



# Winston Heights Village Concept Plan

Stakeholder Report Back: What We Heard

Phase 1b: November 2019

## Project Overview

The City of Calgary's Real Estate & Development Services business unit (RE&DS) is creating a Concept Plan for the future Winston Heights Village, 22 acres of land on the corner of 16 Avenue N.E. and Moncton Road N.E. The policy direction for this large parcel of land was originally conceived in 2006 with the approved [Winston Heights/Mountview Area Redevelopment Plan](#). The area is also part of, and will align with, the [North Hill Communities Local Growth Planning](#) exercise.

The vision for this redevelopment includes a medium-density, mixed-use village with:

- A mix of housing options for a range of economic groups, including affordable housing
- A variety of development opportunities, including commercial amenities
- High-quality urban design and sustainable principles of development
- Public open space amenities and strong connectivity to adjacent neighbourhoods

By virtue of location, proximity to key destinations and historical legacy, the site provides an opportunity to:

- Create an iconic gateway into Calgary along Highway 1 (16 Avenue N.E.)
- Promote inclusive and accessible development
- Exemplify The City's commitment to sustainability, resilience and addressing climate change
- Develop a transit-supportive development for the MAX Orange line
- Create broader community benefits through connections with adjacent communities, open spaces and commercial amenities

## Engagement Overview

Public engagement is critical to the success of this concept planning process. The City of Calgary and all partners involved in this project are committed to listening to, learning from and engaging interested citizens and all impacted stakeholder groups, including residents, property owners, adjacent businesses and neighbouring groups and organizations, in planning the future of this area.

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The following approach has been designed to support iterative, inclusive and meaningful engagement:



In Phase 1a, the project team sought input to help develop initial concept plan options. The public were invited to provide their input at a public open house/workshop on October 1, 2019 at the Renfrew Community Hall and online from October 1 – 15, 2019.

There were two distinct but inter-related engagement activities within Phase 1b. On November 4, 2019, the project team presented three possible design alternatives and actively evaluated and refined them with the community in a two-hour workshop. At a second community workshop on November 7, 2019, the project team presented a preferred plan – informed by the input gathered at the earlier workshop - and again worked with the community to identify what people liked and disliked, and to document ideas and suggestions for further refinement.

This report contains both summary and verbatim documentation of the input gathered at both November workshops.

For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.

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

## Next Steps

The project team will use the input collected at the Phase 1b workshops to further refine the preferred plan. The final plan that will be submitted to the Corporate Planning Applications Group (CPAG) will be shared with the public at an open house on December 11, 2019.



## Summary of Input: Phase 1b – Workshop #1 (November 4, 2019)

### What We Asked

The first of two Phase 1b community workshops was held at the Renfrew Community Hall on Monday, November 4, 2019. The project and design team presented participants with three framework alternatives for the Winston Heights Village site that provided different approaches to street and block layouts, and a few possibilities on how to address site constraints.

Through collaborative table discussions, facilitated and documented by members of the project and design team, participants were asked to consider the following questions:

- What are the positive aspects of each framework alternative, considering design principles such as walkability and urban character?
- What are the negative aspects of each framework alternative, considering design principles such as walkability and urban character?
- What additional elements should be considered for each framework alternative?

Participants were also asked to complete an event evaluation form to gauge satisfaction with the workshop and provide an additional opportunity for submitting feedback to the project team.

### What We Heard

49 community members attended the workshop on November 4, 2019 and 31 evaluation forms were submitted. The feedback generated through the table discussions was collected by the table facilitators on flipcharts, with some notes also being marked on hard copy illustrations of the framework alternatives.

The discussion notes collected by the table facilitators position the Moncton Place alternative as being the preferred framework. Participants liked the traffic calming potential of the road network, as well as the community and public spaces integrated into the site.

In addition to comments on the framework alternatives, participants continued to emphasize the need to reduce the impact of traffic in the area, especially on Moncton Road N.E. and 17 Avenue N.E., and expressed concerns that the development would add congestion. The need for an improved pedestrian crossing across 16 Avenue N.E. was also a frequently heard sentiment.

A list of the discussion notes as collected by the table facilitators can be found on [page 14](#).



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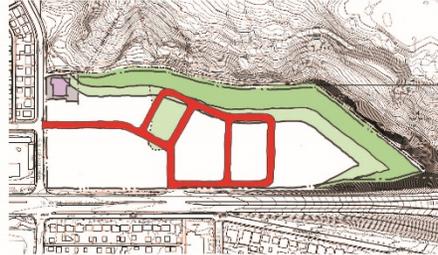
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## Mountview Square Alternative



**Site Constraints**



**Streets**



**Block Layout**



**Framework Plan**

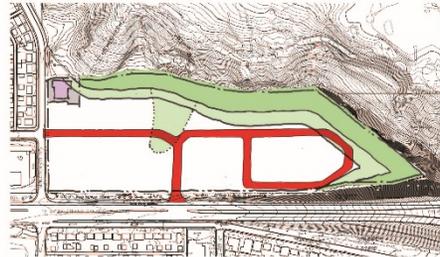
The most prominent theme for comments regarding the Mountview Square alternative was a dislike of the road surrounding the park square. Some participants liked the neighbourhood organization and open spaces/courtyards, while others thought the walkability could be improved.



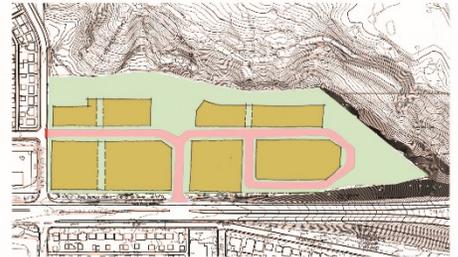
## High Street Alternative



**Site Constraints**



**Streets**



**Block Layout**



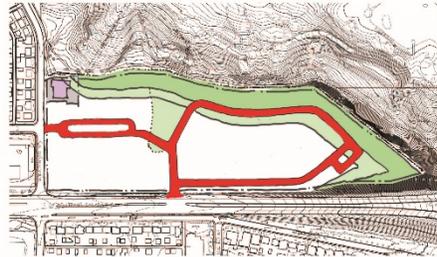
**Framework Plan**

When considering the High Street alternative, participants liked the residential homes backing onto the escarpment, as well as the approach to the commercial/retail space. There were mixed opinions about angled street parking, and many participants felt that the walkability of this alternative could be improved.

## Moncton Place Alternative



Site Constraints



Streets



Block Layout



Framework Plan

Participants identified the Moncton Place alternative as the preferred framework. In general, they felt that the road network would best mitigate cut-through traffic. Some participants liked the open parking lot in the northwest portion of the site, while others felt it was not a good use of the view of the escarpment.

