



Brentwood Coop Land Use and Development Application

Stakeholder Report Back: What we heard
April 2017

Project overview

In December 2016, Co-op, in conjunction with Quarry Bay Developments, has submitted a combined development permit and land use redesignation (re-zoning) for the site located at 4122 Brentwood Road N.W. (the existing Co-op site). The development proposes four new buildings, along with a relocated gas bar and new Wendy's restaurant with a drive-thru. The tallest building heights are proposed to be approximately 40 stories (146 metres), 23 stories (90 metres) and 10 stories (38 metres). A total of 540 residential units and 13,728 square metres (147,762 square feet) of commercial space, including office, grocery store, retail and other commercial uses, are proposed.

It is the intent of Co-op to develop the site in multiple phases, keeping the current Co-op store and existing businesses open until each of its replacement spaces are built. It is also a requirement of Co-op to keep an adequate level of parking available for customer use during the construction period.

The land use amendment application is to redesignate the property from C-R3 f3.oh46 to Direct Control designation that would be based on the C-COR1 designation to allow for an increase of height up to approximately 148 metres adjacent to the LRT Station. The application number is LOC2016-0328.

A concurrent development permit has been submitted with the land use application to redevelop the site to include new multi-residential dwelling units (approx. 540 units), office and retail space (including a new Co-op) in the community of Brentwood, located in NW Calgary. The application number is DP2016-5143.

Phase one engagement overview

The Engage Spectrum level for this project is Listen and Learn which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas." Feedback collected through The City-led engagement program will be used to help administration assess the application as they complete their detailed review of the submission.

For our first phase of engagement, an online survey was made available from April 7 – 17, 2017 on the project website calgary.ca/coop. Citizens were asked to provide their comments on the application by answering six questions. We also asked citizens to identify whether or not they would be interested in participating in our next phase of engagement which will be a three hour workshop. We had 709 click-throughs to the survey and received 357 completed responses. There were also over 200 people interested in participating in a future workshop.

It should also be noted that the Applicant conducted their own engagement prior to submission of their application to The City. This engagement was separate from The City-led engagement and more information can be found on the Applicant's website brentwoodcommons.ca

What We Asked

We asked residents to provide feedback on the proposed development through the following questions:

1. When thinking about the proposed development on this site, what ideas and concerns do you have?
2. What do you like most about the proposed development?
3. What do you think is missing from this site that you would want to see in this development?
4. The development proposes a central surface parking area and an underground parkade, surrounded by several buildings containing a mix of uses including a grocery store, gas bar, offices, retail and residential dwellings. What do you think about the layout of the site? Would you change anything regarding the placement of buildings, parking and various uses (office, grocery store, retail)? Why?
5. The development shares a property line with Blakiston Park. Providing a proper interface with the park is an important aspect of the development. The proposed site plan below shows a roadway with pedestrian paths and a central meeting plaza along the boundary of the park, with various uses facing the park. What types of uses (residential units, residential lobbies, retail stores, cafes, offices, drive-thrus, gas bars, loading areas, etc.) do you think are most desirable facing Blakiston Park? What types of uses do you think are not desirable facing the park? Why?
6. The site is immediately adjacent to the Brentwood LRT pedestrian bridge and serves as a pathway for many people walking to the station from all parts of the community. Imagine walking to the station through this site from different directions. What kind of things make the walking connection to the station good? How can this walking connection be improved?

We also asked citizens to identify whether or not they would like to participate in a future workshop and if so to provide their contact information.

What We Heard

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

All of your feedback has been reviewed and a summary of input has been compiled to reflect the diversity of opinions that were shared by the community. These opinions were used to create high-level themes for each question. Since many of the comments represented opposite or varying points of view, we are unable to provide an overall characterization of positive, negative or neutral sentiment towards the application in its entirety.

