th Avenue) will go a long way to creating a complete community.
I like the high density areas in Renfrew south of 8 Ave along 4 st NE - 6 st NE and their access to parks and schools. Condo type buildings surrounding big parks & community access points like in Bridgeland are very attractive. Ideally higher density buildings suitable for families too (ie 2 + bedrooms). Infill duplexes in Renfrew are HUGE in sq ft and not affordable for "average" families. Four-plex row houses like along 4 st NE between 11 and 12 Ave are lovely and more affordable.
Established areas should remain a family area first and foremost, not a mini downtown, that encourages vagrants and bums to hang around. Areas along Edmonton Trail, Center Street, and 16th Avenue should be the places that get developed the most
The minimum starting point should be RCG... build up from there. Streets like 20th should be 5-6 storey with at grade commercial. Edmonton trail even more. Same with centre.
We need the existing green spaces kept in Mt. Pleasant, as there are not enough dog parks or parks in general. I am a big proponent of the affordable housing projects similar to that on the corner of 17th Ave. and 3 rd St. N.W. I am appalled that someone is allowed to build an

ugly, box like SINGLE FAMILY residence with FOUR GARAGES (down from the original 5 he applied for) on the same street. There seriously should be a law.
Centre Street corridor more development; 4th Street demoted to local route without access to McKnight. More development on 40th Avenue from Edmonton Trail to Northmount. More condos, less infills. Trendy shops and bistros within walking distance. Bike trails. Parkland expanded to include part of golf course. Housing would be limited to 3-4 storeys, except along Edmonton Trail and 40th, where we might see 7-10 storeys and Centre could have 15-20 storey towers clustered around LRT stations.
20th ave should be densified along its entire length. It is a very busy road that can support more development.
Upgrades to Mount Pleasant community center and arena. More housing options - condos / townhouse
I would like to see the character of the new infills reflect the existing homes. Some of the recent infills have very bulky roofs that are meant to make the building appear bigger. They unnecessarily block the sky line and are very disrespectful to the current residents. They are more suited to the developments like Mahogany or Panorama. There have been some very nice infills built approx. 10 yrs ago that have been a nice addition to area. The more recent ones not as much.
There are 16th Ave properties the seem to beg for development-I assume they are old gas stations in need of environmental recovery
Redevelopment along the main streets. allow townhouses everywhere. have 3 storey limit in communities and 6 storeys along main streets, and activity centres.
I think 20th should be a density corridor and hopefully a Main Street. It would be amazing to have a real shopping Street and experience in our community. Something around 6 storeys with at-grade commercial and residential above would be great!
Backyard suites are definitely inappropriate. More row housing would be good. Low rise condos (4 stories max) close to green spaces, for example new the Renfrew Aquatic Centre.
I live in west Crescent Heights - very eclectic, thankfully not yet over-developed. Keeping newer /taller development closer to busy corridors, obviously makes sense. Developers today seem bent on making a fortune vs. providing for a variety of budgets and needs incl. aging demographic. Smart co-housing options would be great; If new: smaller single-family or duplex; if quad, then up & down (enables windows all around + elevators) Always permit green areas, some private; + community gardens.
Growth should be dense, especially south of 16th ave. Our inner city is hollowing out leaving schools to close. We need to rejuvenate it with dense development.Semi-detached Infilling will not solve this problem quickly.The communities need to be more open to midrise developments.We need to build more family affordable housing. It's not right that you can buy a detached home in the suburbs for the same price as a condo in the inner city. We need to make it affordable and dense so people move in!
Increase walkability. Encourage the addition of smaller and closer grocery stores, cafes restaurants along busier streets that the communities can walk or bike to. Create destinations for the community around the proposed green line route, (intersestion of 40th ave and centre st) with an increase in density, an increase in gathering spaces like cafes, patios, parklets, and an increase in connectivity between all transportation modes. Density first increased around these transportation hubs.
Infil development, secondary suites are appropriate within established neighbourhoods unless identified as a TOD.
16 av and centre street are the best places for high density.
Limit larger developments to busier streets or corner lots to deal with parking concerns. Well done corner lot is Rndsq development at 20th Ave and 5th St NW . Poorly done corner lot is

134 22 Ave NE. Keep buildings denser than semi detached/duplex on arterial streets. Parks along main streets or these type of streets breaks up streetscape.
Living in Crescent Heights I like the existing zoning. I would like to see more redevelopment of the run down bungalows in my community, but unless already zoned for it I would like to see these built into single family or duplex homes. I have no issues with multi-family homes built on lots that are already zoned for it. What I don't like is this trend The City is following where they let every corner lot be rezoned so a developer can built a four-plex. I feel bad for the people living nextdoor.
"condominions" are good for high density areas, building with green spaces in between.
When you allow development of duplexed streets and neighbourhoods - strictly prohibit illegal suites. Ruins the neighbourhood and isn't fair to law abiding home owners who are trying to maintain and improve where they live.
Need to retain older homes and trees while accommodating high-density residential. Opportunity for innovative design features - e.g. Laneway homes. Must do retail under residential. Need to cap the # of trees that McInnis and Holloway plants at Nose Creek area - we could lose the walk ability unless pathways thru existing forest are contemplated.
once again not everything has to be an infill and high density multi unit the community is all starting to look like suburbia, cookie cutter, same brown and grey colours losing it's character
I think front single attached garages are excellent for cycling & should be encouraged. You can get dressed in cycling gear, walk into the garage, get on your warm bike & head out. Currently, as I have no front garage, I keep my bike in the living room. I cannot keep it in the detached garage facing the lane, as the walk out there is dangerous with my clip in shoes, especially in winter. I would also have to exit onto the dirt lane, which is dangerous on my road bike. Put yourself in my shoes.
Small business, strip mall, office is better beside busier roads. Low density housing is best away from the traffic. Inevitably there are apartments but please not in the middle of houses... they decrease privacy, potentially use street parking in front of homes. To be by parks is great for high density homes.. a green space for them.
First off ignore 16th. It's not a Main Street and won't be in our life time. In my mind 20th becomes the east to west Main Street. All main streets should be 5+ with more density and height at transit locations.
The rest of the community should be semis and towns and legacy singles.
The old sears at north hill mall needs a whole foods or rec centre
Minimal low height development around park areas...why? So people can enjoy nature...also There's a trend toward big box cookie-cutter concrete duplex infills here going on when more variety in design and house types interspersed with some of that ripped out greenery left would be appreciated...like ole Joni Mitchell said...paving over paradise. (now VERTICALLY)
I think that a lot of communities are already densifying themselves. Duplexes are the most common and it seems most older homes that are taken down are replaced by duplexes. I don't think any apartments should be allowed off of the main streets as parking becomes a huge issue and property values for existing residents go down if one is built next door.
We need more, better, and safer inter-community cycling networks. I can't get out of our neighbourhood easily on my bike hauling my young son in his trailer. It's too dangerous to cross the major roads: 14th St NW, Centre St, Ed. Trail., 16th Ave. etc. I don't cycle along major roads like 20th Ave as that is also dangerous, so I use quieter roads. The problem here is that when I reach the arterial N-S roads, there are either no crossings or poorly marked ones that cars won't stop at. Useless!
Streets in playground zones should be maintained as single family due to traffic concerns, which exist today. Multi family homes are inevitable, but should be closer to main streets

<p>Secondary suites needs to be encouraged through the relaxation of parking requirements of needing to provide parking for the suite particularly for the inner city. Give developers/ landowners incentives to build sustainability to showcase Calgary's energy diversification. SAIT has one of the most robust solar-eco programs. Inner city communities are Calgary's jewels- showed off whenever we market to the world for uniqueness and vibrancy. Eco-building techniques, interesting designs.</p>
<p>restrict the height of infills and % of area of built land; consider streetscape bungalows vs 3+ stories; keep the character of the of the existing housing by incorporate into new housing, preserve the urban forest; when new building happen please keep existing trees /shrubs as much as possible; make planting of new trees as part of DP (and larger than 50mm diameter), no front drive garages or entire concrete / impermeable landscaping.</p>
<p>In regards to growth with the redevelopment of the old Highland Park Golf Course land I think a much smaller, less ambitious proposal would make much more sense in light of the recently released water study for Confederation Creek. Putting 2000 units in there is not practical or safe considering it is a low lying, flood prone area.</p>
<p>Do not impose policy onto residential areas where that deliberately changes existing character e.g. "4-plexes on every corner"; planners should not routinely approve applications that do not fit with ARP and cause communities to have to constantly fight applications. All residential areas should absorb some new densification impacts and balance out distribution of different housing types e.g. Crescent Heights is bearing too much of the anticipated impact, whilst Rosedale remains unaffected.</p>
<p>Missing middle housing makes Renfrew great. Let's add more on residential mainstreets: 8Av, 12Av, 6St, Russet & Remington (if the intersection at 16 & Remington was opened). If the LUB allowed them, I'd put freehold urban rowhouses (50% max lot cover, 4-5 storeys above grade, built to ROW in front setback and w/o side setbacks). If not, go R-CG. At least R-CGex along bus routes. Lots facing pocket parks should have backyard suites - either stop subdividing them or allow semis w/ backyard suites.</p>
<p>Mixed income, Mixed life stage housing style, Rent purpose built, to own, Maybe no front yard, but maybe back yard, not both. Medium density 2-6 stories, 2-4 units. Targeting corner lots, and secondary main streets. Engaging in this densification at a gradual rather than expatriated rate as allowing tons of rezoning permits to previous single family homes, affects potentially multi-person rental households. More than just infills, more than just townhouses.</p>
<p>Thoughtful architecture instead of the hodge podge of styles now being constructed. So many are black! Ugly too tall and skinny, unfriendly and unwelcoming duplexes and townhouse styles are being thrown up in this development area. They leave no sense of privacy to their front entries and no space to relax outside either. Rows of garbage, green and blue bins crowd narrow alleys. awful! Where there used to be trees there are now only narrow front steps abruptly stopping at front doors.</p>
<p>Anywhere near Parks, definitely no more than 4 stories, as casting shade where there would have other wise been sunlight would not be helpful to the quality of the park space as a community amenity. Having apartments, vs. condos, rental intended or, to own. Ex. Bay and Gable houses, not just infills, Montreal style plexes, 3 story apartments.</p>
<p>Question 6: Heritage is a key element of character in older neighbourhoods. In your opinion, how should heritage character be conserved as redevelopment occurs?</p>
<p>Have to put money into it, period. People will continue to rip down old houses and put up ugly monoliths because that's where the profit, apparently, is.</p>
<p>Heritage homes are important to me. I live in a home built in 1914, so preservation of heritage homes and buildings would be great if possible and within reason.</p>

Capturing the heritage character through restoration, public art and integrating into new land use would be lovely.
See my answer to #3
This has essentially been thrown out of the window with the developments that have been allowed in recent years. From row housing to affordable housing, the essence of our communities have been changed. Art centers, community pools, hockey rinks, fire halls, churches and schools should be preserved at all costs. They are the heart of our communities and some date back over 100 years. Lets stop acquiescing to the builders and "new residents". These are our communities, resident should matter too.
Takes money. There's zero incentive currently to fix anything old; rip it down, split the lot and build monolithic infills is all that's happening because: that's easy to get approval for and it's cost-effective (i.e. profitable) to do so.
It should not since all that does is raise taxes
Where the community has a very well defined architectural character, example the area between 10th St and Centre NW with boundaries of 16 Ave NW and Crescent Road, there should be building codes to not destroy the character of the neighbourhood.
Why can't some areas be limited by a building scheme? A scheme that ensures homes in the area respect the character of the community.
By preserving older buildings and nice older houses. Old schools and parks are also nice when properly restored and maintained.
Only if it makes sense. Of the top of my head, I like Balmoral and King George School and thats about it. The rest can likely be demolished for something better.
Heritage character right now is not being conserved in our neighbourhood. Older house are being torn down and replaced with cookie cutter infills (mostly duplexes). We're losing a lot of character aspects.
I would like to see street decor to define the different communities. This could be achieved through historical lights, banners and public artwork.
Ensuring the older trees remain.
Quit cutting down all the trees! Set some architectural controls for developments that replicate elements of character homes (so sick of modern block homes replacing character homes). In 20 years we will have blocks and blocks of 2 story modern builds and nothing else (inner city suburbia - already starting on some streets). Offer incentives for home owners, developers and builders to retro fit old homes rather than tear down.
Don't allow people to tear down character homes and build ugly boxes.
Section 3.2 of the Historic East Calgary draft ARP is probably the best way to conserve heritage sites in the absence of improved provincial or federal legislation or programs. I would also suggest that the handful of sites on the city's Inventory of Historic Resources is not due to lack of qualification, but that much of the community hasn't been surveyed for possible evaluation yet. I would highly recommend that full historical surveying of the communities be done before the ARP is enacted.
Identify those buildings where heritage is important to preserve and figure out ways to continue to use the space well without jeopardizing the heritage value it provides. This may require some creative thinking, but it shouldn't lead to buildings being left vacant just because we don't want to tear them down.
Redevelopment should add character - not diminish it.
Have an architectural standard. It has been done in other neighbourhoods (like Kensington)
I agree, heritage is a key element of character. To promote high-density, houses can be retrofit with apartments instead of a new building going up. People should be hired to

preserve and enhance heritage by taking what should be preserved and developing ways to integrate key characteristics into the buildings that may push out the old. Existing resources like community halls and churches could be used.
True heritage should be preserved, but only if a valuable asset.
Not sure. I would assume the City already has programs in place.
Not sure.
This is tricky - already modern box infills tower over older modest homes creating an eyesore. As a young family we bought an old home to renovate as it fit our budget and allowed us to live in the inner city so we don't have to drive. We understand not all old homes are worth saving, but sometimes the contrast between ultra modern architecture and character homes is quite jarring....not sure of the best solution. I love the preserved heritage of Stanley Jones school and the Ukranian church.
Keeping areas like Mount Pleasant residential, and a place you can raising children in. Classic locations like Peters Drive in, Johns Breakfast, should remain. Empty lots and decrepit buildings along main/ side streets should be the focus of redevelopment. Garry Crescent NE is a great example of an area that has lots of old buildings, and would be well served by have higher density.
Heritage seems to be schools - school board issue and the wealthy people of Rosedale- they will all be fine. I don't want to see a cent go to preserving their lifestyles and quaint homes.
What defines a heritage home? There are tiny, post war homes in my neighbourhood that IMHO are heritage homes and they are being torn down and replaced with crappy infills. I believe there needs to be guidelines for what can be built in older neighbourhoods. The idea that just because a new home conforms to height restrictions is not enough. The codes are devoid of aesthetic and historic contextual parameters.
Reinstate vibrancy of 4th Street from 16 Avenue to 40th Avenue with businesses; resurrect former business area at 32 Ave (former Scandinavian furniture store). Beautify cemetery perimeters with better access. Retain park feeling of golf course areas, with addition of a road down the middle to permit access and local traffic movement. Plant more trees in sections of gold course to be retained as park. Have better walking from Highland Park 4th Street to Highland at 40th Ave and Centre across golf
Make every attempt to revitalize/upgrade older buildings/community sites rather than take them down and rebuild -- these can become very attractive sites for visitors from other communities and out of town because of the history. Convert homes on main streets to commercial space rather than teardown/build.
The heritage of Tuxedo has been largely ignored by the recent developments (the infills built in the last 5 yrs.). The height profile and the roof style should more reflect the existing houses. There are some beautiful bungalows with mature trees that should be a model for new development. They have individuality and contribute to a healthy landscape. The infills built 10-15 yrs seem to fit in well. They used hip roofs, had simpler lines and preserved the existing trees.
Not sure. A lot of the post WW2 housing can be redeveloped into way denser hosuing, so I kind of support it being replaced.
This is a complicated question. What rules are there to preserve heritage? How can we preserve bungalows that will be heritage but aren't yet?
There should be more incentives to developers to renovate old buildings rather than tearing them down. Also, architectural controls should be put in place. I'm getting tired of seeing glass box style houses completely ruining the look of a neighborhood with such historically rich architecture. We're destroying our history, and we're gonna regret it all some day.
Rosedale must have most of the heritage. They are fine without incentives.

For me, retaining Heritage is a low priority.
Protect Heritage homes and buildings through incentives to help cover costs to maintain them (without imposing excessive restrictions outside of maintaining basic character look!!) The latest 'trend' in home architecture (ultra-modern, square, homes looking like offices, interior all grey) does not blend well into our older neighbourhoods; better something more like Garrison Woods + ample park area - would be much more desirable, compatible, aesthetically pleasing. Approval process for this!
Quite frankly, Calgary hardly has anything heritage left. I don't know why the city is obsessed with preserving simple Victorian homes that hold nothing heritage other than the value of time. Stephen Ave is an example of history. Just because something is old doesn't mean we should keep it, especially if it can be replicated easily. The rule in real estate is to use the land in the most possible profit maximizing way we can. I'd rather see many of the homes be demolished and built with infills.
Maintain buildings with historical relevance to Calgary, whether that be shown in their architectural style, or their past occupants. Maintain trees in older neighbourhoods that add a great deal of character as well.
Heritage buildings or Heritage Conservation Districts should be identified and protected in advance of any other planning.
overlays and incentives for retaining character homes.
Develop existing heritage/older buildings (many older churches in the area) in a way that is respectful. Encourage and reward developers who maintain older trees on properties and in rear yards in particular. Encourage garage or cottage suites on properties with older homes as alternative to demolishing these homes.
Fronting of buildings in a more 'historic' style. Keeping and re-furbishing key features like old signs and building decoration adds to the charm of the area. Allowing older houses to be turned into businesses also is a nice touch
Part of the liveability of established inner city areas is created by large yards, the attendant mature landscaping and animal inhabitants. This and the distance from freeways instills these neighbourhoods with a peaceful, natural ambiance. With rezoning and increased density some of this is lost and the remaining green space gains in importance. Any public parks become more valuable.
Heritage character is important but only the nicer heritage homes in my opinion. 100 year old cookie cutter bungalows do not provide heritage character. The Heritage of a developed community is preserved by ensuring mature trees are kept to maintain that established urban forest.
heritage should be taken as a visual feature, but old buildings should be replaced with new ones meeting modern standard, the exterior could pick up on heritage type views, variety of shapes and colour, so it does not look "boring"!
Identify what characteristics are "heritage" - e.g. One and a half-story homes. Recognize historical nature of Regal Terrace condos. Pay attention to "right to light" when contemplating infill housing. Thru the planning process, reward innovative designs that maintain neighbourhood character.
It should just be conserved, I live in an older neighbourhood and the only thing heritage is St. Joseph's church. Which is beautiful amongst the rest of the community
A respect of the heritage of a community is an acknowledgment of those who set the foundation. As a family living in the community since the 1940's it already feels like an ongoing struggle between maintaining unique structures vs being pushed aside to crowd more people in. Consider the style of the homes from that generation in building or renovations. Other communities have set building designs, so be respectful of ours. Some of our buildings are old, not all can stay as is.