## Comment Forms

The City of Calgary is committed to providing meaningful and appropriate engagement activities for the community and interested stakeholders. An event evaluation form was distributed at the workshop to gauge participants' satisfaction with the engagement process and the session itself, and to collect any 'lessons learned' through which to improve future sessions. The form also gave participants the opportunity to share written feedback with the project team, which provided an alternate means of contributing feedback.

A summary of the comment forms is provided below.

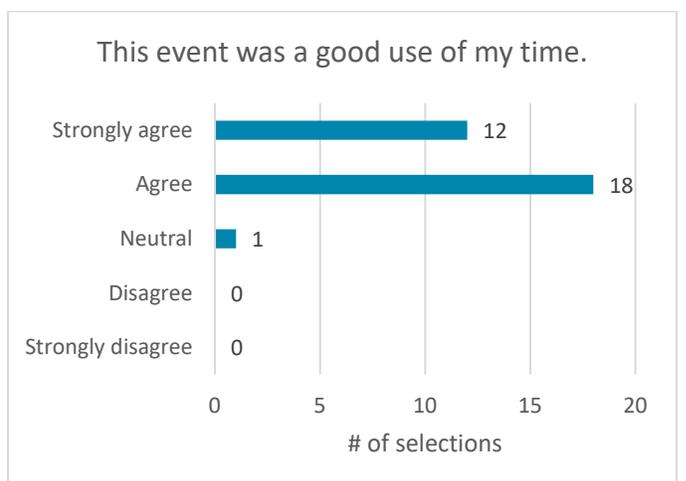
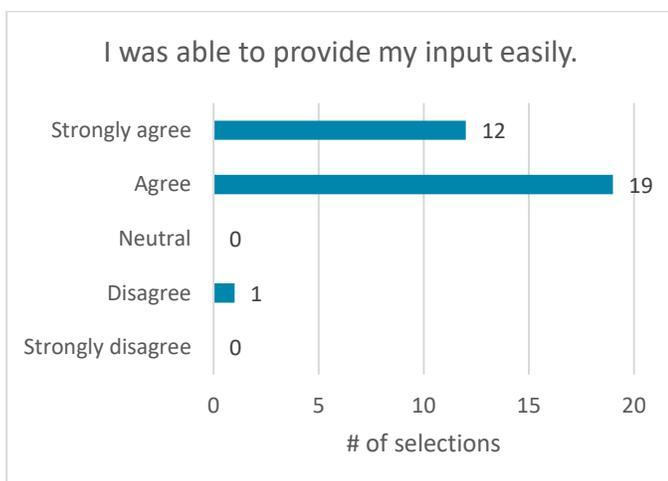
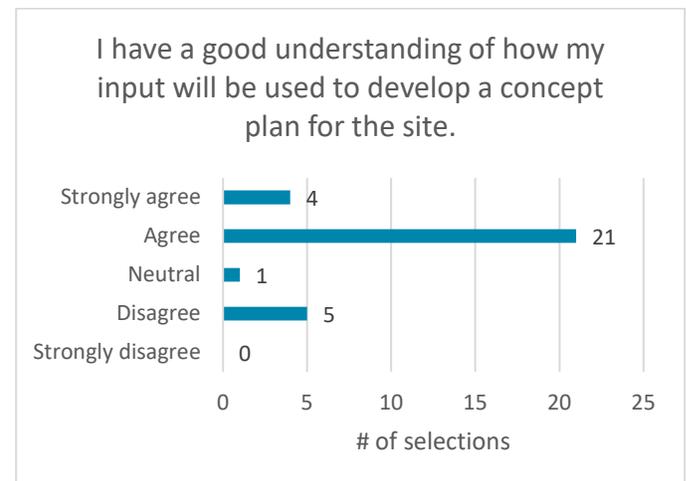
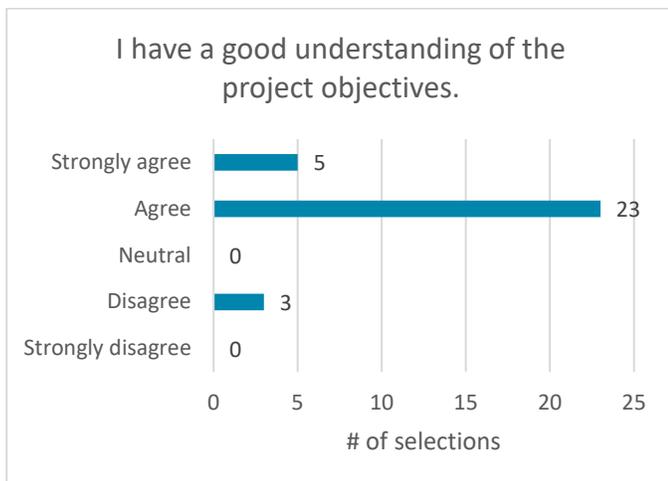
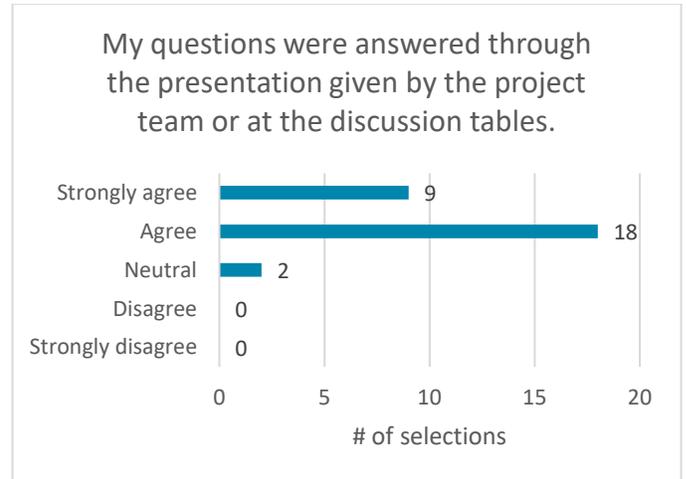
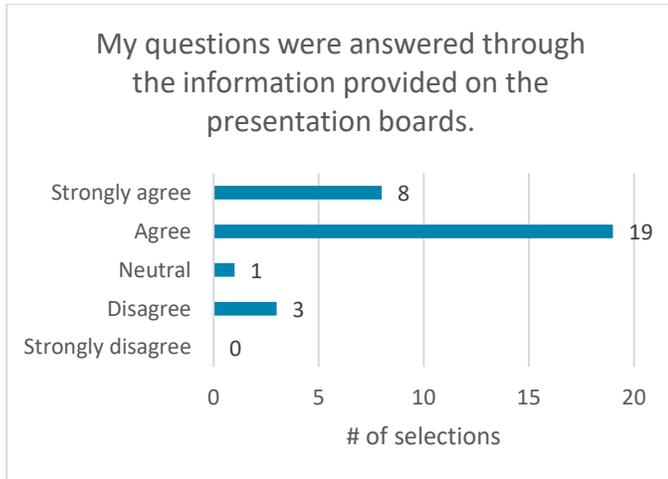


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Please circle your level of agreement with the following statements.