Architectural controls on the ultra modern designs that are being built. They do not suite the neighbourhood.
you tell us. Seems to me the city has programs. So use them.
yes some Heritage that can integrated then please save what works.
Keeping As much as possible intact...way to many ROWS of cookie cutter concrete housing...Some backyard laneway and more allowed suite allowance would help keep diversity
Don't allow cookie cutter infills. Demand good characterful designs that are reminiscent of different periods of time. Keep as many trees as possible during redevelopment, and enforce replanting where that isn't possible. These neighbourhoods are interesting to walk around because of the diverse home styles. Some of the new builds going in just aren't interesting to look at.
This should be a must, and not just the homes, but the trees
Not everything that is "old" should be preserved- only those with an interesting story contributing to a moment in time with hard evidence to back up its claims should be preserved.
incorporating heritage character in the exteriors of building (encouraging renovations rather than demolition, planting/landscape (appropriate trees to support wildlife) and decrease building heights and % of area of property built
Let's try to save the heritage of the natural valley that Confederation Creek runs through by day-lighting the creek where it passes through the old Highland Park golf course. This will allow the City to more effectively deal with the inevitable flooding issues at this location and they can incorporate some dry-ponds that the water study indicated area needed.
Enforce the policy in support of the urban forest - huge negative impact caused by many new house plans that decrease surface permeability and remove mature trees, and replacement or required planting is not occurring. Use policy to distribute increased housing density and variety of housing types more fairly amongst all neighbourhoods.
Heritage should not be a bludgeon to prevent density/redevelopment. Yet, it would be tragic to lose century old businesses and homes in Regal Terrace and Beaumont (Edmonton Trail to 6 St NE) while preserving the 1950s homes to the east, esp. where the AVPA restricts density. How can we preserve Renfrew's pre-1950 froms? Wartime Housing Limited built three models of homes in Renfrew (1948-1949). Can we preserve at least one of each model? How can we encourage retaining brick buildings on Ed Tr?
Thoughtful designs incorporating some of the shapes and roof lines of existing homes. Why are the new houses so tall? They loom over the streets. There is no sense of aging in place or using a house for differing age groups. No yards make them unfriendly for families. Why can't townhouse developments have shared courtyards. More variety in housing sizes and styles. Trees!! Sustainable buildings instead of match box construction.
Question 7: When thinking of how this area functions today, is there anything that you think could be different? How do you envision this area evolving in the future? Are there other uses or development types you would like to see encouraged in this area?
I would love to see improved connections for people walking and cycling to this area. I frequent Hearts Choices, a local restaurant, and would love a safer way to cross 32 with my child by bike.
I ran out of space so I will put it here. I attended a hearing for development at edm tr and 27th. Druh Farrell and GianCarlo Carra were 5 ft from when asked about another development. They explained that this was beneficial for the community because it allows the builders to make money. Circumstances didn't allow me to probe them further but it's a shame

that they are more concerned about builders making money than the people who live in these areas. I hope these projects take US into account.
NA
This area has many businesses that provide services that we need. Not everyone can drive to these businesses if they had to move to the outskirts of the city. Just keep the area clean, devoid of garbage and broken down automobiles, and maintain the streets - too many potholes in this area.
Should be light industrial or commercial. Heavier industrial may no longer be good here. However should be driven by demand for this type of development. Should also add sidewalks on roads that don't have any. Bike lanes not realistic here (Nose Creek has a pathway).
This area has a lot of potential and may in future have some residential but don't push out all the businesses. People living here still need services and places of employment nearby- we used the gymnastics place for years and I buy material at Lumber King. I'm pretty sure our kids school bus overnights in there. It's along the train tracks and under the flight path - its OK remaining an industrial park.
More craft breweries and distilleries. This area could become the North Barley Belt!
This is a difficult one as contamination issues might preclude residential redevelopment. That said, I wonder if considering having the Green Line skirt the west edge of the area, perhaps elevated, might be less costly than buying properties on Centre St.
This area is currently full of car dealerships and auto service companies. If we want it to be more than that (which I think many people do) it needs to be a more appealing area to go and spend time. Sidewalks are haphazard, at best, in this area and make it hard to get around if you aren't in a car.
This area should be transit to more commercial business and health care centre such as senior house, Libairy and YMCA
Not sure.
More breweries. More innovation and creative businesses.
Create a barely belt near us!
Old medium density buildings (Hill Side Estates, and that general area along Edmonton trail and 4th street NE) should be the ripped down, and rebuilt into higher density, but affordable condos. Some industrial should remain, but it should be hidden behind the main streets. While maintaining the parks that make Calgary, Calgary. Green View Drive, Green Hill crescent is another area that could be developed into high/mid density, condos, and high rise areas, instead of duplexes/housing.
Beer! More flex space for cool start-up... maybe eliminate DP requirements and breathe some creative life into this place!
I'm not qualified to say.
Like present trend, with fitness studios, bakeries, food wholesalers, beer brewing, motorcycle shops, etc. Less heavy industrial and more consumer industry, like butchers, wholesalers. Basically, less dirt and stench and more cool places to explore with great deals on cool stuff directly from the producers.
With the use of technology, there is trend for working from remote locations - home, common area, co-working business centres -- establishing business centres that are close to cafes, restaurants, grocery, drug stores, etc. will allow for attractive employment areas within communities
We quite enjoy the current Greenview area. The Citizen Brewery and Bestway Appliances are real gems of Calgary's business community. There are also some great woodworking and

mechanic shops that contribute to the diversity of the area. This area needs to be nurtured as it is. It a big part of many people's daily lives.
more office along 16 Avenue. Less industrial. Less car-focused development
Start ups and breweries.
no comment
Thanks, I'm not informed enough on this to fairly comment... but I'll use this space to thank-you in general - for inviting me share my opinions, much appreciated :)
The area is poorly developed, its old and outdated. However, the tree canopy is ideally the only thing we should retain. The area should be dense and vibrant with people strolling down mainstreets well past 6pm. We need movie theatres, street retail and 0 strip malls.
Nose creek runs right through this neighbourhood. This area could be developed as a desirable park and gathering place for residents of the surrounding communities. Improving the transit accessibility for this area to encourage more growth from new companies, and more growth in surrounding residential areas.
Protect the employment lands from residential or commercial development. Calgary needs to preserve employment lands to protect for jobs.
no more churches in industrial. The land should be for employment generating industries; a church is not that.
I noticed there is limited transit into the area, and very few (none?) sidewalks on east side of Nose Creek. Some more retail/services uses have started to pop up on east side of Edmonton Trail/40th Ave which is good.
Maybe this could be another Farmer's Market location? There seems to be lots of existing commercial space here. Lots of parking, may be able to re-purpose an existing warehouse type building?
More combined live-work spaces work well here .Residential buildings here could be arranged to create quiet outdoor recreation spaces.The older residential streets, Nose Creek, Greenview park and the perimeter of the Elks Club Golf course provide interest in this area.Buildings can be taller here.The east upper embankment has a good view to the NE., Nose Creek and the airport. It has a wide open feel for residents.
It could be cleaned up. The area is pretty run down.
I like to see there small to medium size businesses, so a lot of variety can settle there. Streets should be fully developed with pedestrian walks, green spaces, and parking.
Currently this area is not inviting - could do green space with neighbourhood pub/restaurant with patio
why not develop the area with some single family homes and not always high density. Not everyone wants a ton of stairs to walk up and down. not everyone who is elderly needs to move into a seniors complex. perhaps when building homes think of the 50+ not always the young and 'granolas' not everyone wants to ride their bike or walk, we have vehicles for a reason
It has good access to many of the major roads. I'm not familiar with how the bus system is in this area. I do know there are concerns about theft by some business owners as it can be very quiet at night in some parts. I've not been there often but it seems clean and well kept. It's appreciated to have larger buildings located together here. Allowing small buildings/ business to transition in with family dwellings.
I am not an industrial developer so this is a weird question to ask people... we have some micro breweries so more of those I suppose. No heavy industry.
Think the people who actually LIVE and WORK in the area there are the most appropriate people to ask about this

I don't know that area very well. The only reason I go there is to visit the garden centre. I suppose that that in itself says something! It sounds like it's under developed. It would be handy if it had more home and garden reno places, since the garden centre is already there... other than that. ??
If people live where they work and play they are less likely to need vehicles, so this is an excellent strategy for the city
Area already has some interesting commercial activity that gives the area its "charm" - Citizen Brewery, Deerhead Café, Interfaith Furniture, Tim's Reusables. Can the 6 St NE along the Nose Creek pathway be revitalized? An opportunity for nature to be connected to commercial. Red Arrow is located in this area- disturbance or opportunity to create a welcoming transportation hub?
I would like to see a transition from the older light industrial businesses to a newer, updated and modern business area that could be serviced by the Greenline.
Over all, I want it (and the rest of the North Hill area) to be productive. Can we allow more uses in Greenview area? Why shouldn't an owner who wants to live above their shop be able to? How can we make this industrial area/system behave like an ecosystem? Industrial areas should be the most flexible in land uses, which should make this the economic engine of our area, not an inner city land bank.
It needs more trees and boulevards to make it more welcoming and environmentally friendly. New buildings should be sustainable, using modern materials and interesting designs. Encourage a variety of businesses, perhaps space sharing offices for work hubs (technology firms or startups). Frequent rush hour buses. Cafes like Rosso in the Ramsay industrial area, new use for old spaces. Again giving a sense of welcome as well as pleasant and useful amenities. A reason to like going to work there.
Question 8: Tell us how do you currently use the parks in the area. Is there anything missing from the parks?
Proper cycling infrastructure. Proper all-weather picnic areas. More playgrounds. Fewer off-leash dogs in non-offleash areas. More play fields. More "wild feeling" areas.
I currently use Confederation Park for walking and cycling in the area. There are many missing links in the North Hill area to provide improved access for people walking and cycling. I would love to see a bike connection to the University of Calgary from Confed along 24 Avenue and see some parking stripped to accommodate this.
Dog walks. Recreation. Picnics. Community events.
My family uses the parks almost daily. The only thing that is missing is a better outdoor skating rink in Confederation park. Perhaps one with boards and one without. It could be used as basketball court in the offseason. The Tennis courts are awesome, as are the playgrounds. I'm speaking specifically of Confederation Park. Playgrounds at St. Josephs and King George have all been upgraded recently and are great. The outdoor pool is a gem and a great asset to Mount Pleasant as is the rink.
Bathrooms. Water fountains. Proper picnic areas. Firewood. Better playfields. More "wild" areas. More toboggan areas.
I think we do a poor job planning our parks and we need to make them better destinations they are kind of dead zones.
Far too much maintenance. need more natural spaces
Water fountains are not available, and if they are there, they are not functioning most of the time. And make the water fountain pet friendly with a bowl for the dogs at the bottom of the fountain - very popular and common in Europe

Love Confederation Park, areas along Nose Creek, etc. Dog parks are becoming excessive (eg. the one next to Queens Park cemetery and the proposed one near St. Joseph church. For the record I do have a dog.
A stocked fishing pond would be great in Confederation Park! Or a manmade lake like Sikome! So would an outdoor artificial ice rink/surface (chinooks kill the shinny vibe) with good lights (cause its dark most of the winter), and a warm hut for lacing up skates, warming up, water fountain, washrooms, etc. More indoor ice surfaces would be good as would indoor tennis courts.
Love munroe Park and the fitness area. The playground is quite out dated though. It was also be nice to have more green spaces and dog parks.
We use the park on 7th Street NE at 23 rd Avenue. Our grandkids love it and our mother lives across the street. It is a great place to meet the neighbors. Better park maintenance and more picnic tables would be a nice enhancement.
Primarily for walking. A dog park that is suitable for both small and large dogs (fenced off small dog section or separate park as in Airdrie) is missing. More seating (unique types) is missing (lounging, eating, conversation grouping, etc.)
Parks are the best. More parks for walking, children, and dogs.
We typically use the parks for recreation, although in reality the parks we used for these activities are really school yards. We don't use the smaller parks nearly as much.
Interconnectivity is important for parks to be appealing places to spend time. Can I go for a long walk or bike ride without spending half the time navigating through residential or industrial areas? Not all parks have this.
Yes - there is not enough open space - the playground facilities need improvement, the pools and rinks need expansion.
public washroom
We use the park, rink, tennis, the bluff, etc a lot. It would be nice to see more police drive by's at night (and fewer of the drug vendors). Ideally there are more basketball nets in the neighbourhood.
I regularly use the parks for exercise and moving around the city. In the case of the latter, I often choose to walk or bike through parks when choosing a route even if it means a longer commute. What is missing from the parks is better maintenance of pathways, especially during the winter. They are also missing lighting for getting through at night. Some parks are even closed at night, forcing Calgarians to use less-populated and less-safe routes from downtown to home.
Parks should be retained as open space.
A density increases parks should become better, more amenity rich. Perhaps density bonusing could be used.
The parks are old and tired. They need to be updated. Maybe make developers pay!
We take our small baby to Renfrew and Crescent Heights neighbourhood parks. They meet our current needs and are in walking distance. I can't think of anything missing, they are wonderful.
All the time, the more green the better. Existing green space should remain or be enhanced. They could be better maintained in terms of watering, planting for old growth (drought resistant) large trees. And a good security presence to avoid vagrants.
More people = better parks.
I take my dogs into the school yard, which is not technically allowed. There are not enough spaces for dogs to run. And there are not enough green spaces for humans to hang out in.

Walking, relaxation, stargazing, forest bathing, beautiful flowers, jogging, bicycling. Missing: pathway connection from Queens Park to Hose Hill Park to Nose Creek pathways through former golf course terrain and under McKnight.
Parks should support the increased density. Investment should be placed in parks that are useable.
Confederation park is great for waling/jogging - it is great to see community members of all ages enjoying this green space. This is a beautiful, well maintained and attractive park - I don't think there is anything more that needs to be added.
More dog friendly areas that not near busy road ways or bike paths.
Not really, we have tons of options!!!! Maybe something for young bike riders? Though St Patrick island is ideal for that
More picnic tables needed
More amenities for seniors in parks like outdoor gym equipment. Need bicycle access between parks, universally designed parks, more soccer fields.
Parks are worn out. I really don't use them much
More shade (from the sun) is missing. Shade can be either in the form of trees or man-made structures. Restroom facilities are also missing.
Usually walking through, picnic or maybe to play frisbee :) Love the bluffs, frequently hike down to Kensington this way. As mentioned - a city like Montreal could offer inspiration - where inner city parks have fountains, a circle of trees for shade; Gazebos that serve coffee people gather together, sense of community. Not everyone plays sports.... parks can be gathering places too (the areas not needed for playgrounds, baseball etc.) May need some level of policing, to ensure safety.
Parks are fine as they are. Many of them are quite empty during summers due to lack of families in the area. We need to bring back families in the area to help create more vibrancy all around, including parks.
I don't use them much because I don't live close enough.
Life, people, programming, natural areas.
Occasionally go to Tuxedo Park, but this area, including old school have potential to be developed in an interesting way in conjunction with future Green Line Station. Re-use of school building similar to Simmons building in East Village or Community Centre type of facility. Increased density leaves people needing outdoor spaces. Thomson family park seems to work well for condo dwellers, with playground, rink etc.
picnic tables would be nice.
More naturalisation creates interest. Most of the parks in the North Hill are part of a watercourse and as such are naturally connected throughout the area, great for walks or bike rides. As part of smaller waterways they are farther from major roads and are quiet. When the lower Confederation trunk is increased possibly a pedestrian underpass could go under Centre St.
The parks are great! I use Rotary Park as my primary Park. I would like to see more trees along the pathways to bolster the tree canopy.
parks should have paths, benches, art and sculptures, playground and trees, and don't forget some public washrooms!!!
Tuxedo Park is under utilized and looks desolate. When our children were little we used the playground equipment. It was great because the playground had equipment that was different from other parks in the city. We need a park that can be used for families, seniors, single people etc. dog owners, etc. There is hardly anyone in the Park except for people who are up

to no good. The park could be the jewel of the neighbourhood. Get rid of old school beside park and put some high end housing.
See above comments regarding McInnis & Holloway forest. Expand resting area/gazebo at Tom Campbell's Hill. Make Nose Creek more welcoming/inviting - shelters/benches.
usually for walks
My children are grown but we did use the playgrounds. I see them utilized by many families and we will again with grandchildren. Still lovely areas to walk to and overlook the city.
I don't. I use the mountains.
I walk and bike...in both Confederation/Queen 's Park and ESPECIALLY in the Confederation Creek Valley old golf course area...as do many others I know
Missing is fitness workout areas/equipment in larger park, like Confederation park.
The only park we use is Confed. Park. It's the only one we can safely walk and bike to with a young child. When we drive to parks, they are outside our community area. An inter-linked community cycle network, safe for young kids is vital. We'd use the parks all the time if we could get to them! How is there not a cafe in Confed. selling sunscreen, diapers, water, lunch... basic essentials to keep folks in the park all day? Or, have food trucks swing by. And, folks need more public toilets!!
We use them frequently and enjoy them. The only concern is safety and drug use
walk there every day with my dog, need more off leash; go x-country skiing, running
I use the Bike Paths extensively and it would be nice to see Confederation Paths tied in better to the Nose Creek Path system to the East. Additional green space in Highland Park would be a great idea! Hint: Purchase the old Highland Gold Course land from the developer now that his 2000 unit proposal is no longer practical in light of the water study just released.
Renfrew has several pocket parks, which are non-places. They aren't destinations. As yards become smaller, these parks should become our public backyards. It wouldn't take much placemaking. Name them (the park on Rupert Rd has a bench in memory of a Stanley who lived nearby). Small improvements like a firepit in the park between Russet, Remington and Regal Cres, and in the park on Rupert Rd. Perhaps doggie parkour in Ukrainian Pioneer Park (8Av & 6St). Basketball court at 12Av & 7St. And so on.
We love our parks. We walk a lot with our leashed older dog. We take our grandchildren to play, fly kites. Enjoy the playgrounds and pathways. Don't encroach on the parks! More green space makes areas with increased density feel open and welcoming. Have community gardens in some park area. No highrises looming over the park edges.
Not losing our major green ways, or encroaching on them with high rise infrastructure. We need better pedestrian connections to bring us to these green-spaces. Either via transit, and or protected bike infrastructure, or accessible walking paths, that maybe don't only follow the road network but provide more direct pedestrian based routes. Bring public water fountains back, and washrooms.
Question 9: As growth and redevelopment occurs, what impacts to local green space and parks need to be considered?
Do not shrink them. We need MORE green spaces, not less. Open up the Golf course so the pathway can follow it. More XC skiing. More trails.
Please keep as much green space as possible. I would love to see the park along 20 Avenue (between 4 & 7 Street NW) formalized as a dog park for folks in the area. I don't have a dog, but I see that it would be a good community asset.
Parks need to be places of encountering each other and nature.

The fact that this question is even being asked is concerning. Are we talking about Condo units in Confederation Park? The current green spaces, playgrounds, parks, and facilities should be absolutely untouched if not improved. Again, these are communities not downtown Calgary.
We need to grow (not shrink) green-spaces. Calgary Parks needs to learn how to maintain (and even build?) proper singletrack trails; in every single case a Parks "improvement" means bulldozing / closing existing singletrack and replacing with crappy gravel trails (that are immediately weed-infested and full of erosion channels). McHugh Bluff, Nose Hill, Confederation, all wrecked in this manner.
Building new parks seems out of the question but maybe we look st how we can better utilize existing space with more and better programming and being efficient and creative with what we have. Would also like to see more wild areas and less barren soccer fields.
Keep up the great job of mowing the grass and pruning the trees (especially after a wind storm), much appreciated.
Preserve green space and parks.
Need green spaces to break up the high density.
They become of increasing importance. Allowing the odd cafe within a large park is nice - like River Cafe in PIP or Provision in CMP. Improved amenities is the bottom line. More, better, year-round use. I love the fact that the curling clubs (CCC on Memorial) has its own kitchen and pub, and that West Hillhurst has a pub in their community centre. It is cold here so don't skimp on indoor heated facilities, but so nice to also have outdoor pools like MP pool.
We need to ensure that green spaces are part of development plans.
??
Save the trees, promote plantings on green spaces between sidewalks and roads. Add more "pocket parks" as redevelopment happens so green is blended and through communities.
Keep as much green space as possible.
Consider the increased population that an upzoning could theoretically lead to, and consider if the existing park space would still be appropriate for that future population count. Earmark property for expanded future park spaces.
Green space needs to be kept a high priority. There are already large enough developed areas that we shouldn't have to encroach further on the remaining green spaces in our neighbourhoods. I would love to see the large trees of our established neighbourhoods maintained, as we redevelop these areas.
They need more investment to expand and add new facilities. We are adding density but the community Centers have not been expanded in 50 years.
Preserve the parks. They are critical oasis as you increase density.
More people will want to use these parks and green spaces, and they should be welcoming and accessible to all. There should be enough space that everyone is able to enjoy the health benefits that come from activities like walks in nature. They should foster community and connection between citizens, as, paradoxically, I think connection becomes more difficult as the density increases. Community spaces should work continuously to develop a strong and resilient area.
Parks should be improved.
Again, more people means better parks. Especially if more people don't have private green space.
Isn't this the same as 8?
Preserve green space and mature trees for shade. As density increases, access to green space becomes more important.

Schools should be maintained/upgraded and they should have trees planted around the perimeter of them to beautify the neighborhoods. Same with Community Centers, and existing Parks. The more large trees the better.
See above
DO NOT ALLOW DEVELOPMENT ON EXISTING GREEN SPACES.
We will lose a portion of the former golf course to a road down the centre and, perhaps, some residential buildings, but great swaths will be preserved and integrated into the missing pathway system that will connect other pathways systems through it.
Try to limit any significant development/projects in larger parks (eg. Confederation park) - their attractive qualities are simply based on the natural open space that people can sit an enjoy or walk/travel through - this will also keep maintenance costs down
The green spaces should preserved as much as possible. They not only help mitigate flooding, they greatly contribute to quality of life.
Not a lot-maybe wear and tear on shared equipment?
We already don't have enough
More people using the same amount of space.
Density should mean better parks. Maybe bonus for improvements.
Preservation of these spaces through redevelopment.
How is it that new home developers seem able to get away with eradicating almost if not all green space on a property? How can this be a good thing? If anything, any new growth and redevelopment should have an obligation to include / increase green space.. creating communal gardens, feeding into sunny courtyards etc. Appreciate the need to increase density in some areas, but it should not come at the expense of overall sense of health, well-being, and nature is critical for this!
Shadowing from tall buildings should be limited although exceptions can be made depending on the projects.
Just keep the parks. Add reasons for people to gather in places like Nose creek, adding more benches, picnic tables...
Higher performing park functions such as plazas, courts, social spaces should be developed as population increases.
Improve existing parks, keep some green space adjacent 'main streets'. Monroe Park on Edmonton Trail, Tuxedo Park on Centre Street, St. Joesph School Park on 4th Street. Corner of 16th Ave/Centre at new train station should have green space in some way.
Mt. Pleasant doesn't seem to have a formal off-leash dog park. I don't have a dog but recognize its nice for the community. The green space near the St. Joseph's church has been functioning as an informal off-leash park for as long as I've been here. Perhaps this should just be formally designated one? Also, I'd like to see an improved tobogganing hill in Confederation Park - the current one (by Rosemont Hall) is unsafe with a weird ridge at the bottom and no segregated walking up path.
development and green spaces both need to be present. Too much cement and the desire to visit the area for enjoyment greatly decreases
If Mcknight Tr. is upgraded there will be more noise in the Highland Valley.
The parks may be used more an more. This may require more benches or picnic tables. Adding more trees would also provide more areas with shade for those with children or the elderly on those hot sunny days.
Good signage, an information board of community events, a map to show "where you are"...
We can't lose our green space. Need to understand what the tree strategy is for mature neighbourhood trees.

we are also losing our trees
Green space to break up rows of commercial area/ small areas to eat / take a break. Parks for apartment owners, town house owners- meeting places.
Keep as many parks and green space as possible.
More people should equal better parks, no?
Preservation by not continuing commercial or high density encroachment on - or surrounding that space ...should only be low-slug environmental design
Property values decrease if you reduce green spaces and parks. Especially if you are trying to revitalize neighbourhoods, you need a mixture of ages, from young to old. All those groups use green spaces and parks so it is vital they are protected.
More public washrooms, more watering holes like at Edworthy Park (Angles cafe), have bike and wagon rentals available in the summer and snow shoe and sled rentals available in the winter. Give folks a reason to keep moving and keep using the parks. If all the parks are connected by cycle networks, there shouldn't be much need to increase parking. In fact don't. Make people bike or walk! Just put in lots more bike racks, and benches/tables/cafes for people to recover at.
This must be incorporated to make the communities livable and not sterile
Existing parks and green space needs to be kept its currently use.
do not decrease areas, do not make parks to refined, keep spaces open do not add benches or tables in the middles
I understand that the City wants denser residential developments these days but this only makes sense in areas where it is practical. How City council thought that approving a rezoning of the old Highland Golf Course for the proposed redevelopment BEFORE the water study was completed is beyond me. It makes absolutely no sense to make a decision like that until all the critical information is available so an informed decision can be made.
Access to greenspace could be another indicator measure: residents/unit area to evaluate population density and share out the impacts.
Renfrew has boulevards with minimal landscaping, especially along 8 Ave. We didn't plant trees on them a century ago but we can now. We'll need to replace street trees soon. Let's get on it. We also need to reevaluate how people use parks and when/how to update them (how many baseball diamonds does Renfrew need?). 'Green space' is filler used to block ugliness. Instead of wasting space on non-places like 'green space,' let's remove the ugliness (I'm looking at you wide streets) and make places.
Use will increase. Budgets for caring for the parks must increase too. Changes to water flow around and through parks might change as streets get busier and housing is more crowded. (More concrete surfaces changes water patterns, less absorption and more run off.)
We need to remember that our tree canopy, and permeable surfaces, and water retention and management, are important in maintaining the resilience of our neighborhoods to deal with climatic impacts, and downhill community flood impacts. We also need to offer more places for people to gather of quality and with activities so that in densification of the private realm, we improve the public realm for all age groups.
Question 10: As growth and redevelopment occurs, what impacts to our transportation infrastructure need to be considered? Think of all mobility options (walking, cycling, transit and driving).
Restrict driving. More cycling. Cycletracks on 19th Street (go to one lane each way with a center turning lane, since that's how it's used now anyway; nobody can "drive" in either of the middle lanes as it is). More cycletracks. Connect schools to this network. Wider sidewalks, better snow clearing.

<p>Please please please add safe bike connections (separated or protected cycling infrastructure). We have a young daughter and I want her to be able to bike to school (King George) when she is old enough. Protected bike lanes and all ages and abilities networks will help make this happen.</p> <p>We place too much value in on street parking when many homes in the area have off-street parking or garages. Please provide safe places for families to bike and walk.</p>
<p>I'd love to see Calgary set precedence in terms of walking, cycling, transit initiatives -- not just following best practices or other trends.</p>
<p>Bus routes are perfectly fine. I use them daily to commute to work downtown. My biggest complaint is the traffic on 10th, and 4th, due in large part to the narrowing from 4 lanes down to 2. If the city is hell bent on density in these areas, how can we be narrowing major roads like this? Not to speak of the disaster further down on 14th st and northmount. There's an accident waiting to happen every time I drive southbound on that route. More traffic circles to combat speeding on residential sts.</p>
<p>We need to making driving way less convenient, slower and harder. At the same time, building proper infrastructure to make all other modes more-convenient, faster and easier. This is the best way to encourage other users.</p>
<p>Let's make it easier to use other methods of travel and not cater so much to the car user.</p>
<p>More reduced speed limits; less dedicated bike lanes.</p>
<p>Grooms walking pathways are appreciated and used. Cycling should not be allowed on MAIN STREETS.</p>
<p>Pedestrian friendly sidewalks and safe crosswalks need to be available. Safe cycling lanes and secure bike parking also needs to be available - shared lanes (where cars and bikes are to go single file) don't work. Planned and built properly will encourage more walking and cycling, and result in fewer cars on the road. Consistent parking enforcement is required.</p>
<p>Stop the war on driving. You can't eliminate driving entirely. providing other mobility options SHOULD NOT BE AT THE EXPENSE OF DRIVING. Bike lanes can be created on less busy roads. If you put for example bike lanes on 20 Ave. and traffic cannot move, it will start short cutting through residential streets. I already do this and there aren't even bike lanes yet. Green line will create traffic congestion on Centre St. (2 less driving lanes which must be shared with buses). Expect more short cutt</p>
<p>Keep it moving and keep it safe. Get your heads out ofthe sand and accept that yearound walking and cycling only work for .01% of us on many winter days. I personally think you guys should use gondolas like is common in S. America - way cheaper especially when crossing rivers. at some point you'll need to start connecting between existing train spurs. Euro transit looks like a spider web.</p>
<p>Possibly extending the bike lane up Edmonton trail. Green line will help a lot</p>
<p>We have good access to bike paths. I just think the Green Line will ruin the Tuxedo neighbourhood.</p>
<p>The condition of the residential streets are very poor as a result of infill housing development. Developers should be responsible and repair the roads properly.</p>
<p>Walking needs to be the priority by including adequate infrastructure to support this (sidewalks that are actually functional and barrier free) if transit is to increase, density is going to increase, and business areas are going to be promoted. If certain streets are going to experience increased density or more cars, then the sidewalks need to be larger, more usable and promote a sense of safety. Move bicycles off main roads, run lanes on roads parallel to major streets.</p>
<p>More bike lanes, transit, and wide sidewalks. Fewer lanes for cars and parking.</p>

Although I rarely commute via cycling, it is far easier to establish cycling lanes during an earlier period of lower population and traffic (ie now) than in the future after an build-out due to upzoning.
Don't make walking, cycling, and transit a second thought. When doing redevelopment, think about how people are going to get to these places WITHOUT a car. Yes, it's important to have some parking available, but we can't hamstring other modes of transportation just to make sure that there is parking for everyone. If we want to encourage people to use other modes of transportation, sometimes that means intentionally making parking difficult.
Walking routes that are not on main roads or could be linked via park and green ways. Cycle ways - 2nd street are full of pot holes and broken pavement - poorly cleared in the winter - make cycling dangerous. More work needs to be done to move cycling OFF of main roads. Few safe ways to cross busy intersections on a Bike. Bus pull outs and well maintained bus stops would make bus transit easier (I had to help an old lady climb a buss stop snowbank the past 3 weeks?). Add sensors to lights
Make it easier and more attractive to walk and bike. Places to go (shopping, groceries, restaurants. Things to see (galleries, antique shops, theatre, mini/boutique library branch (bring back the one we used to have), etc
More emphasis needs to be put on supporting non-single-occupancy-vehicle transport (walking, cycling, transit). Focusing on active forms of transport will benefit the health of the community and play a small but vital roll in curbing greenhouse emissions. Citizens of the area need to have ready access to services (basic and beyond) as well as safe and comfortable ways to get around. This means well-maintained and large sidewalks, community seating, and priority placed on these areas.
Review 8 Ave for consistency w/ Crescent Heights. Wide untreed lanes are stark contrast to low speed & traffic calming applications in CH.
Traffic circles, intersection bump outs, landscaping - it's been developed in CH - even lights at Ed Tr & 8 Ave are timed (many mins) to discourage traffic into CH.
Attention near schools & recognition that Renfrew is a young-ing walkable community is warranted.
Trees planted today will take decades to become a canopy like CH. Proceed w/ confidence.
More transit on major corridors such as 20th ave.
The City needs to continue to address active modes and great walkable streets. Parking minimums should be pushed down or eliminated. Great cities are busy cities.
Create great streets for locals and forget about commuters. They made a choice to drive and our communities shouldn't be designed for their convenience.
Walking and cycling in Renfrew is currently enjoyable due to mature trees and slow traffic in the neighbourhood. A West-East cycling corridor parallel (not on!) 16 Ave is needed. I cycle from Renfrew to Foothills hospital, but it is tricky navigating from NorthHill Mall to Foothills Hospital due to issues crossing Crowchild. I find the traffic on 20 Ave is too busy for cycling. Crossing 16 Ave on foot is unpleasant. Lights that give preference to pedestrians could improve crossings.
Whatever buildings actually do get built, there should be lots of parking underground. Maintaining the ability to own a car, but having the ability to take transit should be a high priority. Minimize above ground parking, maximize underground parking, parking lots are ugly, and should be replaced. On street parking takes away road space, and should be replaced with medium density housing and underground parking, that protect vehicles from theft/breakins in the area.

Active modes will be great. Eliminate parking minimums. They are used by NIMBYs to stifle change.
The buses have to run more frequently. I use mass transit more than my car but can often walk to my destination faster than the bus can take me there. I also believe the cost of transit is too high for the majority of people who use it. I can often drive and park cheaper downtown than the cost of a bus ride. And the bus pass is way to much money for the average worker making minimum wage.
Since access to McKnight will be via Centre and no longer 4th Street, a road connecting Centre to 4th through the old gold course will be required, so that the parts of Highland Park on 4th will no longer be cut off from the parts on the east side. Walking will be calmer on 4th with less traffic noise, but there will be more condos and less duplexes, so traffic will be more local and less commuter traffic to Beddington, etc. #2 bus route is important as is overpass for traffic on 4th over McKnig
Bike lanes should be located on 20th ave and transit service increased.
A couple years ago transit was going to remove smaller bus routes through Mount Pleasant. With the aging population this made no sense. If you want us using transit it better not be a long walk to get to a transit stop.
There should be direct transit routes (ie. no transfers) from all inner city areas to major post secondary schools - U of C, MRU, SAIT -- it's very unfortunate that previous governments did not consider an LRT station at MRU given both the university and new business centre developments
Walking and cycling seem to be fine currently. I think the Green Line should be put off and the bus system improved. It would be more economic, less disruptive and easily implemented.
More bike paths next to roads, more parking
Need to have safe bicycle connections to all areas of communities and across centre street, edmonton trail and 16 Avenue especially.
Obviously improve active mode infrastructure.
Ability to cycle through these areas need to be considered. Access to efficient transit. Slow residential speed limits.
Some streets need to move vehicle / bus traffic efficiently - therefore better to not attempt to add more cycle tracks (definitely not scooters and skateboarders = dangerous!!) Community streets could better support this, be pedestrian-friendly or designated as cycle-friendly like 2 St. N.W. New development on busy streets, should be set back far enough that pedestrians feel safe walking; New small business malls or hubs can be created in a U-shape with access/ walkways diverted to inside.
Cycling should be encouraged, if though I never cycle, I know bike lanes are a great way to enhance not only the reputation of our city globally but assist in vibrancy and reduce co2 emissions. Sidewalks need to be replaced and widened on mainstreets. Retail podiums/buildings with steps leading up to the entrance should be discouraged from being built. Parking should be abundant but placed on the backside of buildings, mini 2 storey above grade parkades like in Europe are great and affordable..
I can access this area fairly well with existing transit, but there is a lack of dedicated cycling infrastructure. I don't feel completely safe while biking on the busier streets in these neighbourhoods. For example on 40th and 32nd avenues.
Crosswalks at every intersection all four crossings, no channelized turning lanes, mid-block crossings on longer blocks. A complete protected cycle network across the neighbourhood. Road-diets and lane restrictions. Traffic calming within neighbourhoods. 30km speed limit within residential areas.