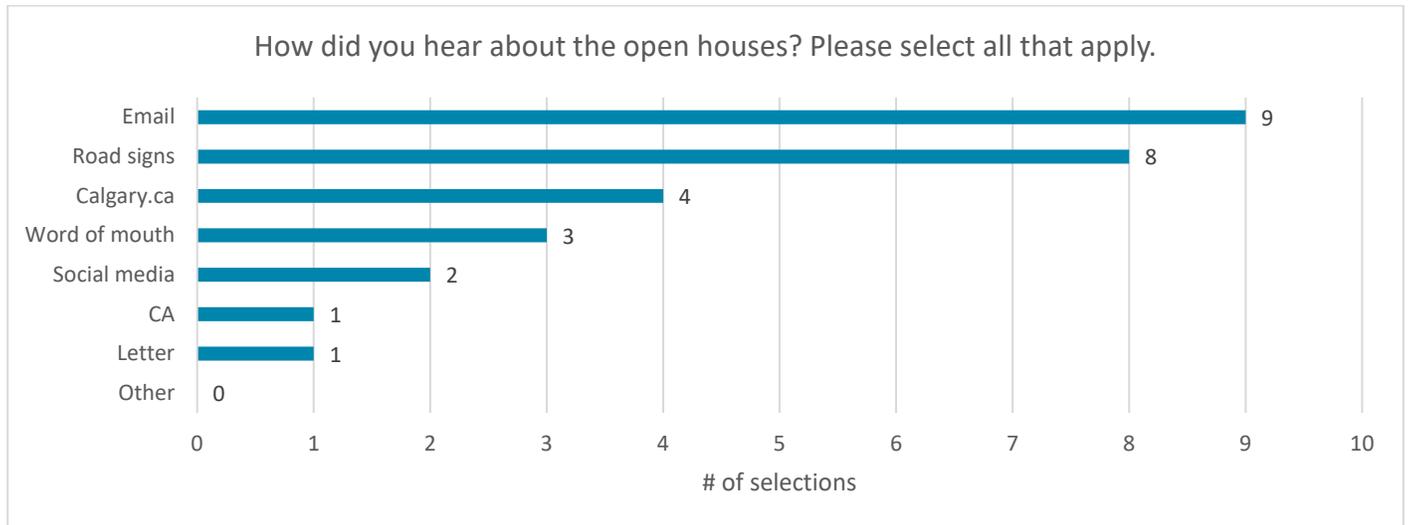




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## Do you have any comments you would like to share with the project team about this event?

Five responses expressed appreciation for the opportunity to provide input and satisfaction with the engagement process, while one response expressed concern that decisions have already been made and community feedback would not be heard or used. Other comments were about the project itself, including the often-heard concern about added traffic congestion. Some comments were in support of keeping the EMS station on site and one person identified that many pertinent details are still unknown, including information about developers, traffic plans and housing.

## Do you have any additional comments or ideas you would like to share about the planning for the future Winston Heights Village?

Three responses expressed concern over traffic congestion and two responses suggested changing the name of the site. The rest of the responses were on a variety of topics, including parking, lighting, site views, engaging 25 – 35 year olds, park/green space, affordable/low-income housing, building height, target density, and questions about who makes the final design decisions and the weight of community input.

The verbatim responses to these questions can be found on [page 20](#).

## Summary of Input: Phase 1b – Workshop #2 (November 7, 2019)

The second of two Phase 1b community workshops was held at the Renfrew Community Hall on Thursday, November 7, 2019. The design team presented what was heard in the November 4, 2019 workshop and how it was used to develop a preferred concept plan. Following a presentation about the preferred concept plan, participants were organized into table groups where they engaged in facilitated conversations about the plan elements.

### What We Asked

At the start of the workshop, the design team shared an overview of what was heard at the previous session and presented a single preferred option that reflected the input received and represented the positive aspects of the three alternatives put forward previously.

### Illustrative Plan



The project team also showed options for how the west end of the development could interact with 16 Avenue N.E.

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The facilitated conversations were structured to solicit feedback and response to the specific options identified in the presentation and to the overall preferred concept (*illustrative*) plan (above). The table groups focused on the following questions:

- What do you like/not like about the plan?
- What other ideas do you have?
- Provide feedback on the alternatives provided for how the development faces 16 Avenue N.E.

The session ended with a final question being put to the table groups relating to the name of the development. The project team shared that 'Winston Heights Village' is simply the working name assigned to the project, and that it could be subject to change. Each table was asked to brainstorm three alternate names and share them in their report back to the larger group.

## What We Heard

Thirty community members attended the two-and-a-half-hour workshop, and 14 comment forms were collected. The input provided through the table conversations was captured by the table facilitators on flipcharts, with some notes also being marked on the hard copy illustrations provided. The approach to the conversations varied from group to group, as did the manner and detail in which the information was captured.

In terms of what participants liked about the preferred option, the proposed approach to parks & open space and how pathways were integrated into the design was mentioned repeatedly. There was some positive response to the dual pathway, the central park and to the park amenity at the point. The townhouse frontage was appealing to some, as was keeping the mature trees, and the proposed road network drew some appreciative mentions.

In terms of what participants disliked or found concerning about the preferred option, traffic concerns remained high on the list. Overflow parking, vehicles cutting through from 16<sup>th</sup> Avenue and the traffic resulting from the addition of commercial businesses, were some of the specific concerns documented. The height of the proposed development drew some dislikes and concern, with multiple mentions of it being too high. Density caused concern for some and some shared that they found the townhouses in the middle section of the preferred plan to be too compact.

A large portion of the input collected is comprised of suggestions to further refine the preferred option. There were many mentions of wanting more and larger park space, more park amenities (playground, community garden, rain garden, skatepark, dog park, pathway lighting, etc.), and stairs connecting the community down into the river valley. Maintaining a human scale was mentioned repeatedly, as was incorporating higher density. Many of the suggestions on how to approach the residential aspect of the preferred option were focused on the needs of seniors – incorporating affordable and supportive senior housing, building seniors housing close to retail and to transit on 16 Avenue, and promoting initiatives like co-ops, co-housing and intergenerational residences.



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The table groups also brainstormed a list of alternate names for the development that they would like considered. The names put forward through this exercise were:

- Winston Heights Village (x 2)
- Regal Point View (x 2)
- Midfield Village (x 2)
- Midfield Park (x 2)
- Elk Point (x 2)
- Deerfoot's Paw
- Deadman's Point
- Aviation Point Three
- Winston Point/Mountview Point
- Moncton Heights View
- The Point on TransCanada
- Winston Pointe
- Moncton Pointe
- Point View Village
- Mountain View Village

In addition to the list of names put forward, participants also shared some general suggestions for the project team to consider when deciding on a name for the development. There were multiple mentions of the aviation history of the area (including that around pilot Katherine Stinson), as well as the history associated with both the Regal Golf Club and the original farm owner. A veterans' theme, the need for first nations consultation and using a theme to name the roads were other ideas or suggestions captured through this exercise.

A list of the discussion notes as collected by the table facilitators can be found on [page 21](#).

## Comment Forms

The City of Calgary is committed to providing meaningful and appropriate engagement activities for the community and interested stakeholders. An event evaluation form was distributed at the workshop to gauge participants' satisfaction with the engagement process and the session itself, and to collect any 'lessons learned' through which to improve future sessions. The form also gave participants the opportunity to share written feedback with the project team, which provided an alternate means of contributing feedback.

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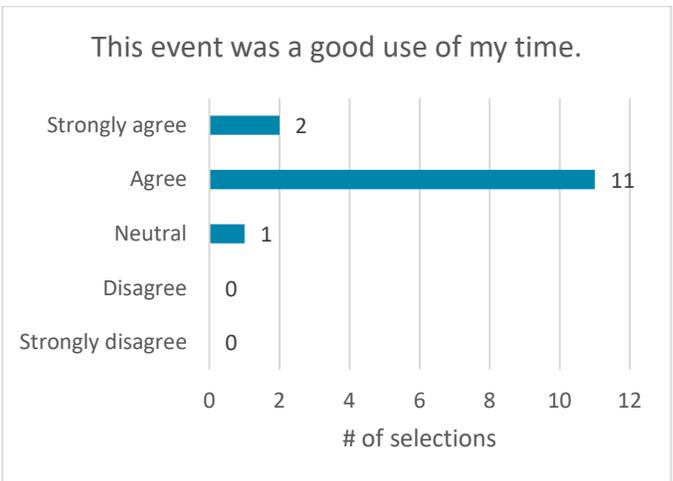
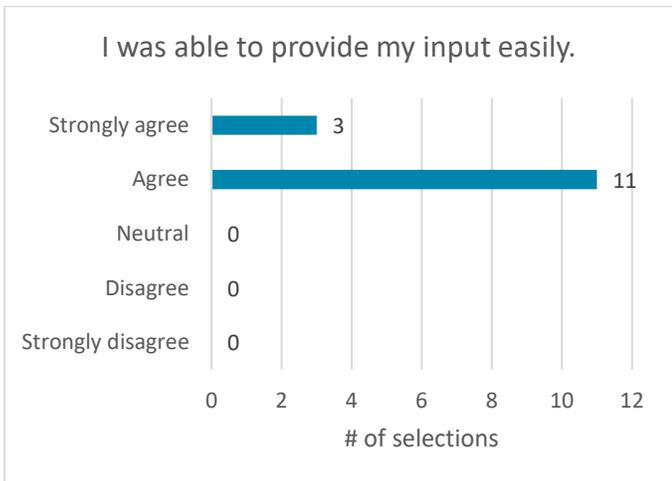
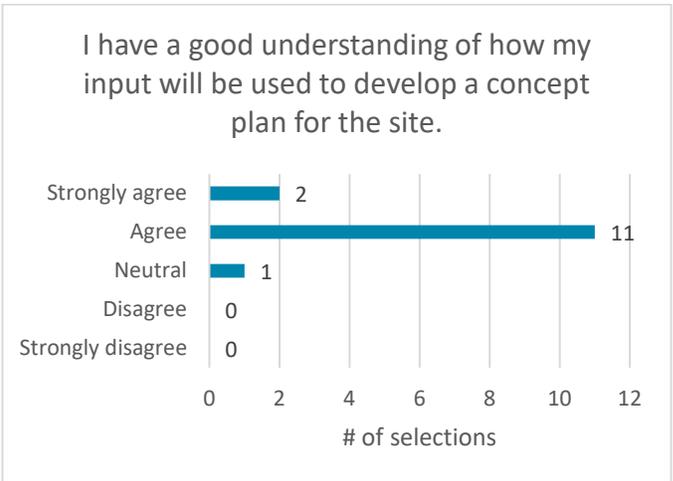
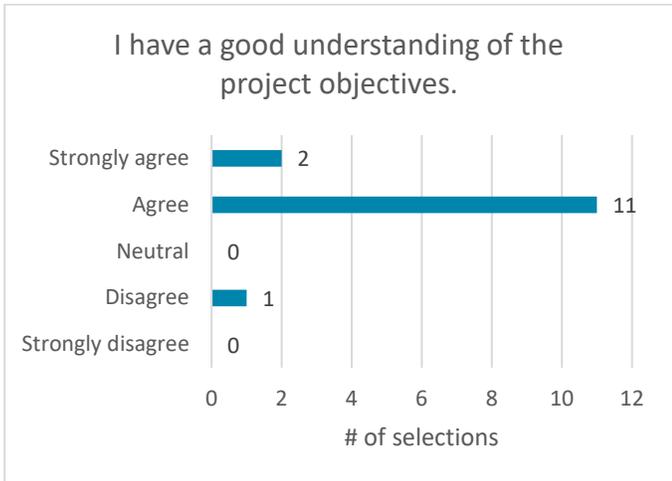
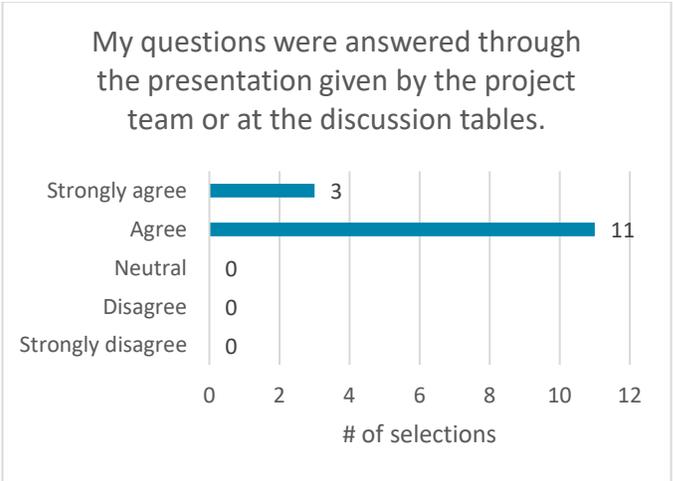
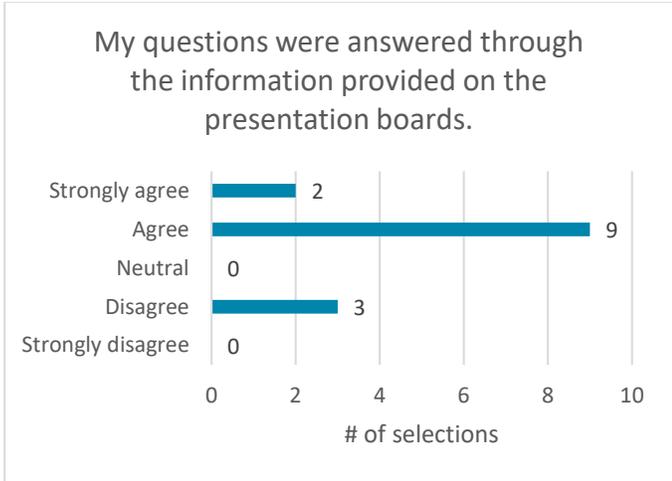


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Please circle your level of agreement with the following statements.