<p>Driving - as density increases, would like to see advanced turning lights at Centre/20th Ave, 16th/Centre St.</p> <p>Walking - Sidewalks adjacent the main streets are currently too small, no buffer to traffic</p> <p>Cycling - be conscious of removing street parking to add bike lanes. Parking is already limited with the 'infills' and multi vehicle households. Removing parking on a 'densified' street to accommodate a bike lane just pushes those cars to a more single family type street.</p> <p>Transit is good now</p>
<p>efficient transit, biking lanes and walking areas will encourage people to use the area in a green and healthier manner</p>
<p>In the future there will be more electric bicycles and even ultralight cars. These don't mix well with pathways or heavier vehicles.</p>
<p>I walk to work everyday and in my leisure time. I would really like to see the sidewalks along our Main Streets upgraded. In most areas they're very uninviting. I would love to see more trees along our sidewalks. Centre Street is a main corridor into downtown so I would love to see an investment into Silva Cells to encourage a well established tree canopy.</p>
<p>have playgrounds and school crossings equipped with lights, when active, and let traffic proceed normally when no school or play activity is prevalent (Sunday mornings,, late nights, holidays etc.)</p> <p>In principle: have through traffic in corridors go fast through, build "enclaves" of quiet, residential zones with "slow traffic", shopping, biking, walking. Bike traffic and foot traffic is good when distances between residence, shopping or community activity is reasonable close.</p>
<p>I am concerned that the green line will divide the Tuexudo community because it is planned to run down the middle of it. How will the park be accessible to residents on the other side of Centre street.</p>
<p>ReDesign roadways to allow North Haven residents to move out onto McKnight from 48th Avenue. Don't allow John Laurie traffic, heading NE, to cut into left lane at the turn of 48th Ave and McKnight. Both these reasons make it impossible for North Haven residents to come out onto roadway!!!!</p>
<p>Edmonton Tr transit options are inadequate cp/ to Centre St. Shuttle buses up and down the hill. Intersections all along the Main Streets are dangerous for pedestrians. Make Regal CR/ 12 AVE 40km/hr like it is in Crescent HTs, while maintaining existing playground zones.</p>
<p>what lacks is the commute from Mount Pleasant to Kensington it takes one hour via transit when it is a 7 minute drive, there are a lot of older people in the area that rely on the shuttle and this is the most inefficient form of Transit. Perhaps there could be a more convenient transit route in the community</p>
<p>All age groups live with in the community. An LRT or fast bus line may be wonderful for those who can walk to them from their homes- but winter and mobility decline may decrease their benefit to others. Driving behind cyclists on 12 Ave is already a challenge, especially in winter-we are usually travelling at their speed. Trying to drive out of the community at rush hour is challenging. (Crescent Heights). Buses are full too. Sidewalk repairs for older neighborhoods.</p>
<p>Walking paths are important to me. But I usually just use the sidewalks. Driving is also important to me.</p>
<p>I don't care about driving. Our communities have to types of traffic. Local and commuter. I don't care if more development makes commuter traffic slower. Maybe they should take transit. So there... improve transit.</p>
<p>Keep transportation key corridor areas OPEN to get through with cars and easily ...cycling is good via side,parallel streets, as is walking...in park areas, natural footpaths is better than considering even more pavement, people DO get off what's been put there all the time</p>

Cycle network, cycle network, cycle network. Every fourth street n-s, e-w, through all the neighbourhoods, with safe crossings across all the arterial roads. Think about cyclists needing to be somewhere and how long it can take with detours to stay safe. Make it fast and easy. Driving is a privilege, walking is a basic human right. I'd argue that being able to bike safely should be too. Inside our neighbourhoods, cars should be prioritized last after walking, biking and public transit.
More cycling lanes, more accessible transit, enforced speed limits are necessary
Accessibility for ALL age groups. There is no point in having transit infrastructure if seniors / families/ strollers cannot arrive at the station safely. Walkability to a green line station is key.
How will Edmonton Trail have safe crossings as traffic is diverted from Centre Street as a main street? Edmonton Trail currently is already experiencing traffic volumes and excess vehicle speeds. There are at least two schools, day cares in Winston Heights that are used by residents living in Tuxedo.
The last mile connectivity to any future Green Line stations needs to be accessible for residents of all ages.
walking - ensure sidewalks are wide enough and not right beside road ...boulevards make a much more pleasant and provide more safety; ensure better lighting at crosswalks, more crossing lights; more bus routes (use smaller vehicles, cut wait times down); cycling - encourage "high speed bikers to use roads and monitor pathways better to slow down cyclist speeding
I think when the 2nd phase of the Greenline is built the City needs to seriously reconsider putting the LRT line at ground level and leaving just one lane of North/South space for vehicle traffic as this will cause serious issues in the area. The LRT should be elevated north of 16th Ave to prevent this from happening.
Encourage walkability, more Park and ride to decrease traffic volumes on Edmonton Trail and Centre St, provide more bike lock-ups on Main Streets and NAC's. Make it easier for low-impact home businesses to operate.
The number of cars registered/km2 of built form in Calgary has increased 25% since 2004. We don't need to have that problem in North Hill. Transportation is a large source of noise pollution. Let's encourage and sell quiet transportation. Renfrew is pretty walkable but some streets could use sidewalks on both sides. Cycle tracks should be on/along main streets and on residential main streets. Transit removes cars from streets, making them quieter. Let's use porous asphalt to reduce tire noise.
Bigger buses may hold more people but they also create more feelings of being overwhelmed as they rush by on busy roads. Sidewalks feel unsafe and cyclists also feel crowded. Do you want people to pause on those streets or just flash by? What about wheelchairs, people with walkers or canes? Pedestrian crossings need better markings, longer lights.
Sidewalks need to be widened along main streets. Places to sit and stop and rest added. Cycling infrastructure should be placed adjacent to main streets, see Vancouver bike routes, and traffic calming measures. Focus placed around transit hubs. Considering if st. parking is an entitlement, or if we reduce wasted road space around improved transit hubs. More bike racks around businesses and along main streets. Better lighting, and snow clearing.
Did you build the cycling infrastructure safe enough that a child could ride? Painted lines won't cut it.
Public Session Comments
This area is underdeveloped and outdated. This needs to be redeveloped for more employment as it is close to transportation and Resident (labour)
Urban Design principles in examples approved by Councils

Affordable housing - aging in place - cheaper/unit prices Want to stay in community - diversity of housing types.
Townhouses Heights - 4 storyes mixed use Appropriate heights for type of resident.
Set minimum development rights FAR Heights - let Council approved minimum for Main Streets Establish examples/typologies on Main Streets approved by Council - what does street look like - do it quickly!
@ Tuxedo Park [dot] should allow 6 - 10 storey ^ (commercial/mixed use) along centre street (up to 2 blocks i.e. 2 St NW & 2 St NE)
extend up to 32 ave NE
City initatied to all these rezoning to help with investors/landowners
More freehold urban townhomes. Kill setbacks. Build brownstones on key streets.
TOD at 16th Ave and Centre Street
free transit within 20 yrs. At least free C-Trains
High density shopping w/ car free/pedestrian areas
High Density
Do 10th St. Cycle lane better! Separated. Protected. Cleared of snow.
10th St. safer (separated) bike lane maybe
Curious why the scope of work does not include Hounsfield Heights?
need to consider parking options near c-train
High Rise Large Commercial Mall
Ensure sidewalk support movement of people to stops (Broken, unpassable too narrow, etc.)
Biking infrastructure into industrial parks and university
Support designated TOD areas by not considering every station stop a TOD area. perhaps an solid region of TOD.
Concern about how construction will affect commute. - Once line is in, concern around safety
Respect the TOD definition and parameters in approval process
Have the train go past existing retail locations.
Create path to East & connect to Nose Creek from Highwood Highland Park.
Try to incent people to NOT DRIVE downtown since they live so close (transit, bike, walk, etc)
pathway through Queen's Park Cemetary needs a little reno so more cyclists will use it.
Who can afford development @ both commercial & residential
Stop developers from building 3 stories high in communities. It blocks too much view and sunlight.
Highland Park Golf Course Site. Mini-Houses unique -development -non-cas development on greenline LRT -cheaper housing - architectural controls to keep scale to mini-housing -no more than two-storeys -like row housing -but individual - ask for engagement on it
1 storey
2 storey
40+
5+
10+
20+

20+
40+
10+
5+
40+
4
Would like a specific working group for greenview industrial. Must stay I.
How do you address increased traffic volume on North End of Edmonton Trail
-Restaurants + local business growth -Parks/green space
3-6 storey on Centre between 32nd and McKnight higher density closer to downtown
Daylight Confederation Creek in Highland Valley (& Springs)
Mid range density (side by side 3 units)
lots of room for growth on 4 street. Commercial units. upgrades needed to existing commercial wants more commercial spaces. Not enough causing local business to leave. (focus on 4 street).
Keep feel of 4th St. Avoid increase in traffic from Green Line on Centre.
4th Street -no highrise - commercial/retail should be encouraged
16th train station should be underground with a large library/rec centre on top
100 FT from Centre St should be 16 stories mixed commercial, residential, industrial, underground parking
Get rid of heavy duty trucks on 16 Ave N.W. within City
Increase Heights restriction on 16 ave East of 6 St NE
look beyond main routes (ie) impact have 12 ave.
Senior housing Commercial Projects OLD Midfield Park.
4th Street 2 stories max - Edmonont - Tr?
Need community recreation complex with indoor pool + areans * Renfrew pool?
Need to put a stop station between 8-10 Ave
4 High (Floors Max)
Keep the green line underground until the 28th Street or 40th Street Stn. This is an artery street and traffic decreases considerably north of 32nd street.
Show us existing community amenities (ie: community Rec centres, library) for gap anaylsus
height restriction:6-8 stories along Centre 4 stories along 4th St NW
High density mixed use along Centre St. 9-10 Storeys.
Cahnge the ARP for 16 ave NE beyond 6st NE. West of 6st NE you have 8 storey complex But yet East of 6st NE restrictions for only 4 storey??
16th Ave needs more mixed use development Retail, office, restaurants close to dwellings
Intersections at 4 street, Edmonton, centre. need better ed & cyclist connections.
Denser/Mixed used devel along Edmonotn Trail w/ redesigned streetscape/improved sidewalk-safer for walking
Parking restrictions so not all SAIT students park on the residential streets
Free transit (at least c-trains)
Cycling east west from Mount Pleasant to Nose Creek *at 14th st & at 24 feels unsafe

Allow corner lots to develop with Semi's with secondary suited in the short run - to be redeveloped with R-CG in the future.
- hats adjacents to WAC-I and WAC-d on Centre St.
parking relaxations for all secondary suites within TOD areas
4th St Remain more residential (community orientated)
Further Densification
More small shops restaurants, etc. along 4th street.
More community festivals/arts events in this neighbourhood think: Illuminares Festival (or Parade of Lost Souls - Vancouver
Revitalize commercial along 4th St between 30th Ave & 26th Ave currently old buildings some vacant
Corner store - maintained - walkability - esp. if accessible issues architecturally compliments community
Connected Inter-Community cycle networks. Easy safe crossings of Centre St, 14th St, Ed. Trail +16th Ave. We wanted to take our song to the river + all the [illegible] via quick, safe cycle network!!!
Trees, bushes + green on Centre St & 4th Sr. More shops: retail, cafes, vegetable shops think: Commercial Dr in Vancouver, Kitsilano Main St
Encourage retail, shops, restaurants along 4th Street Corridor and enhance pedestrian realm
More lights along 4th NW & Centre St NW
This is a flood plain no development
Improved connection in green spaces for biking & jogging
Multiple community associations could there be a membership that includes all? -shared amenities already so it'd be easier for 1 membership instead of needing numerous
Remain mostly residential with not very many industrial or box stores
40th Ave and Center Street is existing small scale NAC. Should remain here to support GreenLine and Greenview Industrial
Architecturally blending light industrial & residential in Greenview Industrial
Cafes and more stores along main connections and at parks *food truck space * so people can stay + enjoy
Is there a possibility to better utilize the green space around Henry Viney/Stu Hendry/ Pool? Can we build a multi purpose facility? Residential/Community/Rec?
Promote development that will elevate the quality of development in the community
4 st & 36th Ave unsafe crossing.
Make a destination park out of Highland (ex Golf course). Daylight the creek Make use of springs, naturalize (offer buying it back or making current owner do it). Make continuity btw confed + this lowland.
Set minimum for zoning Main Str
Keep it mixed use; single, multi-family + rentals
I want to age in my house. In Highland Park there seems to be no accessible park where I can walk to. I watch my senior neighbours be very isolated as There seems to be no outside space they can use.
Redevelop Greenview Ind- to facilitate High Labour IND./MKG. to reduce travel/longest in to SE Calgary
Furniture/Packaging HIPEC MFA

Plant boulevard trees along 20th
Safer option for bikes on 10st please *separated* lanes/MUPs
Ok with higher density but the current infills lack any character. How about better deisgn guidelines?
Mixed use housing in the development area as a whole "not neighbourhood leave some R1 'hoods alone... every well planned urban area/development has lestate' areas
I believe we need to preserve the character of East Crescent Heights as a family community. Should not be all zoned multi. Leave it as RC2
No more infills or duplex spaces between that
Max bus stop should be next to 16th Ave Green Line station for easy transfer to east/west travel, not a 2 block walk.
seamlessly integrate into the comunity! requirement to keep the plants!
- do not tear down the heritage bungalows - seamless integration into community - don't build junk - that needs to be down down
Would love to see multi stage 55+ residential developed ie. Villa's, Condo's etc. Where the trailer park was.
Heritage home protection. -Need more support from City
Maintain residential (at low scale) between Centre St + Edmonton trail. (specifically Crescent Heights)
Density ok but needs to fit with character of older homes (ie. quality, peaked roofs)
Need a new recreation complex w/ indoor pool. Renfrew pool could be updated.
Look to Portland as a model - they've done quite a good job w/ mixed use development transit. etc.
Highwood - Corner of Harper/Hartford Rd potential for 4 unit tall housing PLEASE don't let it happen. Quiet street of bungalows - don't take away our parking & sunshine.
More trees!
Yup! Residents values green spaces & want them preserved (see "Values")
agree! the best part of the older communities here is 1 big trees 2 green spaces *and random, empty "green lots" in the middle of communities/houses) [arrow right] even if they're small 3 LOTS of Parks + Rec centres (I live here cuz I can easily get to 5 different city pools <20 min from my house)
Looking fwd to the Green Line!
How else can the city encourage snow shovelling?? - community/streets have the option of hiring/buyin to commercial shovellers? (like in more rural communities) would be an option for seniors, etc. - have a place where people/communities can pos "offering"/"wanted" snow shovellers (like babysitting)
I cannot get across Deerfoot Trail on my bike!!! A lot of ppl here work in the NE industrial parks [arrow right] I have to either (a) play chicken crossing @ 32nd Ave (b) go aaaall the way down to the Ped overpass (32/16th Ave) (it's far! when you're living N or 64th Ave... (c) not even gonna try McKnight...
* PARKING LOT*tickets for Out of Province - leverage relationships with provinces to ensure drivers pay fines
Questions how city will preserve affordability for housing with greenline & groeth proposed. - inclusionary zoning/districts - City Charter to allow this?
Northern Edmonton Trail (28 ave NE up/North) would not want mixed use requirement - No market & too expensive to build floors of residential on every building..

Lower the age of senior to 60 (check other communities person) change is good. Recreation Centers
I should be able to use Calgary dollars in all Calgary Rec Centers. Thanks.
I want to be part of a diverse community where everyone is welcome.
Rosedale... like so many other have said...leave it alone! every well planned community has diverse housing...I am told. This is a meeting/open house for the North Hill Communities...that is the community. Let Rosedale be the "estates" part larger community. What I am hearing [underline] is a very mono landscapes, mono neighbourhood...meaning same look, same mix, same formula throughout. Let me age in place, don't let developers tell me (and asserers) that my home is worth twice with the inherent taxes...forcing me out. Leave me alone. You talk respect...respect me. You say representation...represent me.

Online Social Map		
Comment	Latitude	Longitude
I would imagine this is undoubtedly the highest density area in North Hill within 2 TOD hotspots and a main street. I envision 20 or so stories and a world class pedestrian experience and don't forget the O in TOD - open space!	51.06825101	-114.0608442
Commercial should be encouraged on Edmonton tr North from 16th up to 20th in a consistent manner on both sides. Then again at nodes around 23 to 25 Aves and again at 30 to 32 Aves and into the industrial area. I think it's about enhancing the existing commercial hotspots and making these more mixed-use for the areas north of 16.	51.0695441	-114.0559903
6-8 storeys is appropriate for Edmonton trail north of 16 Avenue. It's a wide road and I think that sort of height will be unobtrusive.	51.0719281	-114.0561619
I think 10-12 storeys for this busier portion of Edmonton Trail south of 16 Avenue to the river, would be a good fit. There are already some new developments at 4-6 stories and I think adding 10-12 stories would be a good mix of density and potentially concentrated at 12 & 8 Avenues	51.0634017	-114.0560676
I think this area needs a comprehensive examination and presents a big opportunity for a real activity centre. I feel like we could be more efficient with how we utilize the space for parks and recreation purposes and activate it with either affordable or seniors housing and some small scale retail uses. Maybe a cafe on the park? We should also have townhouses bordering the park for more activation.	51.06625524	-114.0449964
This is a popular destination for Calgarians and tourists wouldn't it be great if there was something to do when you get up there. Maybe sit and enjoy a coffee at a little coffee or breakfast spot while you take in the fabulous view!	51.05809704	-114.0609404

This seems like a good spot for density. It already has some commercial but maybe residential could be added and we could better utilize the park! It's a busy corridor with cars but think adding more people would make it a better experience!	51.07058925	-114.0944183
4th Street is a little sleepier then the other main streets. I'd like to see more homes fronting right on to 4th perhaps townhomes at the base and maybe a max of 4 storeys.	51.07105941	-114.0714756
I think commercial where it already is between 21 & 27 makes sense. Maybe we could do it a little better though and enhance/ revitalize what is there. I don't think the remax/ block building needs that giant parking lot it's a waste of space. Pull the building forward and activate the street with a really good mixed-use building.	51.07424143	-114.0715507
I think this should be a focus area for density with Green Line coming. I also think we should try and get a grocery store in this area as there isn't one that's walking distance in this vicinity of the plan area. I think 10-12 storeys would be good.	51.08856716	-114.0624648
This is one of the biggest potential areas for true TOD. You have a huge vacant parcel with the school closure and the opportunity for great open space, maybe a new rev centre or library, add in some residential maybe affordable or attainable housing options and space for seniors! It can have it all!	51.07778727	-114.0625214
20 Avenue is a high traffic road running east to west through the entire area. I think this would be a good spot for smaller condo buildings like 3-4 floors and lots of townhouses that face the Avenue and commercial focused at the Main Street intersections	51.07071915	-114.0599704
Whatever the building at SAIT I think would be the appropriate building height for this part of 16 Avenue	51.06695298	-114.0848609
Are we gonna add density to Rosedale or are all the other communities gonna have to eat their density for them? Let's get them some townhouses!	51.06426163	-114.0780076
Perfect opportunity for creating an activity centre. This small pocket of businesses needs more people. I think this entire triangle could be built up to 3-4 floor townhomes and condos with a bit more business space and we have some park space across we could better use.	51.06123288	-114.0418556
The green line running through the street is a terrible idea, tunnel it all the way to 64th. Nothing like having a 100m long train run through your main street to make it feel cozy	51.08367216	-114.0627602
Don't stop the LRT tunnel at 16th	51.0656934	-114.0624157

It would be great to have more townhouses and density throughout the whole area	51.07287723	-114.0658413
Can we do something to improve this intersection? It's Gastopia! How many gas stations does one corner need?	51.06695815	-114.0558762
Can you remove commercial as a use at all the existing rub and tugs on Centre? How happy endings does one area need? Do something fun in your planning to bring other methods of joy to peoples lives!	51.07767415	-114.0628878
Is this an activity centre? Or could it be. Think it would be cool to have more people mixed in the area living and working with some things to do and where it is active all the time and not just during the day.	51.08640673	-114.056631
With the commercial along 20th between here and Jimmy's I think more development like small condos and townhouses would fit. You could probably do a bigger building with business on the bottom here.	51.07063154	-114.0860798
If new retail and development is happening on 16th will you improve the sidewalks? They are narrow and crumbly and it's scary to walk next to such a busy road. We need to make this more walking friendly if you want people to visit new businesses.	51.06729321	-114.0788037
Don't change this block! It's so unique and adds character to the area!	51.06027784	-114.0624672
Too many pawn shops!	51.06716016	-114.0773786
I think adding density around our parks and by community centres makes sense!	51.06294332	-114.0685667
Building height should be three stories here so that it doesn't feel too imposing. Current zoning allows higher buildings, but should there really be apartment buildings here? I don't think so	51.06723755	-114.0977142
More people in an already busy area will not be better. Keep in mind, this is near a park! Where children play.	51.070544	-114.094453
I would like to see more mixed used cond/retail development along 20th avenue. I would love to see more density and restaurants.	51.07063194	-114.0980618
I would like to see 3+ storey condos along 24th Ave. The 4 unit townhouses are a start but don't go far enough in my opinion.	51.07428137	-114.1006443
I would like options that decrease the appeal for vehicle traffic from racing down 24th ave. Crossing 24th ave as a pedestrian is already challenging. Walking to either nearby LRT station requires cross multiple busy roads.	51.07431294	-114.1023268
Could we please make the lions park LRT station more accessible to pedestrian traffic?	51.06713052	-114.1018957

I remember the good ol' days when I could ride the #10 bus all the way to work. The #65 doesn't quite cut it.	51.07060821	-114.1039713
I would like to see a 3+ storey condo go up in this empty unused green space.	51.07282994	-114.1004975
I would like to see more mixed used condo/retail 3+ story buildings along 16th Ave.	51.06720084	-114.0992624
Can you slide in a bunch of friendly neighborhood restaurants for me to walk to? I would like a 4th spot, native tongues, peppino's and an analog coffee shop please.	51.07054713	-114.1010905
Can we assign this block as the car2go pickup/drop off location? There's usually 1-3 car2go's ready to go most of the time anyways. Let's make it official.	51.07285718	-114.1021086
"Pork chop" islands have no place in urban, transit-oriented intersections (or really anywhere in the city). They put pedestrians at risk for the sake of allowing drivers to take corners at higher speeds.	51.06676307	-114.0624055
Get rid of the suburban-style setbacks along this stretch of Edmonton Trail. It should be encouraged to develop into an urban activity centre, not a freeway. Buildings should be oriented toward the sidewalk, mixed-used, with street-level animation.	51.06417856	-114.0562407
Review 8 Ave for consistency w/ Crescent Heights. Wide untreed lanes are stark contrast to low speed & traffic calming applications in CH. Traffic circles, intersection bump outs, landscaping – it's been developed in CH - even lights at Ed Tr & 8 Ave are timed (many mins) to discourage traffic into CH. Attention near schools & recognition that Renfrew is a young-ing walkable community is warranted. Trees planted today will take decades to become a canopy like CH. Proceed w/ confidence.	51.05967762	-114.048488
Building an overpass that leads from McHugh Bluff to Riley Park.	51.05952172	-114.0860304
Build cycle track along center street to connect the adjacent communities with downtown.	51.06658827	-114.0626094
Expand sidewalks, plant trees and build cycle track along 16 ave, within the plan area boundary, to encourage different ways of transportation.	51.06681119	-114.0860519
This would be a great area to allow high density building, the area is older, falling apart and has great potential, in terms of businesses	51.0931397	-114.0555303
This area is what makes the neighborhood unique. Businesses that exist here should be prioritized. There are a few opportunities to enhance existing buildings,	51.07502061	-114.0714687

reduce parking lots, or place a small office space with underground parking.		
Empty lots should be developed what a waste of space it is to keep this area empty, condos, or even just park or something would do	51.06651604	-114.0511563
Perfect corner for 3 or 4 stories of office space, and underground parking. This is an old building, and the space could be better utilized on a major street.	51.06721486	-114.0559231
When was the last time anyone went to North Hill center? It would be the perfect place for high rise condos, underground parking, and a miniature neighborhood with the same type of businesses the mall already has. SAIT, UCalgary, transit everywhere, Kensington, a great view of downtown, tons of businesses around, and more. Should seriously be reconsidered for development.	51.06694555	-114.0948898
LRT should stay underground for all of North Calgary, that way service isn't affected by weather or anything else. It would be quieter and allow both transit, and vehicle for maximum throughput into/out of downtown. Why limit the ability to get into downtown?	51.06566608	-114.0626342
12 story condo right here, with street level businesses.	51.06392454	-114.0622855
This whole intersection should be built up and modernized. Especially queens park village town homes, building tall here would fit in naturally to the area, and increase density along a road with good transit.	51.0890538	-114.0705086
High density, this area is a mix and match of different things, it doesn't look good, and the space could be better used considering it is prime real estate, why waste it on low density housing.	51.06853126	-114.0642772
This building is way too unique to rip down. Seeing it empty for so long is heart breaking. This could be turned into a local museum about northern Calgary or something while selling off the park area on Center Street for productive use.	51.07823125	-114.0604782
TOD Mixed use projects should be encouraged, with density bonusing, or increased height or relaxation of parking requirement if we want to encourage public transit services. Plan for additional commercial parking or relaxation to encourage small businesses and shops to provide neighbourhood oriented retails and professional services to the area.	51.0639117	-114.0621572
Landuse zoning relaxation should also be considered to encourage more efficient use of capital costs (eg: longer business hours). Reduce business tax?		
Plan to leverage on improved transit access, provide incentives for smaller shops and businesses to come into the area. Allow side-street parking during	51.06417687	-114.0622017

<p>business hours, and channeling them back onto Centre Street after work-hours, when residents return home so they can park closer to their residences.</p> <p>This block has accessibility, sufficient short-term parking on side streets, walkability from adjacent streets.</p> <p>Adjacent has higher density already, so easier to transition to retail uses.</p>		
<p>Areas north of 12th Avenue to 16th Avenue can handle taller buildings. Current zoning of 23m max height should be increased to include 10 or 12 floor, mixed-use developments.</p> <p>Appropriately designed and sensitively situated structures on sites with good traffic circulation would improve streetscape, maximize tax revenue, improve amenities and property value at the same time.</p> <p>Look at examples of how vibrant the streetscape in high population density centres in Asia are built. Learn and Adapt.</p>	51.06458947	-114.0625293
<p>Activity Centres may include public, semi-private, or private entities providing services to the community. Even properly managed not-for-profit agencies can provide a lot of useful services to the residents and communities.</p> <p>An improvement in this block can be a mixed use structure, with Retail/commercial on ground floor; second floor for Activity Centres / services; and upper floors as residential units.</p> <p>Would be wonderful if the old public library can be given new life in this block.</p>	51.0635686	-114.0623126
<p>Building Heights along Centre Street should be higher with some mixed use functions on ground level. This particular site has great views towards the East and 6 to 8 stories high would be ideal.</p>	51.08511838	-114.0622061
<p>Whoever approved this horrendous building should be fired !!! This monster is too massive and blocking all sunlight in this strip of 16 Ave N. The old parking garage would've been better !!!</p>	51.0666128	-114.0886759
<p>Redevelop this Safeway similar to the Co-op at Dalhousie NW proposal.</p>	51.06824772	-114.0620007
<p>This could be a nice pedestrian friendly block linking the two popular Asian shopping areas. Building height could match the condo across Centre Street N.</p>	51.06562211	-114.0635347

Please keep this as green space and make it as beautiful as Confederation Park !!!	51.09385833	-114.0688253
As 20th ave is the only east west connector street other 16th ave, new housing should be concentrated on 20th. 16th ave will never be a walkable street. Buildings 6-8 storeys would be appropriate along 20th ave.	51.07055555	-114.082055
Let's not repeat the same mistakes with this horrendous building.	51.06670483	-114.0884171
Liking what's been happening with commercial along 16 Ave N and higher density residential along 17 Ave N	51.06774676	-114.0747216
Great opportunity here to have similar neighborhood feel as 4 Street NW & 24 Ave NW since this is a school zone area as well.	51.08790873	-114.0627456
Lets intensify the commercial area between Edmonton Trail and 6 to 9 ave NE. Create a more pedestrian friendly zone by allowing cars to park on one lane each direction during non-rush hour.	51.0597869	-114.054478
The number of floors should not exceed 2. Also, the roofs should be restricted to a lower profile eg. a hip style roof. The more recent infills that have gone in have exaggerated bulky roof lines that unnecessarily block the skyline and spoil the character of the neighborhood. There has been some beautiful infills built, but they went in around 10 -15 years ago. The architecture is very nice as well as respectful to the adjacent houses.	51.073428	-114.06035
These few blocks could use higher density and building heights (10-15 stories) to support businesses on Edmonton Trail.	51.05913436	-114.0523439
This is a major corridor. Traffic in the morning/afternoon here is a necessity for University commuters. Putting bike paths is a horrible idea and would seriously impede traffic flow on an already congested road. Turn signals on lights should be considered.	51.07426608	-114.101632
Whatever zoning happens here underground parking should be made a priority. Parking is already crowded enough in this neighborhood.	51.07062254	-114.0864685
3 stories max. 6-8 stories would completely ruin the neighborhood feel of to the area.	51.07061969	-114.0826466
Centre A st NE, and 1st NE should have higher building limits, and should be used for higher density living, with underground parking. 4-5 story condos. Old Tiny Houses next to industrial/ and Center Street does not seem right. Also plant lots of old growth trees to fit in with the surrounding neighborhood.	51.08667401	-114.0610801
Similarly 8 story condos just North of this area (Goddard avenue to Grier PI NE). Where all the older	51.095147	-114.0558337

townhouses are. Keep the park vibe to the area. You could rename the area to "Little Edmonton"		
Taller buildings only between 36th avenue NE and 41st avenue NE	51.08615774	-114.0610233
Centre street up from memorial to at least 16th ave should allow buildings heights between 10-20 storeys high. Put a setback on the tower heights with descent sized podiums to help encourage pedestrian traffic. Centre street is so rundown right now, you can hardly tell its a prominent street, way too flat. Make it like Yonge street where it densifies towards downtown. Richmond in metro Vancouver has great midsized highrises along its skytrain streets. Beautifully planted trees and wide sidewalks	51.06685698	-114.0626394
Closer to Sait along 16th ave should allow taller buildings, including North Hill Mall. Preferably 6-18 storeys along 16th ave and 25-50 storeys on North Hill centre.	51.06673387	-114.0932827
This is a great place for highrises. Sure there are residential homes on the north side of 16th but buildings should range from midrises to tall highrises at North Hill shopping centre. Great place to replicate the dense highrise nodes in GTA and Greater Vancouver area.	51.06693926	-114.0916588
The real question is will the city ever fully commit to Redevelopment plans? It keeps approving greenfield development for suburban developers yet talking about 50/50 growth. Redevelopments for Westbrook, Currie, Banff trail, etc. all have either been idling or partially been built. Centre Street would be a great place for a vibrant/dense TOD but will the city actually promote inner city development over massive greenfield units that come online every year? Other Canadian cities have leaped us.	51.06193886	-114.0624808
anything north of 16th street should support 4-8 storey buildings a long centre street whereas anything south of 16th should be taller highrises.	51.06941621	-114.0621426
A mix of restaurants, bars, retail etc should be situated along 16th ave NE and centre street. When building the podiums, make sure to connect the sides of buildings with no gap. Like how European buildings are planned. The 0 gap from one building to a next really gives that superdense and efficiently used street presence. Sort of like 8th ave. too many developers leave spaces between one building to the other leaving cold alleyways where pedestrians are fearful or eyeing out for vehicles.	51.0667548	-114.0650709
This one condo building, The Madison, is a big no no. Buildings should be built along the side walk with parking on the back. Buildings should be atleast 4	51.06558543	-114.0619802

storeys to allow some sort of prominence like in Europe, the 1-2 storey buildings need to be torn down. There should be 0 oil changes and car dealerships along centre street as well as 16th ave. Move them somewhere else. Allow window shopping, there is way too much tint used on retail podiums in this city resulting in a cold streetscapes.		
6-8 storeys all along Centre except at the future Green Line Stations where you go 10-12 storeys	51.07244935	-114.0626711
6 storeys all along but up to 8 at higher traffic intersections 16, 20 Ave etc	51.07311884	-114.0561797
More/ better commercial here	51.08002259	-114.0554525
More restaurants or breweries in the industrial area	51.08525632	-114.0528942
I loved the renderings that was done at the 28 Avenue charette let's make that happen	51.07794938	-114.0621414
The townhomes built here are super nice would like to see more of these built throughout the area	51.07044563	-114.0736453
I think we can build up 10th Street and add higher residential up to 20 Avenue with some retail or office	51.06964512	-114.0848603
North Hill mall should be in the plan area. Huge opportunity for redevelopment and surrounded by transit	51.06730898	-114.0956932
12-16 storeys here	51.06710052	-114.0959333
Build up 14 street. Should be a Main street with higher density up to 20 Ave.	51.06995687	-114.0945059
Develop this corner with mixed use. Residential office and some retail	51.07005092	-114.0944737
Higher density and better mixed use here. The parking lot is a wasteland	51.07363661	-114.0725443
Townhouses around the park	51.07363097	-114.0757726
Great spot for affordable housing	51.07696961	-114.0722186
Not sure what's planned here anymore but I think you should still develop this end with higher density	51.08942601	-114.0691852
This seems like a great place for higher density with Green Line station 10-12 storeys maybe? They would get a good view	51.08914559	-114.062025
This is a cool new development would like to see more like this in the area as it blends in nicely.	51.08269073	-114.053958
More seniors housing close to transit on Main Streets and add more local retail so they can meet daily needs without travelling far	51.08076466	-114.0549433
Fix sidewalks in this area and remove fencing for better connections through the park space and to connect down to 6th Street. Build some of the empty lots here with multi family and not more giant monstrosities that no one can afford to buy.	51.08028008	-114.0525356
Townhomes should be built here it's a huge lot	51.07881881	-114.0505345
More redevelopment along 6 Street. Townhouse style condos overlooking the green space	51.07713358	-114.048419