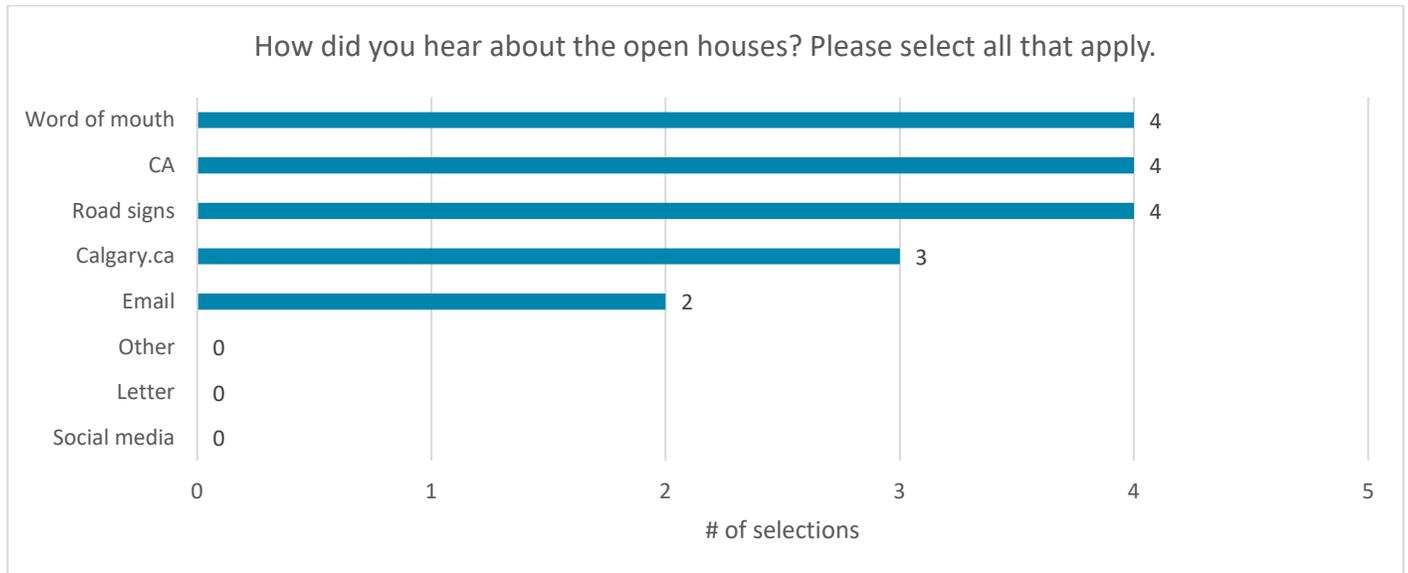




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## Do you have any comments you would like to share with the project team about this event?

There were only three comments submitted to this question that were in reference to the event itself, and they included how a latecomer was confused/unaware of the process, the sentiment that a half-hour presentation is not a good use of an engagement session and a request to ensure that all voices, beyond that of the most vocal participant, are sought. Event-related comments collected elsewhere included the suggestion that the project team engage more young people in the process and that consultation with the Fanning Centre and the First Nations communities should be considered. One comment made expressed a sense of disconnect between this session and the October 1 session.

## Do you have any additional comments or ideas you would like to share about the planning for the future Winston Heights Village?

The additional comments or ideas submitted relating to the future Winston Heights Village were wide-ranging and mirrored many of the comments collected through the table discussions. Density, traffic and parking concerns, the importance of seniors housing, keeping development to a moderate height and the development of community gardens, porous landscaping and multi-use open spaces, were all mentioned. Some felt that the design was too restrictive and there was a question about the vetting process and the need to ensure professional and competent builders. One comment submitted suggested a traditional development process in which The City would set the parameters and this work would be done by developers.

The verbatim responses to these questions can be found on [page 27](#).



## Verbatim Responses

### Phase 1b – Workshop #1 (November 4, 2019)

#### Table Discussions

The following is the input collected through the table conversations at the November 4, 2019 workshop. This information reflects participants' comments to the best of the notetakers' ability. Some comments were clearly marked with the framework alternative they referred to, but many were not clearly assigned.

Alternative	Comment
High Street	Prefer high street alternative
	Like houses with views to the escarpment
	<ul style="list-style-type: none"> <li>• High street/retail</li> <li>• Don't like excessive buildings</li> <li>• More townhouses</li> <li>• Private towns 50/50</li> </ul>
	<ul style="list-style-type: none"> <li>• Add trailhead base</li> <li>• Combination of Mountainview sq. High St. Would be ideal</li> </ul>
	High Street option for commercial options
	High Street like that it uses the ridge for higher end residential opportunity
	Good park space on ridge
	Don't like angle parking at 17 Ave entrance
	More cohesive
	Higher end homes on ridge/like towns
	Not as walkable
	2-way traffic cuts down on pedestrian ability
	Pub at the point
	Can you do pedestrian only streets
	Like commercial
	Angle parking
	Like 'townhouses' on the edge
	Park is more 'isolated'
	Some like angled parking - some not
	Like traffic calming potential for angled parking
	Design feels somewhat 'divisive'
	Enough sun on the south side
	Some don't like the townhouses along the park
Like retail/shops	



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	<ul style="list-style-type: none"> <li>• Too many alternative uses other than residential</li> <li>• Too much non residential uses &amp; too much traffic</li> </ul>
	<ul style="list-style-type: none"> <li>• Parking access for retail</li> <li>• "Marda Loop"</li> <li>• "Inglewood"</li> <li>• Park visits</li> </ul>
Moncton Place	Really like oval park to be put in concept 2 (slows traffic)
	Do not like parking backing onto escarpment
	Higher density (if necessary) towards 16th Ave.
	<ul style="list-style-type: none"> <li>• More small cafes along the trail.</li> <li>• Light structural shells.</li> </ul>
	Moncton place liked for parking and central public space - Tompkins Park idea
	Parking lot interface on Moncton Place option adjacent to open space
	Moncton Place linear greens - feels tight
	Moncton Place central space to include amenities to create an active space - such as pop up markets
	Good park space
	Nice park entrance with one way
	Towns orientation have no view
	Like the surface parking area for commercial/park areas
	Like roadways of concept 3 to be put in concept 2
	Like 2 tier park add to concept 2
	Angle parking - feels more neighbourhood-esque Natural calming solution
	Making public space accessible - no gating
	Make as much mix of housing types - bring people out onto the street
	Can we step back to prevent shadows on public space? - look at bldgs on Bow River
	Keep elms
	EMS relocated within neigh.
	Traffic up
	Diverse housing - co-housing, coop housing
	Is the east side oriented correctly (all views are internalized)
	Like the 'distinctive' building on the point
	Like the 'community element' - gather point - 'meeting place'
	Mixed opinions on the 'one-ways'
	No big parking lot
	View to the parking lot??
	Seems segmented
	Favourite



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	Seems to control traffic best
	Calming measures
	Ground floor retail/small is good
	2 tiered park
	Like less retail
	Protect escarpment
	2 'zones' - res & non-res
	Like more 'formal' playground
	Favourite
	Moncton place alternative is preferred <ul style="list-style-type: none"> <li>• Provides good community street with commercial</li> </ul>
	Plan should discourage cut-throughs by slowing cars down. Moncton Pl one-way park looks like it'd do that.
	Moncton Place is preferred framework
	Like opportunity for public space @ middle and how it slows traffic through the site.
	Add more community stuff in rest of site
	Neighbourhoods within site to cater to different kinds of people (seniors, families, diners, etc...)
	Like public nature of road and escarpment
	Parks as chance for seasonal activities and community events - pool/skating, curling, winter activities
	Brewery
Mountview Square	Do not like road all around the park
	High Street - retail looks cool & inviting Mountain View - square is nice too *combine them*
	1 good with higher end homes
	Square option likes community orientation & courtyards <ul style="list-style-type: none"> <li>• Less streets\ - courtyard public/semi public open space</li> </ul>
	Square option with more residential on Moncton/17th
	Square option - street surrounding parks
	Walkability <ul style="list-style-type: none"> <li>• Higher walkability</li> <li>• More streets to discover</li> </ul>
	Segmented
	Not cohesive
	Park space circled by road is not good
	Residential facing neighbourhood
	Don't want to look at wall of condos & retail
	Weakness - road around park



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	Slower traffic [on Moncton Road]
	Better pedestrian access across 16th
	Full all way lights [secondary access]
	Like road around the park
	Keep residential to east of Midfield entry
	Like the neighborhood organization of the east end of the site & openness of the clusters
	Consider some small commercial at first segment from 17th/with 'walkability'
	Incorporate some of the 'High Street' idea - feels more walkable/safer
	Mountview Square intersection is better
	Mountview Square - too much flow - too much like Marda Loop
	Don't like road around park in alt 1
	Alt 1 looks like a cut-through. 3 is more successful
	Don't like park road
Unassigned	Use underground parking
	Open space system
	Like 2 trail system
	Traffic it will add <ul style="list-style-type: none"> <li>• Discourage traffic to Moncton</li> <li>• Take parking off Moncton - 4 lanes</li> </ul>
	Provide in open space: <ul style="list-style-type: none"> <li>• Tennis courts</li> <li>• Pickle ball</li> <li>• Basketball</li> </ul>
	Retail: <ul style="list-style-type: none"> <li>• No big grocery store - but organic store</li> <li>• Microbrewery, liquor store</li> </ul>
	<ul style="list-style-type: none"> <li>• Cluster high density &amp; leave more space</li> <li>• Density along 16 Ave</li> </ul>
	<ul style="list-style-type: none"> <li>• Move a 'high street' where the retail is, like in #2</li> <li>• Keep the townhouses like in the #1, no one likes a north backyard</li> <li>• Local traffic &amp; services</li> </ul>
	Triangle cul-de-sacs at end seem odd
	One way - uncertain as to how it will be navigated
	16th Ave Intersection Design
	Frontage parking on 16th Ave
	Outdoor patios - focal points at the parks, outdoor gyms
	Create end triangle as more attractive/useable - interactive art/play
	Pathways - like secondary pathway to the existing



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Consider stairs for the connection at triangle
Prefer one way streets
Can you add foot path only streets, pedestrian only streets
17th Avenue is a cut through because of traffic on 16th Ave
Synchronized lights on 16th Ave
Missing coffee shops in our corner, no ice cream shop for our kids to walk to
Great view
Issue could bring more traffic to Moncton & 17th Ave
Want more mix of housing & mix of incomes
Use the property and get taxes
Will the density create issues for AHS/EMS to get out of site
Could EMS move south of 17 Ave
Density on 16th Ave
Make it an attractive commercial and active high street
Leverage the oval park
Consider pedestrian only streets
Add pedestrian trail loop around the site
Coffee shops & retail & bike shop & ice cream shop (no big retail) add pub - but need parking considered
Want diversity-planned (low & high-density very mixed)
Add daycare
Encourage families - think about housing product size (bigger)
Mixed incomes
The point - benches, lighthouse with bar on top, take advantage of the point
Social program of parks
Like roads of Moncton but with High Street Plan - one ways
Moving people in & out of area is extremely front of mind
Look @ traffic very carefully - specifically in surround communities
Make intersection of 16th & Moncton more pedestrian friendly <ul style="list-style-type: none"> <li>• Safety</li> <li>• Pedestrian refuge</li> </ul>
Look at how cars are loading out of development @ Moncton & 17 <sup>th</sup> <ul style="list-style-type: none"> <li>• Eliminate parking on Moncton between 16th &amp; 17th</li> </ul>
Limit traffic through Moncton & encourage traffic @ 16th
Has city considered affordable housing incorporated: <ul style="list-style-type: none"> <li>• Habitat</li> <li>• Co housing</li> <li>• Respect the history of the site</li> <li>• Co-op housing Edmonton Trail - Prairie Sky</li> </ul>