Provide incentives for redevelopment along this whole strip of empty or inefficient use. There should be lots of mixed use building along here up to 8 storeys.	51.06660489	-114.0527692
Townhouses along this park	51.06823618	-114.0525952
No more sketchy massage places	51.07100052	-114.0562037
Redevelopment to high density here like 6 storeys with retail at grade to add more to this little commercial area	51.07452126	-114.0558641
Buildings up to 6 storeys with the restaurants and nice patios on the main floor	51.07357016	-114.056065
Not sure why this project is being held up. I think 6-8 storeys on Edmonton Trail is just fine. The new building across the street blends in well and I think this one will be fine too	51.07679111	-114.0553184
Being one of the busiest intersection in the NW, this is a sad 'gas station' corner. Can have more residential 'towers' especially towards SW and SE area of Center Street N & Mcknight Blvd.	51.09567836	-114.0632473
6-12 storeys along Centre Street. Lower where sensitive transition to smaller residential needed and higher at the busier intersections and green line stations	51.07430824	-114.0625747
4-8 storeys on Edmonton Trail. Higher buildings around the already busier sections and lower where it's closer to single family	51.06886918	-114.0561599
Let's tear down the wall and have this area integrate with the surrounding community with good mixed use.	51.0667401	-114.0757759
Diversity of housing choices and a community that is a little more inclusive. Tear down the wall!	51.06499357	-114.0735891
Keeping Highland Park as green space while taller buildings on East side of 4th Street NW would be more ideal.	51.09256013	-114.0712069
Consider some pedestrian bridges that integrate into surrounding developments with retail and grocery and make the area more walkable and less scary to interact with 16 Avenue	51.06697368	-114.0602226
Safeway should follow suit of Coop and add residential. Would be a great place for seniors to live	51.06859467	-114.0611739
It's weird that there are still smaller houses here. Opportunity to redevelop to higher	51.07535252	-114.0627775
Some newer mixed use developments between 4 Street NE & Edmonton Trail would help make it lower valley area more vibrant.	51.0537108	-114.0520915
Buildings could be higher between Memorial Drive and 2 Ave NE (10-15 stories)	51.05319293	-114.0545908
Too many front driveways with these 2 developments. There's no room for snow removal in the winter and worsen the overall streetscape	51.07312313	-114.0608666
Lots of opportunities here to build something similar to the "Marquee on 16th" completed recently.	51.06666291	-114.0547038

Would be nice to a master planned community such as "University District" to take advantage of the MAX Bus route.	51.06742449	-114.039095
Great spot to have a better coffee shop/restaurant with outdoor patios somewhere between 38 and 40 Ave NW. Some housing on above would help. Maybe 4-5 stories high.	51.08741434	-114.0626963
This is a challenging site, but allowing more building height (10-15 stories) could make it worthwhile.	51.08894687	-114.0604011
I'm surprised there is not more density and mixed use since this is a busy North-South and East-West thoroughfare.	51.08852234	-114.0618943
This stretch of 4 Street NW between 32 to 36 Ave is not walk-able and dangerous. Having some higher density housing facing 4 Street that are 3-4 stories high would help take advantage of the 'green' cemetery view.	51.08338351	-114.0710429
Not sure if these are the best solution for corner lot infills - to cram 4 units where none of them has any backyard spaces. Rather have 3-4 storey apartments.	51.07333821	-114.0637064
Peters drive in should be enshrined as a local heritage sight. Even considering this place for redevelopment should be a crime.	51.06666775	-114.0583658
The North East part of Renfrew could easily accommodate 4-5 story condos. Also Trees, Trees, and more Trees if rezoning is to even be considered.	51.06487902	-114.0378373
Local foot patrol police station (like in market mall), or security requirements for newer buildings to deter crime from the area. Feeling safe in the area is very important to the community.	51.06651412	-114.0530214
I see there is a Development Permit submitted for this existing church site. Will be interesting to see what is being proposed. Hopefully there will be more advertisement on it.	51.08969574	-114.0620637
These Fourplexes take up almost the entire lot, developers aren't selling them for much cheaper than duplexes, and the units' quality (air/light/privacy) is not great. Would rather have narrower townhouses that are 3 stories high.	51.0633487	-114.064693
This needs to be safer for people walking and biking. bigger sidewalks and bike lane	51.05711915	-114.0623972
Keep the soccer fields. there are few high quality fields in this area.	51.06549812	-114.0432938
Upgrade rec centre. There aren't any others nearby to use.	51.0645935	-114.0460553
The commercial buildings should be placed closer to the sidewalk, and parking behind. These 2 are examples of what NOT to do in the future.	51.07019393	-114.1041989
I don't get these front-to-back Fourplexes. The back units are literally looking/touching the wall of the rear	51.06335677	-114.0572926

garage! Better to have townhouses side by side when developers buy up multiple lots.		
Rec Centre updated recently in 2018 I believe. Perhaps add a library or public community room for the all the kids in the area.	51.06451073	-114.0446377
This small block between Radnor Ave and 15 Ave NE facing the green space could have more density with building heights up to 6 stories.	51.06476061	-114.0421303
To take advantage of all the green spaces and rec center. This block could have more residential units between 13 Ave NE & Regal Cres and 7 Street NE & Russet Road NE.	51.06372865	-114.0442727
Multi room condos, that can fit small families so they can take advantage of local schools/parks, not bachelor pad condos.	51.06577399	-114.0374092
Water Resources needs to get Confederation Creek more capacity under Centre St. How about a pedestrian underpass for this Greenspace Hub.	51.09333815	-114.0623975
Add an outdoor gym if possible	51.05945573	-114.067961
Improve the sidewalks to entice people to walk here and enjoy the local businesses	51.06704379	-114.0838121
This area has done very well. It is connected with bike lanes, bus routes and it is close to the c-train. Increase the height of buildings 5-10 stories to increase the use of the available transportation options.	51.06826751	-114.0849924
12 Ave NW and 4 St NW should have higher density and building heights since it's on a bus route. (ie: 4-6 stories) REMOVE all concrete barriers !!! they are such eye sores.	51.0635675	-114.0714734
Rosedale between 14 to 16 Ave NW should eventually have more residential buildings starting from 12-16 stories high along 16 Ave NW and descending in height towards 14 Ave NW.	51.06610473	-114.0803436
If we can extend this section of 32 Ave NE to connect to Deerfoot, it will provide for future growth for 6 Street NE area towards 16 Ave NW. Building heights could increase to 6-8 stories.	51.08169458	-114.0477197
This will become a major route linking the West to East in 10-15 years. Perhaps more commercial and mixed use developments along 8 Ave NE.	51.05956253	-114.0467373
Building height and use should allow mixed use apartment complexes to be built here and blend in with and expand the feel of the apartment complex next door on 16th ave and 14th st. I'd like to see a row of shops and condos here.	51.06769976	-114.0967367
Well thought out vertical density would be appropriate in locations like this. Two major corridors transportation corridors here, and opportunity to	51.06697387	-114.0722663

redevelop land along 17th avenue into medium density, family oriented buildings.		
Building heights should be raised in this area, why anyone would want to live in a single detached home between center street, and Edmonton trail in the future is beyond me, both are going to be much busier over the long term, we might as well be focusing growth in these areas. Single person living though should not prevail, buildings should be tailored towards buildings that can accommodate for family living.	51.07608883	-114.0589003
4-5 story buildings, to allow a nice step down into the more residential parts of the area.	51.06759493	-114.0584116
The former trailer court/RCMP site is an ideal location to be really inventive for high density / mixed use development...condos for families, seniors centre with a daycare, a non-denominational church/performance/gathering space, a large central green, retail opening to the green and to 16th avenue, high end condos overlooking the golf course, affordable housing overlooking the green, tobogganing hill, skating rink, live work. Don't turn this area over to developers, let's create a community!	51.06732957	-114.0394461
Could easily take taller a development like 5-6 stories like the one just west of here	51.06718388	-114.0621759
10 Street NW is probably going to be the next 'neighborhood' street especially between 16 to 20 Ave NW. Slowly convert properties facing 10 Street to commercial/mixed use.	51.06898679	-114.0848652
Should the intersection at 16th Ave and Remington Rd be opened? If so, there may be a case for a higher level of density along Remington (to the extent that the AVPA allows it). R-CG or a new form of freehold row/townhouse (4-5 storeys?) could be appropriate along Remington from here to 8th Ave.	51.06678111	-114.038215
With MAX stops a block away from here and shadows falling on 16th Ave, this should be zoned for higher, denser buildings. 5-7 storeys? Maybe higher. Depends on whether Midfield Park is becoming Vancouver-like towers in parks or Paris-like 6 storeys with narrow streets.	51.0666179	-114.0409707
It's a shame that the MAX stop near Russet Rd is by a narrow lot with recycling bins. A private-public partnership may be required to rework the entire site and deal with soil remediation from the old airport's field. If the fields were shifted to the south, a developer could build mixed use along 16th Ave; the City could redevelop the fields, arena, pool, and gym; the underground parking could be a mix of public and private. It beats non-space at TOD. Not sure how tall it should be.	51.06659194	-114.0434923

Let's add more missing middle housing residential mainstreets all along 8th Ave. If the LUB allowed them, I'd put narrow freehold urban rowhouses (50% max lot cover, 4-5 storeys above grade, built to ROW in front setback and w/o side setbacks). If not, go R-CG.	51.05943877	-114.0475659
Let's add more missing middle housing residential mainstreets all along 6th St from 8th to 16th Ave. If the LUB allowed them, I'd put narrow freehold urban rowhouses (50% max lot cover, 4-5 storeys above grade, built to ROW in front setback and w/o side setbacks). If not, go R-CG or M-CG.	51.06241135	-114.0484
Let's add more missing middle housing residential mainstreets all along 12th Ave/Regal Cres from Edmonton Trail to 8th Ave. If the LUB allowed them, I'd put narrow freehold urban rowhouses (50% max lot cover, 4-5 storeys above grade, built to ROW in front setback and w/o side setbacks). If not, go R-CG or M-CG.	51.06326876	-114.0468578
Let's add more missing middle housing residential mainstreets all along Russet Rd 16th Ave to 8th Ave. If the LUB allowed them, I'd put narrow freehold urban rowhouses (50% max lot cover, 4-5 storeys above grade, built to ROW in front setback and w/o side setbacks). If not, go R-CG or R-CGex.	51.06563584	-114.0424168
As much as the AVPA allows us, let's add R-CG or R-CGex along existing bus routes so we don't lose them in the future.	51.06549166	-114.0358422
Lots facing pocket parks should have backyard suites - either stop subdividing them or allow semis w/ backyard suites.	51.06387862	-114.0362808
Lots facing pocket parks should have backyard suites - either stop subdividing them or allow semis w/ backyard suites.	51.06258451	-114.0414621
13 Ave south of the rec centre/fields could go to 4-5 storeys.	51.06387144	-114.0454379
Let's open up the waterway and create a the sense of gathering place for this former Highland Park Golf Course.	51.09562413	-114.0701936

Industrial Business Workshop
-Development process needs to be faster + efficient
-Destination Hot spot for organized crime/theft
-More Integrated pathways/Better connections
Density should be occurring now & massive proposal, [illegible]
-Co-housing mixed use
-Fitness Areas/Centre

1. Walkable 2. Mixed Use 3. Diverse Ammenties (fitness, senior,
How does small City move to
Increased density should drive more commercial
-Desire for more grocery stores
"Age In Place" Seniors Facilities
Car discussion do they need parking to support business
Remove "N.E." has the stigma
Unless live right by driving to Greenline
More Dog Parks
-Need more Restaurants In the area
-More Rec Centre Opportunities
-Residential, mixed use/Growth + Development
More Community Use/Activity spaces
More "walkable" communities"
-Greenline is locked down more conultation needed major congestion issues
Greenline - 1 traffic lane on either side of green massive Backline
Increase development cost slow development
-Development Bylaws need review & need to align with City priorities
-City needs to be more strategic + long term - need more foresight
-Pacific Road not being paved (type of sewer) why pay same tax
-Does the area have a stigma? City doesn't seem to responsible
Major Increased in Crime
While Levy didn't increase, other costs did.
Roads depart non responsive
-City says not increasing costs for developers - but is reality it does. Eg. Engage signs paid by developer
-what about contaminants
-Consultation process was great for greenline
-Continue to
-small business
-Responsive Council +staff to help w/ issues
-Greenline is big benefit +Max line revitalize
4-6 story condo's
Revitalization is starting to happen
Old Hotel being developed as a social support for vulnerable
-Recovery Centre w/in the area is a great service
-Councillors very open to densification 6 plot approved support of density
-Developments helping revitalize areas along Centre street
Mixed Development ???
Greenline doesn't have Direct impact on some

City funded Health + contamination search in the area
City Planners able to meet pre submission of applications
50% of Congregation at Church Single People
Pre App Meeting free +beneficial
DP's being told 6 months not entirely
-walkability very important
-soil contaminants an issue for residential
Greenline workshops 4-6 stories was general consensus
setting in good precedent
-unrealistic for-LAP to have 2 stories within 2-3 Blocks of G.L.
Economies and profit only feasible above 3 stories (4-6)
Lower costs for businesses than other areas of city
Refinishing buildings along Edmonton Trail, adds to character
Transportation Access Industrial to Deerfoot DownTown
Age of buildings and type of buildings could be good for redevelopment
Seniors facility Attractive Development New residents Good location
Good mix of lot sizes for different industrial uses
Provision of social/affordable housing
Centre Street Church Beautiful building to Draw
Pathways + Green space
Height impacts in the area? Due to Airport
Parking - enforcing 2 hr safety long term (days) parking
Visibility and safety concerns in intersections when turning large parked vehicles
Hesitation to improve parcel due to increased taxes and affordable rents
Change in employees at the City has led to longer timelines for approvals Likely missing training
Industrial/residential interface
Tax incentives to modernize/redevelop
Additional Access to NE Greenview Industrial
Road improvements to NE Greenview Industrial
Edmonton Trail Mixed use Commercial on Main Floor Residential above
Light industrial with residential Live work units
Office type uses
Sidewalks on Avenues Driveway crossings would cause issues
Clean up this area
Residential could work
Need to figure out the interaction btw. Industrial + Retail
Changing zoning + discretionary uses. and needing a permit for everything
Looking at other cities - East Vancouver - looking there for examples. Don't re-invent the wheel

Encouraging smaller business I.T./Non-Manufacturing and more diverse commercial
Activating Improving greenspaces, Nose Creek . Improving zoning challenges, discretionary uses collab w/
Allowing more restaurant uses in the area (200 seats)
Area is influx
Diversity of business is naturally happening w/ development
Collaboration btw. AGLC AHS + City
Opportunities for AHS AGLC City to work together
Park space w/ Nose Creek, Spring Gardens
Rent is great as a business owner
2nd Street residential in the area
Unique area for access. Easy to get around. Proximity to YYC, Deerfoot + Transit
The diversity of businesses in the area. Everything here.
Mix of bigger lots/businesses in the area.
Corridors are naturally transitioning to more commercial
Close to residential easier for hiring/staff to get to location. Transit. Easy.
Residential in close proximity helps bring people to local businesses
Ability to create smaller incubator businesses rarity.
Concern about emergency planning for the area with Green Line, more density coming in the future. What is there was a disaster in the Greenview Area
Q: What traffic impacts are expected on Edmonton Trail w/ Green Line on Centre. Edm. Tr. only/main access for Greenview
TAXES! Stop spending!
Parking is a challenge. Wasn't designed to handle. Increased staff + productions
Parking relaxations are needed
Automotive community needs to clean up. Dead cards, old machinery, C-Cans
Challenge in bringing businesses together
H.P. Comm. Association can be a barrier to development
Challenges w/development permits. + Highland Park Comm. Assoc.
Challenge w/ D.P.'s. restrictions to restaurant seating. Discretionary use - DP for everything.
Community Association has too much influence over development
Some businesses dont need walkby traffic, but some rely on it.
Zoning is divided + not consistent throughout.
Challenge w/ zoning, permits.
Zoning + sizing restrictions w/ restaurant use.
Security, safety yard theft in the area
1 Lacking infrastructure - parking - storm water - unpaved areas - o sidewalks [underline] 2
Challenges w C.A + development + zoning/permits
Concern of safety/security Need for revitalization/clean-up + taxes. 3
Infrastructure is lacking no storm sewers in some. unpaved areas
It's not a walkable place.

More water being diverted through Nose Creek w/ more development upstream issues
Creek channelized as a challenge. Storm water mgmt. Increasing potential for future flooding in the area.
Renaissance Surrounding communities
Opportunity for work/live height restriction but build up for commercial below + live above
Ex. Denver Wharf District wo' a wharf. Community of industrial
Preserve authenticity in a mindful way
With demographics + aging pop. integrate seniors homes to be part of the community. More dynamic community to integrate all demographics
Become a district. Utilize + ear mark as original area. Similar to Bowness previously being a town [arrow right] embellish on that
3 R's Revitalize Renaissance Repurpose
Want a Renaissance
Artisan market + artistic area Create a creative environment
Embellish + celebrate org. industrial area. Huge potential w' Green Line
Landmarks to be preserved for original history
Golf course? Gravel going up [arrow down] not good, could be mixed development. landmine of potential
Be community based - like a beehive, provide support to each other
Potential w' housing already in place, est. communities already there surrounding Greenview 'bowl'
Great opportunity to utilize park space
Hub Central for different mode of transportation
Calgary's original & only central district
PERIL! [underline] Increased traffic on Edm Tr due to Green Line
One way in/out 'huge fire in back' What???
Lack of respect bw' businesses + lack of parking signage
-No encouragement to walk - Green spaces (Greenview) but not safe/accessible path, roads, not beautifying community
Safety Need more police presence
Absentee Alderman. -not collaboration w' neighbouring councillor
Bike path safety issue
Business property taxes are red tape. Not fair
City came when problem, not for good. Ex. grass couldn't be cut to use park space
Gravel parking dangerous
-Roads are sub-par - Quality of roads - Fixing roads are incentive to cleanup property
Beautification plan - for [illegible]
Road quality sidewalks
Connection is a 'shackling'
Zero presence from City
Frustrating drop in centre
Stop [illegible] on gravel fill Just pave!