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Universal design
Diverse ages as well as diverse access
Be aware of commercial loading & service fronting residential
Treatment of public space <ul style="list-style-type: none"> <li>• No fence/gated community</li> <li>• Art space</li> <li>• Place for farmers markets/food trucks</li> <li>• Bring open space into community</li> <li>• Performing arts</li> <li>• Point as a feature element</li> <li>• Good that road is far from edge</li> <li>• Make park/water feature @ the point</li> <li>• Public washrooms &amp; tourist info centre</li> </ul>
Parks <ul style="list-style-type: none"> <li>• Garbage cans &amp; benches</li> <li>• Use vegetation to fortify edge &amp; stabilize slope</li> </ul>
Strength of neighborhood <ul style="list-style-type: none"> <li>• Cross-cultural, cross-income, social cohesion that comes from diverse people, diverse housing &amp; diverse incomes</li> </ul>
Not sure about the one-ways
Take the good parts of each & combine
Senior housing, affordable housing - a diverse mix
Maximize views to park
No 'cookie cutter' gentrified solutions please
Calm 17th first
One-way 17th
Focus traffic out of site onto 16th
Another set of lights on 16th
Not another grocery store
Whichever concept has most vibrancy
No Tim Hortons - local!
All concepts are not considering Moncton Road traffic through to 8th & 7th
No retail & no office
Worry about the retail/worry about office space
Situation where business fails - if market isn't great
3D concepts
Traffic calming on Moncton Rd & then onto 8th St.
Future parking on Moncton with retail & increased residential density
Buy hotel!
Increase density & then crossing 16th Ave - maybe a pedestrian bridge
See data on car accidents



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	How many people lived in trailer park?
	Need family units here - concern over current trend of small units/no kids (neighborhood has good schools & family amenities)
	Is an overpass a good solution to crossing 16th? Need to do what we can to create a better crossing of 16th
	See distillery district in Toronto for pedestrian example
	16th Ave noise isn't a huge issue other than EMS sirens. (resident lives on 18th)
	Don't think light @ new intersection is good idea
	Create a reason for the larger community to use more of the site (into the east side - not just new residents). Things like games, coffee, chess, seasonal activities (Christmas tree, ice sculpture), picnic areas (pizza oven?), wading pool to skating rink
	Manage rush-hour traffic at 17th/Moncton
	Reconsider the neighbourhood A.R.P. - feel it's outdated and doesn't represent residents.

## Comment Forms

<b>Do you have any comments you would like to share with the project team about this event?</b>
Feel consultation is very well done, process is clear. Keep the good work.
It seems that a lot of the issues from the Oct. Session were kind of ignored. Traffic is the biggest issue. Many people feel that our words will go unheard, the city has already decided. We need to feel that our input will actually be used.
Please consider traffic problems on Moncton & 17 Ave.
Please don't take away our EMS station.
Our questions/answers may depend more on so many unknowns. One developer/many etc. Traffic plans - diversity of housing
Please no retail. It will increase too much congestion. We already have too many traffic issue.
Please do consider increased traffic flow in the community North of the development. There is already a lot of cut through traffic on 17 Ave and up 7th & 8th Streets leading to 24 Ave and ultimately 6 St.
<ul style="list-style-type: none"> <li>You still need to address traffic calming for Moncton Road thru to 8th to 7th Street (by Victory Park playground) through to 6th St.</li> <li>You need to have a specific section on traffic flow.</li> </ul>
<p>Keep it up</p> <ul style="list-style-type: none"> <li>Thank you for the sharing of info</li> </ul>
Appreciate the opportunity to have input. Looking forward to seeing something modern & liveable
Excellent - well done - facilitators were good
Ahh was good.
I am very concerned about how the traffic plan will affect Russet road. I feel that the traffic will negatively affect Renfrew & Bridgeland.
<b>Do you have any additional comments or ideas you would like to share about the planning for the future Winston Heights Village?</b>



I think that traffic has to be studied. The impact of adding more lights on a steep hill, which also happens to be the only highway across the country, is concerning.
Define target population density more clearly. Define retail space target.
Nothing taller than 4 stories
Traffic concerns in surrounding neighbourhood is paramount. New name for the development pls.
<ul style="list-style-type: none"> <li>• Who makes final decisions on the concepts/designs?</li> <li>• How much weight does the community input have?</li> <li>• Affordable/low income housing!!</li> </ul>
<ul style="list-style-type: none"> <li>• Community feel</li> <li>• Watch traffic</li> </ul>
<ul style="list-style-type: none"> <li>• Keep the oval park/green space</li> <li>• No roads around the large/main park</li> <li>• Add stairs on the prow of the board (East end)</li> <li>• We liked aspects of each design but favoured #2 &amp; #3</li> </ul>
Maybe, put the name out for suggestion instead of rolling with the file name too long
Ensure you engage 25-35 year old, that may be under-represented at the events.
Well lit area - take advantage of the view to the north-east
Keep asking for input & listening Keep thinking smartly :)
Parking!!!

## Phase 1b – Workshop #2 (November 7, 2019)

### Table Discussions

The following is the input collected through the table conversations at the November 7, 2019 workshop. This information reflects participants’ comments to the best of the notetakers’ ability. Some notetakers provided a subject heading for their comments. For the purpose of this report, unassigned comments have also been categorized into the appropriate matter groupings.

SUBJECT	COMMENT
Access	Like connectivity to the city
	16 <sup>th</sup> Ave access not two way, only one way
Central park	Like the central park and options for programming – include additional soccer or playfields
	Community garden
	Rain garden
	Multi-purpose
	Skate/scooter park
	Larger central park



# Winston Heights Village Concept Plan

Stakeholder Report Back: What We Heard

Phase 1b: November 2019

	Balance of infiltration with hard scape
Density	Density major concern – some are okay with density
	Townhouse in middle section overlooking ridge are too compact (red dot)
	Higher density close to centre, retail and bus
	More density and bigger park
Design	Concern about amount of infrastructure – don't let fire safety be limiting
	Would they allow secondary suites? Concern about overflow
	Prefer 16 <sup>th</sup> Ave frontage alternative
	Prefer residential park, not retail high street
	Who made decision on how much residential/park?
	Too tall – don't like point tower
	Like the two-tiered trails
	Like point tower on west end
	Frontage town houses overlooking ridge on eastern section (green dot)
	Like community areas.
	Like: Townhouse frontage
	Views for townhouses and keeping space public
	Prefer "island" off of 17 <sup>th</sup> (either residential or high street)
	Human scale balconies
	Minimize light pollution
	Higher density (tower) closer to retail on west side of plan
	More (?/move) east/west orientation
	Could re-angle units on ridge to create more park
	All six stories with one point tower to be icon
	Less housing, more greenspace ½ of site
	Drawing – park space (on ridge), housing/retail in middle, parking on 16 <sup>th</sup> Ave edge
	Keep commercial small
	From Renfrew side – see development over wall – break down wall
	Look @ Bridgeland
	Stairs connecting down ridge
	Pedestrian overpass to get to schools on south side of 16 <sup>th</sup>
	Consider Ambassador access on Moncton to be removed. Mitigates left turn.
	Don't want development to be segregated
	Businesses to succeed need good access! Slow access off 16 <sup>th</sup> & keep as many mature trees as possible (& bike path if possible)
	Ems
Integrate EMS Station or remove it	
Keep the EMS	