Enmax an issue
Be mindful of the cost of BPT being pushed on us
Bike path issue safety
Parking issues contacting City
Our own sense of community
Central location we are the only central
Support... from our Alderman New!
Diverse industry and lots of [triangle]
Edmonton's technology hub
Ability to bring in mix of tenants
Local & committed business owners
Transit [illegible] access to Edm Tr
More police presence
Our voice as a community
Urban sprawl pull back revitalize
Clustering of Low Income Housing
Location
Transit
BPT
Focus on agri-tech (Olds)
Parks & greenery
Beehive develop [checkmark]
Plan for development of the old golf course
Easy public transit
High density of auto-related business.
transit easy access for staff
No more Money Marts
Near and a part of residential area proximity to communities
Parks green areas
Easy access to vendors and major roads
Transit access to Deerfoot
Public art
No big box independent businesses
Sidewalks making it walkable
Variety of businesses
City administrators very supportive
Focus retail on Centre St & further south on Ed Trail
Nose Creek has been well managed, but it's not a major factor
Access to Deerfoot needs to be reliable esp. 32 Ave. customers, deliveries trucks pickup, [illegible] "5ton, Btrains"?

location works well - close trip for home/work - easy to get around 35th Avenue
lots of customers coming in/out will density impact this?
Gravel & oil can be a big challenge NE of 32 Ave (NE corner) challenging esp. in bad weather
Development can cause parking issues esp. when cars are parked close to intersections and driveways
lots of underused land with older owners; may be at a tipping point? [arrow] good development potential
Some businesses can invest in equipment &/or clean up to use space more efficiently
Consider clarity around industrial operations. be clear that this is an industrial area & that comes with sights & sounds
Potential for mixed industrial/office bay space
Status quo has been good for outdoor, storage, quonsets, etc. - need to allow for more intensive use [arrow] stacking, etc.
Property can accommodate a variety of activities - fabricating, [illegible]
Need to ensure continued viability of outside yards, forklifts, reversing trucks, etc...
food & beverage can cause a huge parking challenge can delay industrial activities & cost money, time
Retail / F+B - focus on key corridors/main streets
Retail generally going bigger, w/anchors - focus where the people are - big parking demand - opportunity for local services
What is the balance between retail versus heavier industrial?
Truck access can be difficult due to parked cars close to driveways complaint-driven so not proactive
How do we ensure new businesses & innovation work with existing
Crime has been increasing over the past two years - businesses are investing in security B&E every 2mos at least, + vandalism, attempted B&E
would never apply for a permit again B/C of H.P.C.A
Retail & consumer service is growing
Don't let residential concerns squeeze out employment
Residential encroachment is a big concern don't jump to aesthetic conclusions based on -2 sites
Safety issues for walking access from Centre St
Bottleneck - consider alternate access 6st at 32 Ave
Deerfoot access Ability to do inside/outside industrial activity want to maintain these things
Be more proactive about preventing parking close to driveways & corners
Clarity & certainty for future uses in Greenview - activities/noise - outdoor storage - no creep on interface
Consider a secondary access to the NE section to relieve 6 St NE *all about access
Should be able to get off the train and do things; errands, shops/services focus retail
Consider extending Ed Trail to the north rethink bus trap
Better connection between Centre St & industrial area. Pedestrian access to accommodate/consider scarpment
Bicycle parkade along LRT lines/major bus routes (shorten commute)
Bridgeland retail/condo mix use buildings. Good example seems to work

Handi bus parking area possibly moving to bus barn. What will happen w/lot?
Public Transit: employees use it (buses) Closest on 6th St
Increased need for bike path/ marking in area east of Edmonton Trail
Location is good near to City Centre
What is going to happen w/CP Rail line? (high speed rail) Around city or through?
Nose Creek bike path employees use it a lot on daily basis
Old, non kept roads. Patching only Grading won't solve the issues
Zoning restrictions/ changes w/proximity to airport? other side of Deerfoot higher buildings
Internet access in the area is terrible. No options to service area. Nobody wants to come in. Could be a deciding factor for potential leaser
Need to use wireless internet access. East of 32nd no service
Height restrictions won't help w/demographic changes in area
Used to have block watch/Greenview business association hired security. Increase in crime tires slashed, homeless @ night
Road conditions. Not paved, pot holes, overall terrible. But paying same taxes
40th ave used as parking lot (changing seasonally) for long stays/times. Suspicious activity
Increase in graffiti (last 6 months)
Can't make any improvements w/current zoning will need to tear the building to put in a window
Difficulty dedicating areas on road. For example can't get signage for 20 min loading zone
Curb own by City turn into parking instead of green areas
(big trucks) Widening roads it might not be feasible option could be to restrict parking in certain areas
Do changes in phases so businesses don't go under because of impact
No large anchor commercial. Strapped for space, parking
Residential 3 storey max w/ bottom retail that brings value to community & industrial
Biking parkade near LRT station (or bus station)
Two areas: West Edmonton Trail - residential commercial mix bakeries, delis, convenient stores, markets. East of Edmonton Trail - city industrial w/better roads and infrastructure (sewer issues). Two areas coexist w/ Edmonton Trail as transition
Pedestrian: commit City curb for sidewalk. No sidewalks in area right now
Emergency presence: Fire Department was temporary now huge lot
Greenview Indust. Area mainly for small business w/ low overhead. Efficient space design, centric
East of Edmonton Trail: Two designated parking lots in area for people to park @ walk to work (within reason). Smaller lots where hard to build w/zoning
Public transport to Airdrie along CP rail - passenger lines could work as connection point to rest of City transit. A main bus station where people can catch a bus to get to the city
Main Streets Businesses Workshop
As a landowner what stretch of Centre St will be affected by widening + where, will it impact businesses?
Is there zoning going to be uniform, homogenized? Seems ad hoc currently, property by property

Any research on other communities: why they're appealing? why they work?
The bus stops along the 16 Ave N are so great! The shelters with heaters are good during the winter season
The Green Line from 16 Ave N to downtown is planning to make underground line, great great idea!
16 Ave to 3 lanes is a positive
Lack of business development along 16th. Not as robust as anticipated
Traffic volume diversion to allow for more stopping/access to business (Stoney Trail has helped)
Businesses that attract more stop rather than flow through
Transit along 16th creates mobility
Parking management (space, regulation) need to be reviewed. Centre/ 15th Ave
16 Ave sidewalks are wide
Look & grunge of 16th Ave
Crossing 16th during rush hour traffic can be dangerous - pedestrian and vehicle
Transit on 16th creates back-ups [arrow right] disrupts traffic flow
North & South are working well in develop Main Street "Feel"
Zoning for development - parking, store front, trees
4th St as a corridor? esp. South of 16th
4th Street Pedestrian walk ways
Maintain traffic flow (major arteries). Widening of streets & awareness on pedestrian crossing (safety)
Higher density - population- business use
Parking balance - between business access and resident needs
City owned land for business parking access (2 hr limit) (free or affordable)
Park space - maintained. Don't develop keep green. maintenance levels. lighting. garbage. safety. access to these spaces
Create own "ecosystem" within area to support businesses, maintain mobility, vibrancy. Offset parking need, density of population, take advantage of location - localized and attract from outlying
good projects max BRT
Mackee Building next to
Walkability: - wide sidewalks - street trees, furniture, etc. to slow traffic - on-street Parking These strategies provide traffic calming & increase opportunities for a pedestrian realm.
Right-of-way in pedestrian realm: for street furniture: bike racks benches street trees
Winston Heights Community Garden is beautiful and should be repeated
pedestrian friendly 16th wider sidewalks
expand sidewalks
improve safety
16th ave identity crisis
16th Avenue will probably never be a nice place
16th ave is a significant through road E/W

vacant lots on 16th who will develop first?
Trucks on 16 Avenue perpetuate the terrible walking environment
Transit service is excellent
good transit service
Describe your current interaction with The City? I am at a table now interacting with members of The City...
good projects Wing kei
good projects Centre Green
[more of] greenline underground
rezoning provides certainty
Bike: Cycle lanes on main streets provide calming and alternative (traffic) modes of transportation to reduce parking demands.
Extension of Chinatown up Centre Street is positive
*egglington, Toronto
Red tape: risks during approval process - people too scared to apply for rezoning
Improve walkability
Shallow lots on centre hard for parking
More pedestrian traffic on centre
not enough population to support local business
lost potential on Centre Street small scale building
new development on Centre Street are underwhelming
bylawed setback does not help redevelopment on Centre Street because lots are already very shallow
public pushback on landuse changes
Keep greenline underground
4st Centre Ed
missing middle
strongly discourage single detached dwellings at strategic locations
High Density Between Centre and edm trail (modest)
large trucks for local deliveries
city-initiated land use changes may help establish the vision
2 main streets close together what is the character?
on street parking!
relaxations to support good development
is it commercial or residential?
no street parking on edm trail
more of Architectural controls
good project -edm trail parking [arrow right] short term parking helps businesses
more street parking edm trail
edm trail focus commercial at nodes
edm trail restaurant hub [arrow right] new businesses

good projects bike lane 10th
good projects 4 spot lighting
pedestrian friendly - traffic calming
R-CG is temporary fix
residents adverse to increased residential density
good projects Breweries - elite -Citizens distillery
good project inglewood business area
more clear direction to help landowners understand process
-Like parking on Edmonton Trail -more relaxation on the parking times
-Better land use mgmt.
-City owned land - 2000 sq ft. wanting \$ very above market value
-Good rapoir with City Planners. still have face to face mtg.
-Dp's Policies that contract each other
-like the multiuse residential in the area -drives business
-Red Tape - Contradiction
-16th Ave no parking
-rezoning opportunity in the area
-Edmonton trail parking -ties up the traffic - worried this will happen on 16th ave
-weekends Trl 2 hour only could promote drinking + Driving (Brewery)
Extra critical of weed shop placements
-escalation contact w/ City is slow + unreasonable
-Fee's for everything
-small businesses pay for this Beacrate slow decisions - zero return
Time is \$ Approvals cost the business's business pays for slum City process
Rent was higher than total
-Desire to make change - commercial land wanted to change to residential
-Departments not communicating with each other
-Public transit works well -staff use the transit
Public transportation Max Line Increased Development
-Beautifying 16th Ave to opposite on landowner in the area.
Buildings need Revitalization along 16th Ave.
*Parking is critical
-16th Ave higher height + density = better business + more business
-Bikeable + walkable
-Edmonton trail needs this revitalization -willing to pay more rent if return is there
Landlord wants to see increased vibrancy in the area
-New businesses revitalize the area
-Need to densify but in a smart manner
Negatives of density = more drug use and homeless taxes need to be spent on parking

-Increase density = better business
-Seniors need more economical areas to live/work/play
-Focus on Seniors complex (in light of removal of Traylor Park)
-B/w Centre + Edmonton of 16th Ave dead zone - business should focus here
-Height should be related to width of the property
-Delay in bureaucracy hard for small business
-Streamline process + rid of Bureaucracy to enable rapid change.
-Motel Village set a precedent w/ new Building
-Height has to be appropriate to [illegible]
-Heights developer lead based on the market
-6-8-10 story multiunit along Edmonton Trail attractive + aesthetically pleasing
- less cookie cutter concepts needed longer term plans many years ago
-Concern of traffic to + from downtown. want movements on Main Streets [illegible] Timing Concerns
More parking = more business
- Parking needed for Business in the area & all close parking is permit only
lower property taxes
-Road closure signs not clear
- May need traffic calming measures
-Over pass @ Co-op on 16th Ave N S
- More pedestrian crossing points
- Owning their mistakes
- 16th widening took private property have to pay the taxes + neon sign
Gave up sidewalk to seniors home + ave to shovel the property
- Not honouring previous deals with City. Trying to take away land from previous deal.
- 16th widening made sidewalks bigger maintenance for business maintenance of trees
- RCMP station trees there covers the sign are they going to come down - prevents business
- Traffic on 16th Ave shakes homes - tough for residential
- Poplar terrible trees for area Pervasive crack foundation
- wanted parking area was asked to put in retaining wall to hide parking.
- snow clearing ends upon business owned sidewalk
- When Ed Trail. [right arrow] add more parking for customers
- wanted to rezone +rebuild but City/Realtor said not feasible
16th Ave widening created half lots - what's happening - permit but nothing happened
- Poplar grow in the sewer system and spring fluff
- Relaxation needed for public parking
- Business fighting over parking
Too much parking private need to be public for customers
No Free or Public parking
Crescent Heights Rosedale barrier to build due to residential parking

Can Infrastructure support high density?
Need 100% parking min. sometimes plus 20%
Still a "car" City + need parking
-Brick hose down along 16th Ave.
- Inconsistency with parking requirements + new development
-speeding issues on 16th Ave
-speed limit East side 60 but all driving 70
- Renfrew renters not doing adequate background renting issues
- need for police presence
in break ins
- in break-ins more crime sound wall opening and can use break ins
- make sidewalks narrower add more parking
- City Asset properties need more parking convert them
- More patios + greenspace
- Do not prefer wider sidewalks
-want "share" style bikes in the area
-want Car2Go parking stalls
-Can't have wide sidewalks + cycle tracks
- Sidewalks should be much more narrow
- Managed as a growth project
- City needs to lighten up + be more efficient
- Not very in support of place making.
- If business can't succeed no property taxes need business that enhance it
- Avoid clustering in the area
- Medical Clinic doesn't make it a 'destination'
E.g. Mission 4th Lots of parking Mix of tenants favour walk + park - All modes transp. like to see Edm Trail be this but has to be financial viable
Ed. Trail. Tenants clean it City plows then snow back on sidewalks for tenants
- 16th Ave crossing - Long walking lights. E.g. Mobility
Ed. Tra 16 Ave + 8 Ave - needs ped safety (paint lines)
-Retail boom potential but need more crosswalks - dangerous
Tree's cover frontage
- Watering system along 16th Broken
16th Ave Centre Planter All weeds take care of it
Costs c\ Public Realm demands are difficult - City offset costs of enhancements (property tax)
Snow clearing costs on widened sidewalks
Safe crossing for pedestrians
Traffic Flow from and to core is difficult
Balance of on-street and off street parking
Bldg maintenance standards? Should be mandated to have good clean/appearance.

Not easy access to get into A&W parking off 4th St NB
No turning lane on 4th into 16th ave West bound. Back up
getting into 4th street is a challenge, lots of uncontrolled intersection
City unable to come to an agreement with land land
Zoning allowances for diversity of businesses - less restrictive (Accupuncture)
Land use restriction do create limitations
Clarity on zoning or business allowances in the area
Set backs creating difficulty c\ use of space (parking space behind bldgs)
Set back front face of building what type of trees are planted
More Garbage Bins on Main Streets
Parking space allotment is too high - transit can offset
Build a City owned Parking to off-set need & demand on business
Development of Sait c\ density & parking is positive
Residential Density [arrow up]'s Business opp.
Low income + student housing
People living close to transportation is good for access
Plan for parking c\ development
Market the area!! as accessible without vehicle need
16th Ave Widening Positive Property Owner
Local Business not Big Box Stores
-MAX stops -16th ave development -maintaining Parks -New building look
Business + Property owner Centre + 12 Ave
Maintaining the green space is good
Transit has improved access to the area
East Village seems to be working non-vehicle
Incentive for business and development to provide parking
Widening of 16th ave to 3 lanes
Business owner
Business owner
City Interaction -Landowner -Business owner
Landlord + prop owner
I like Marquis Condo
Safe (need) pedestrian crossings esp.Ed Trail 4th Street NE
Protected Bike lanes + connectors to them
Pathways (MUP's)
Weekend parking on Edmonton Trail
Increased density younger demographic (families)
City interactions: City has created a lot more efficiency in their system. Improved from the last 5 years

City interactions: they don't clean the snow from the streets but expect homeowners to clean the sidewalks or a fine imposed. Double standard??
Main Drags where there are consolidated business. Bridgeland 1st Ave
Street Festivals
Nature Spaces "Wild" areas such as in Crescent Heights
Mixed use buildings office/retail/residential
Midfield. Mixed Residential/towns/Mid rise/ Semi D's/ Commercial + Retail. Multiple developers like all inner city
Opportunity. Innovating zoning bylaw for new ways of living. Cohousing. Room rentals. etc.
More retail businesses along the main corridor makes the area more vibrant
Good to bussing along 16th Ave/trans can (Max Orange)
Mixed use within 1 building - commercial on main + condo's on top
#1 + #2 Variety of businesses on Centre St. between 12th Ave NW + 7th Ave NW
Why is there only one exit out of this area? only 12 Ave. Everything else is shut down. is this not a security issue?
Bike lanes 8 Ave + Edmonton Tr. improved transit on 16th Ave. Shelter out
Walkability
Tigerstedt Block Development GOOD PROJECT
#1 & #2. Established Business on Centre St
More contextual guidelines for Development. RC-2, MC-2, MC-1, RCG, etc
Too much traffic across 16th Ave
Pedestrian safety is a challenge on Centre, Ed Tr. 4th
Using Renfrew as a Shortcut from other hoods to downtown
Terrible parking Ed. Trail
More bike racks along Edm tr. along bike path
Too many "massage Parlours" on Edmonton Trail & Centre St.
Transit to and from the airport. CGY=BAD (no LRT). Vancouver = Great (has LRT)
Snowy/icy sidewalks too much onus on the residents business owners to clear snow and other to report sidewalks to the city. Too ad hoc. and alleys driveways don't require clearing
Complaints about lighting to city not dealt with in timely manner by Enmax (broken streetlite)
Lighting along streets insufficient
Piling up of snowbanks on sidewalks/area in front of businesses on Centre St. + Edm. Tr. when city clear roads
Break-ins. Crime
Opportunity: clean up this area it has a very run down look and brings property value down. Looks like a sketchy part of town
Green line should go underground as Centre St. is not a wide roadway
Weekend parking on Edmonton Trail
Opportunity: Centre St. LRT should be underground in order to avoid logistical problems ie 36st NE
Fear of increased crime with greenline LRT
Walking districts that attract people