# Winston Heights Village Concept Plan

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Miscellaneous	Why is City of Calgary spending rather than passing to developer? Permits guidance of plan, design guidelines, what about land auction?, benefit – community involvement
	Place of worship – multi denominational
	Sunroom v. Large
	Towers
	Will enhance the neighbourhood
	Be aware of springs underground
	Dogs on vs. Off leash (be aware of space between old & new paths)
	Volume of garbage bins – lanes present.
	Amenities would be great
	Very exciting!
	Feels a disconnect between today and Oct 1
High street	Wheeled rentals and repair
	Would serve local
	Probably smaller than shown
	Live/work
	“Village retail” is our new term
Names	Like Winston Heights Village
	Midfield park (aviation history; old airfield – hangar at 6 <sup>th</sup> & 12 <sup>th</sup> Ave, boys and girls club)
	A veterans theme
	First nations consultations
	Road naming to theme
	Regal point view
	Midfield village
	Moncton heights view
	Point view village
	Deerfoot Paw’s
	Deadman’s Point
	Aviation Point Three
	Elk Point
	Winston Heights Village
	Midfield Village
	Midfield Park
	Winston Point/Mountview Point
	Name after farm owner (original site use)
	Regal point view
	Katherine Stinson July 9, 1918 – first flight in Western Canada, took off north of 16 <sup>th</sup> Ave
Historical street names? Regal – Look into history	



# Winston Heights Village Concept Plan

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	Mountain View Village
	The Pointe on Trans Canada
	Winston Pointe
	Moncton Pointe
	Elk Pointe
Parks & open space	Preference to leave the trees
	What's in the landscape plan? Lilacs, cherry blossoms
	Park amenity on the corner (point) – lookout
	Like: Dual green space – upper & lower
	Like: Parking and flex areas for activities
	Keeping mature trees
	Dog park and nice playground (like daycare idea)
	Larger park in middle residential – some park space reduced
	More open space along ridge
	Move cop to corner of 16 <sup>th</sup> & Moncton – use as revenue from speeding
	Dog park might be too small and not practical
Pathway	Like the park pathway along the periphery of the plan. Would lighting be an option?
	Dual pathway
	Bike path and trail
	Benches along the park pathway and other areas to sit in the park
	Well-lit pathway
	Lack of regional bike path connectivity
Residential	Co-op seniors
	Affordable seniors
	Supportive seniors living
	Independent living
	Housing NGOs (Habitat, Heroes)
	Mandatory residents association – fees – local building control of retail space – not run by an Eastern management company
	Seniors housing close to the retail
	Possibility of co-housing, senior or intergeneration
	Seniors close to transit on 16 <sup>th</sup>
	More seniors housing to MAX orange
	Stacked townhouses with carriage house and garage under
	Seniors housing
	Believe this will be good for diversity and affordability – varied housing – possible to dictate %
	Want affordable – like mixture
Retail	16 <sup>th</sup> Ave retail should be extended into 17 <sup>th</sup> Ave circle



# Winston Heights Village Concept Plan

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	More density to support greater diversity of retail
	Sheesha place
	No retail on 16 <sup>th</sup> , like high street boutique shop
Road network, traffic & parking	Car traffic concerns
	Concern moving on 16 <sup>th</sup> – if there is back up at new light, people will cut through on Moncton and through high street
	Worried about traffic – business require
	BRT and biking may help, but traffic = issue
	Don't like angle parking off 16 <sup>th</sup> Ave – prefer on main street
	Like road network
	Great progress. Like the one-way loop street.
	Angled parking on lower volume traffic roads
	Please consider cut through traffic from Moncton – 8 <sup>th</sup> St. 7 <sup>th</sup> St. 6 <sup>th</sup> St.
	Narrow streets
	24 <sup>th</sup> Ave separates Winston Heights from Mountview
Scale	Height seems too big to east.
	Heights determined in ARP. Height concern.
	Would prefer no taller than four stories
	Would like further clarification on heights
	Is this an airport flight path? Building height restriction?
	Similar to Co-op redevelopment is okay
	Stepping buildings from the streets to keep street at human scale
	Point tower may be out of scale
	6 – 8 okay for height
	For size of lot seems large – 3D imaging helps
Site-specific	Prefer the local marketplace (linked high street to 16 <sup>th</sup> Ave)
	4 way stop preferred at 17 <sup>th</sup> and Moncton
	Prefer the layby/parking option on 16 <sup>th</sup> Ave to front the High Street retail
	Initially a yes, then a no (linked high street to 16 <sup>th</sup> Ave)
	Moncton needs defined turning and through lanes at 16th
	Maybe some widening or less street parking
	16th is not pedestrian friendly
Sustainability	Sustainability initiatives on all levels. Opportunity.
The point	Concerns over being a regional draw
	Like thought re: focal point
	Something needs to be there BUT...
	Not a tourist attraction
	A signpost



# Winston Heights Village Concept Plan

Stakeholder Report Back: What We Heard

Phase 1b: November 2019

## Evaluation Forms

<b>Do you have any comments you would like to share with the project team about this event?</b>
Please Note: I came in quite late and was unaware of the multiple discussions. I'll be on time next time.
Spending half our time to hear an update probably isn't the best use of an engagement session.
Please ensure everyone's opinions are sought, instead of the loudest (likely negative) voices in the groups.
Too dense for area. 50% footprint traffic Internal-external Restrictive
<ul style="list-style-type: none"> <li>• Ensure community garden space is big enough for local population</li> <li>• Include porous land-scaping as much as possible</li> <li>• Include rain garden to help manage local drainage</li> <li>• Keep open spaces as multi-purpose as possible</li> </ul>
4 way stop @ 17th Ave & Moncton please
Concerned about quality of construction - will builders/developers be vetted during the bid process? Some companies building in the neighbourhood should not be allowed to build - shoddy construction, messy work sites, warranty issues etc.
<b>Do you have any additional comments or ideas you would like to share about the planning for the future Winston Heights Village?</b>
As many people had noted, traffic flow and pedestrian traffic crossing 16th are of great concern.
We can get dense, but short buildings if we narrow the streets.
Please consider engaging more young people for their opinions, as they are under-represented compared to their likely size/proportion of population in the area.
I believe the City should provide paramiters & have a land auction for the land, no infrastructure sell land & let developers build out & follow guidelines that are land use bylaws. Parking will be troublesome if secondary suites are allowed
Is there any way to consult w/ fanning etc? Feel they are not at all present in the thinking re community building. Staff there may be knowledgeable re design & programming. First Nations consultation ~ 1st use of land pre "settlement" - any opportunity for participation etc.
<ul style="list-style-type: none"> <li>• Affordable "senior-friendly" housing essential</li> <li>• Keep heights to 4-6 stories - NO TOWER ON POINT please</li> <li>• Must minimize light pollution! (streets &amp; paths)</li> </ul>