More traffic will lead to less graffiti or crime or vice versa?
Suggestions and/or opportunities from the city as to what the city would like built to help develop an area
Very rundown industrial area which affects the residential property values
Increase response time for stake holders. Enmax takes too long to design& release holds on permits
Height of RC-2 zoning People are demanding higher ceilings. we need to meet customer demand
Need to stream line Rezoning process similar to Contextual Development permits
Reduce the Advertising time for Discretionary Permits 3 weeks is too long!
Too much through traffic. It would be [illegible] to only have traffic that is interested in staying in towns
too many tickets issued in permit parking areas. Sick of getting tickets
Lane reversals on centre can be confusing esp. to visitors to the city. can cause accidents
Zoning to redevelop. Add levels to build higher buildings
Vandalism/graffiti lack of respect of property garbage everywhere
Mixed Industrial + Residential
Greenline above grade Centre St will not work due to the narrow roadway. Lack of pedestrian crosswalks/lights
Illegal parking bylaw officers require landlords to be present in order to issue tickets
Red tape - parking permits or relaxation [arrow right] discourages restaurant or retail businesses
Red tape - property owners have to appeal property tax every year to make the same point that owners have to clear up the public property/sidewalks
property owners should not be penalized or punished for graffiti
Land owners don't want set back on Centre St for the greenline as tenants will leave - no parking
Speed bumper need to be installed on 15 Ave now
online application for the guest parking is not user-friendly
some of commercial we do not provide enough parking stalls
parking is a big issue
property tax is too high
Bike path on lion Bridge need to be reviewed. take off the bike prohibited sign of the pedestrian lane
on-street parking is not enough, especially near commercial use
Hevey traffic limit to get tenants
To provide park'n ride in this area to people to downtown. (Park their cars and then take the C-train to downtown)
commercial uses south of 24 Ave to bridge on Centre St. other areas could be non-commercial
More transparency for infrastructure projects so that businesses are aware and impacts such as noise, access can be taken into account. These have a big impact on businesses
Bike lanes on main streets
more centralized parking for businesses (all main streets).

Would be good to know medium-long range plans for infrastructure improvements (10-15 years) so businesses can plan
would like to know how Green Line construction will impact streets and businesses.
more and improved sidewalks so people can walk instead of driving for shopping
At least 20 stories on Edmonton Tr. and Centre St. 24 Ave to escarpment. Allow various commercial uses such as supermarkets hotel - brings more visitors
High-rise buildings to attract more people to the area focused on edmonton Trail (up to industrial area) and Centre St @ 16 Ave
Building height changed? Sidewalk & road expanded? Density & concentration changed?
Increase density & Building Height & Land use designation along Edmonton Trail & Centre St
Centralized Parking space for commercial use
Residents living nearby mean that more people live in the area and can walk to local businesses.
more commercial in between lion centre Bridge to 16th AVE
(In Centre Street N.) How to deal with the left turn to Top 100 supermarket from downtown drive north to?
from 1518 Centre St N. parking lot drive to downtown is not easy to make a left turn
Parking Balance between business + Residential
Widening of 4th Street. regulate pedestrian crossing along 4th St at major intersections
Higher density development to increase neighbourhood population
Traffic Flow
Improve Street lights
Too auto orientated in the area.
City disallowed Tim Hortons b/c of drive thru on 16 Ave
Need relaxations for interim uses.
Challenge w/ C-COR1 not allowing auto uses on 16 Ave hard to find tenants, need relax. For interim uses
Auto orientated use restrictions are a challenge on 16 Ave.
Need a continuous strip of retail its broken up now and doesn't work
City wanted to charge \$40k for landowner to demolish building for disconnecting water.
Getting East-West as a pedestrian on Edm. Trail is dangerous.
Retail is too sparse for the pedestrian experience. More continuous. Too spread out.
C-COR has too many limitations on 16 Avenue.
Cant cross Edmonton Trail as a pedestrian
Lack of communication on Green Line RE: Station at 9 Ave
Property tax burden shifting outside of downtown
Green Line underground isnt a good idea.
Disallowing lower density. Either build to high density or you don't build.
Need to convince people that transit is something you can rely on. Calgary's network for transit works.
Parking rates are outrageous. Bridgeland Ex. of free parking. Do that in this area.
Having enough density in area to sustain business

City restricted a goodwill store b/c of truck delivery.
Sait
16 Ave. Lots of crosswalks, but slows down traffic. Dangerous more PED. overpass on 16th
Need a better relationship w/ planners to help w/ ideas
Difficult to meet w/ planners to discuss ideas. Told to refer to bylaw.
16 Avenue is too busy. Cant stop + get out. Its disjointed. Not pedestrian friendly
PEed overpass at 16 + Centre
Lots are shallow on Centre/Edmonton. Unable to redevelop
Too many tall building impact sun/shadows/pedestrian experience.
San Fran example: Central parking. Know where to park. Makes it easy encourages them to go there.
Parking - Centralized parking needed City needs to provide convenient parking.
E. convenient parking encourages people to come to the area.
More local shuttle buses to boost business from LRT stations to the area.
Medians on 16 Ave. Planters block traffic view in summer when trees get too big. Difficulty to see when turning
Parking relaxations on Edmonton Trail - Good.
Greenline coming is good
New development is encouraging pedestrian activity
Centre St. new developments with ground floor retail - good example. All should have main floor retail
Edmonton Trail Day - Good example of getting ppl. out + City support of this
High density areas - 10 storeys (Centre/16th)
Widening of 16 Ave
New development Marquis is a good example on 16th Ave
Beautification, New lamp posts on 16 Ave. Helped improve.
Lane changes on Centre works for traffic flow but not wide enough.
Brewery/redevelopment improving area
City allowing porta potties in Rotary Park
4th Street examples of traffic calming, pedestrian experience is better.
Opportunity w/ Midfield - Increased value - Decreased traffic
Better lighting + safety
Traffic light at Coop on 16th good.
17 Ave Example - w. Best Buy, Canadian Tire good parking
Only interacting when have to. Its not easy.
Pocket green spaces sprinkled throughout.
Area needs its own flavour
Density residents to support businesses
Encourage more big box Canadian Tire or Supermarket Broadway + Cambie example
Change parking to free after 4 pm.
City underground work on Centre - complaint

Vancouver parking rate is \$2
More of a destination
San Francisco friendly for shoppers. Parking included, easy to find, breakfast cafes, pedestrian friendly, benches
Bridgeland traffic calming + furniture
16th Ave developed similar to Broadway in Vancouver.
San Fran [<u>underline</u>] family orientated playgrounds.
Edmonton Ex. New developments w/ lots of parking
Wayfinding signage unique to neighbourhood ex: 17 ave historical reference
commercial/mixed-use/4-6 storeys
Mixed-use Commercial
Mixed-use commercial
Need to brand area around historical significance + celebrate it. Unique destination of choice.
Walkable areas are not super high buildings.
Share the story of the area. Create a draw uniqueness. Make it destination not a corridor. to travel thru
Celebrate enhance the connection\extension of Chinatown.
Idea for more ped overpasses improves safety + increases traffic flow.
Food trucks in parks.
All weather place for Ford trucks possible location at Midfield
Bridge story of cultural mosaic Italian, Chinese, Historical significance
Cultural planning of Centre St, Chinatown/Little Italy on Edmonton Trail.
Whats the significance of the Trans Canada here. Why. There must be a reason. Need to celebrate/explore that reason.
16 Ave need to encourage people to get out + stop
Lots of great character on Edmonton Trail
Placards to tell story of the area
Do something special at Midfield
Convenient parking to encourage people visiting.
More restaurants w/ a view in the area. River Cafe. Example.
16 Ave commercial on rooftop/Penthouse level to capitalize views of Downtown/Mountains.
BR2 to fund shuttles from LRT to area
More historical elements w/ streetscape master plan.
16 Ave is ugly needs beautification.
Confed Park needs a restaurant like River Cafe.
Yellowknife example. Pop-up restaurants in existing building in Confed Park.
Restaurant w/ a view at Sait/Jubilee
Small ind. business mix of residential + high density housing. A sense of "neighbourhood" walkability - able to do majority of your business in your own neighbourhood.
Green space shared public space
ped bridge over 16 Ave from Renfrew to Co-op

- Destination neighbrhd - More ^ small green areas together - Run down bldg/homes redone
year-round separated bike lanes
Living close to transit more mid-rise buildings near the green line zoning for hired transportation eg. taxi
1 More +15 or ped bridges for pedestrians or young families or elders. 2 more CCTV around the areas
Density vs. Height??
Density close to transit system
Increase of community based living. Cohousing Mix between condo flats + Condo towns. Community spaces/commercial
Multi-faceted businesses - businesses will need to integrate to create greater value Multi use spaces will become increasingly important
Residential density increased near "main" streets ED Trail + Centre St.
Eventually no private cars or parking.
More assisted living
Get rid of Greenview Industrial Redevelop from scratch
How will Autonomous vehicles affect this plan? Will people still own? Will car share (Car2go) become more prevalent.
Each neighbourhood (or area) needs a Marda Loop/Bridgeland type set up.
North Hill (Sears) w/ higher density
Utilize river valley we have (Access through NH communities)
More central community space (hubs) "space for gathering (Crescent Heights)
Discourage empty lots in Centre St. 16 Ave.
Different building types close to Centre St.
bottle neck w/ traffic calming on 4th Street
Density along Centre & mixed use & Edmonton Trail
10 St. congested no commercial/no bike lane not enough space (not on road)
Use Edmonton trail better more commercial
Density a close to transit & stations
Density/use better use north of 16th Avenue
Centre st twice as wide as now for cars
Seating along Centre st.
Under utilized green spaces a lot of use of spaces perks if you increase density
Downtown core: enacted policy to change use w/o going through full DP process.
Diversity of character inside communities
mixed density diversity within the neighbourhoods
Berlin tore down their wall, maybe someday Rosedale will too!
Focus on key sections of 16 Avenue Centre, SAIT, North Hill
Be comprehensive not just on MS mixed use - multi
Allow height & biz don't make everything don't make everything multi/mix an exception from the status quo allow more commercial discretion transfer height/densify
More communism in planning here than back in China

Surface LRT may make Centre St challenging; may push interest to Ed Trail & 4 St
Don't be so afraid of shadows & building height [right arrow] allow the market to respond to demand
Need more education on need for density to support retail, transit, etc...
Need more support for vulnerable people; can create big challenges esp substance abuse links w transit - fare enforcement?
Parking management is a challenge resident permits can impact businesses and is underpriced
Communicate upside of density & redevelopment to landowners
Watch out for 4 plexes that reduce density allow transfers of density
Rowhouses are great, but not enough density
Low green space; keep every one, but invest in them as density increases
Most parks are amenity poor outdated
As density & property taxes increase, reinvest in local parks people want their taxes to fund local improvements parking-funded?
16 Ave will always be a challenge for mixed use
Be careful about forcing mixed use when it may not work
Need wider sidewalks need to feel safe
16 Ave sidewalks were an unfinished afterthought mix of concrete & asphalt - not pet friendly - consider off peak curb parking
Park by Ed Trail is challenging fast cars retail back of house dated/tired - needs RRFB or
Allow off peak (at least) curb parking on 16th & all other main streets
Parks in general are dated, tired & need investment to become attractive destination
Learn from the past 16 AVE development failure!!! Parking on the 16 Ave.
Support the good stuff happening on Edmonton Trail family friendly - good mix of resdo & retail
layers Vertical Traffic Up In the sky underground
Think about how to support small business, especially connected w/ transit
Provide seamless connections between transit and retail especially at 16/Centre
Combine civic facilities w/ dev't parking underground eg North Hill - Shanghai
Look at Poland for examples for 28 & 40 stations Integrate transit & retail
Be more broad about allowing density beyond main streets
Retail required - active frontages on the main streets incl live/work & ground floor in to avoid dead space, think long term
Take advantage of opportunities for businesses foot traffic SAIT, transit
North Hill Mall Sait Midfield Mobile
SAIT is a big anchor, capitalize on it focus on the blocks across from SAIT
17 Avenue development has been positive result of 16 Ave plan - do more of this
Educate the local public
Confed park is a jewel, esp. because safe from cars
Ticket checker
Traffic Ctrain & drug addicts

Need to encourage & support new development so that things are more vibrant & big city not 1980s policy
Newer development has been higher quality Replacing old buildings has been +
The more we resist density, the higher out property taxes to fund that infra
Increased interest in rental
Learn from Jasper Ave Whyte Ave Yonge St 17 Ave 10/Kensington
Think beyond the Main Streets for residential options
in 2008 16 Ave business/dev't perspective wasn't a focus economic viability
There is a market for small-scale mixed use, not just on the main streets
Higher density along 16 (Peter's drive-in near SAIT)
Encourage families, people w/o the congestion
Maximize land use
Widening 16th better now for traffic
Green space is good (dog park)
Happy residents Equals happy busy business Happy resident by transportation
People [illegible] naturally if it is flexible
Rent is cheap & helps business owners. (Old Buildings)
more side-walks (wide) Pedestrian + strollers)
more local support from Community Assoc.
Turning lane on 8th Street help business but messy access to go in & out
Business like street parking on-street maintain parking
TUXEDO sport related activities that attracts families
Easy access to everything increase property value
Walking area, trees, wide sidewalks
Old/strong communities that support the business (south of 16 Ave)
London UK East London Ethnic Vibrant 90% because density population
Highland Park is high & nice scenery
Center St as wide as 16th. more parking wider street
Smaller store front size, same [illegible] businesses (Centre St.)
Transport good (bus) + airport route (Centre St.)
Traffic Better than Center St. (Edmonton Trail)
(Centre St) Asian area commerce/temples +Italian Ethnic/Diversity
Diverse tenant mix. Drop kid @ art class & go groceries shopping (4th a bit)
10 st as mainstreet (more than 4th) major artery
City interaction thrag DP, zoning
Feels like waste of time 3-month process
Red tape for business owners
looking for return on investment, establish business as quick as possible
long response time
one-week notice w/ wrong date & no effort in correcting mistake

no ability to talk to someone
First time hearing Mainstreet
good engagement
Completely one-sided interaction. Fair manner to deal w/ planning not @ discretion of planner
City is not a good neighbour
It is who you know in the City that makes difference in getting permits
Not fair entrepreneurs vs. City and how each side thinks.
16th Av City makes it hard to build building in empty lots because of restriction (development in 17 Av)
Cheaper to have an empty/dumpty lot than having a building
Cars fighting w/ bikes for space
Bike riding on sidewalk because snow pushed to their row
Why so many empty/vacant spaces in 16 Av.
One hand doesn't know what the other is doing parking vs. planning
27th Ave & Centre St. become parking lot when unused
Building are ugly & empty lots on Center St & 16 Av.
Planter on 16 Av too high can see small cars (need to bud cut)
No good North/South access Can't magic space into Centre St
Centre St. blocked in Beddington (bus) no direct access to airport
Time stretched out - means cost increases and opportunity to do planter, low cost rent disappear
Paternalistic municipality major & Council (they know what is best)
Occupancy permit stalled by signing. No respect.
Restrictive land use/zoning City become roadblock
Businesses can give access to all stakeholder right now so need to decide (pedestrian friendly vs. car)
Bylaw: graffiti all the time & need to respond to it quickly (bad/disrespectful) [illegible]/ticketing
Conflicting messages: incentivising transportation but asking owners for parking
Leasing out challenges 6-8 months to change zoning
business can respond to trends (work/live spaces) because zoning process is not helpful
Red tape: no-one available to explain what is going on.
Disconnect between market & what can be done
Closing cost relocation cost time required
Having under ground parking more expensive & DC zoning restrictions
16 Av Snow pushed from road to sidewalk all the way to business door (how does that help pedestrian)
Innovation is not possible because City wasn't allow it because zoning
Pedestrian safety Cars too fast
Parking lots have disappeared around 16 Av.
Dead trees every year need to plant new ones (take it out & wide sidewalk)
Pedestrians are forced to jaywalk to access businesses

Find tenant based on existing use. To make it work Starbucks to Chirop.
Price of land as business you need to fee there is an incentive to make investment (time, credit, etc.)
Treated as major corridor (Centre St). no access for local residents high speed/pedestrian in danger
disconnect between City & SMALL business (financial understand)
Clearly state w/ business get as incentive as part of zoning requirements
(ACCESS ISSUES) Recourse, revisit opportunities to help business thrive that look @ what was planned ahead (10-years) but no use flow
Red tape: 4 meeting w/ planning to even figure it out. But business already incurring costs.
Public lots for parking gone, not good for business not one developed
As business person time is literally money. City doesn't understand that
Opening a business & looking at requirements & time required to review are long