Some of the main themes that emerged through all of the comments were:

- Theme one: Building height - Citizens expressed concern for the proposed 40 storey building height and thought this was too high for the area
- Theme two: Traffic and parking – Citizens expressed concern that increased population density raises a concern about traffic volume and insufficient parking

- Theme three: More public green space – Citizens would like to see more publically accessible green space
- Theme four: Redesign of the Co-op – Many citizens were excited about a larger and more expanded Co-op.

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

Citizen feedback provides Administration and Council with valuable local knowledge of the community and the proposed development area. The citizen input provided through our first phase of engagement will help inform Administration’s first detailed review of the application.

Administration will be sharing this report with the Applicant and we will be using your feedback to inform our recommendations to the Applicant in addition to The City’s next round of engagement

Future engagement sessions and revised versions of the proposed plan will be posted on The City’s project page as they are made available. To stay up-to-date on next steps for this project we encourage you to sign-up for project specific communications on The City’s project page (Calgary.ca/coop)

Once Administration is ready to make their recommendation for the application, this input will also be used in reports provided to Calgary Planning Commission and City Council.

Summary of Input

Below is a summary of the main themes that were most prevalent in the comments received. Each theme includes a summary and examples of verbatim comments in italics. 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.

1. When thinking about the proposed development on this site, what ideas and concerns do you have?	
Theme	Detailed explanation and sample comments:
Citizens are concerned with building height	<p>Citizens expressed concern for the proposed 40 storey building height and thought this was too high for the area.</p> <p>Sample Comments:</p> <ul style="list-style-type: none"> • I'm concerned about the 40 storey building.....increased traffic, difficulty parking in the community • It is a beautiful design and would remain super ---- but not 40 stories, please.

Increased traffic	Increased population density raises a concern about increased traffic volume. Sample comments: <ul style="list-style-type: none"> • Brentwood Rd is already congested with traffic. With the addition of even more residences will make it worse. • I'm worried about traffic. Hopefully the city widens the road because I think this development needs to happen.
Parking	Increased population density raises a concern about parking. Sample Comments: <ul style="list-style-type: none"> • if you are adding over 500 residential units, you better have plenty of parking for all units. • Biggest concern is too much surface parking and not a wide or distinct enough pedestrian space to and from the station

2. What do you like most about the proposed development?

Theme	Detailed explanation and sample comments:
Redesign of Co-op	Many citizens were excited about a larger and more expanded Co-op. Sample comments: <ul style="list-style-type: none"> • It will be nice to have a refurbished Co-op as it is my primary grocery store • An updated grocery store is good.
More attractive design	Citizens were pleased with the unique design. Sample comments: <ul style="list-style-type: none"> • Bringing a modern look to the aging community • European style of living, place to go with kids to have ice cream, access to downtown
Added amenities	Residents like the idea of more retail and places to go. Sample comments: <ul style="list-style-type: none"> • I look forward to having more retail and hopefully restaurant / entertainment opportunities within a short walk • Arrival of new businesses • Coop grocery, gas, liquor, banking all centered around residential living.

3. What do you think is missing from this site that you would want to see in this development?

Theme	Detailed explanation and sample comments:
More public green space	<p>Green space in public areas was very popular</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • More trees and art like the east village. • More green space than the small city park (Blakiston)
Supportive of the current plan	<p>There was general support of the plans for the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • Seems to have all the must have items in the area • adds to what is already there so big improvement • Nothing jumps out as missing from this proposal.
Pedestrian connections	<p>Many comments indicated a need for maintaining/improving pedestrian connections.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • make sure the walking areas link with the present towers • Main Street feel. Quality public spaces. Pedestrian-oriented buildings.

4. The development proposes a central surface parking area and an underground parkade, surrounded by several buildings containing a mix of uses including a grocery store, gas bar, offices, retail and residential dwellings.

What do you think about the layout of the site? Would you change anything regarding the placement of buildings, parking and various uses (office, grocery store, retail)? Why?

Theme	Detailed explanation and sample comments:
Building height	<p>Some citizens felt that 40 storeys was too tall.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • A 40 story apt building is far too tall for a residential area. • Buildings are too large for area. Destroying character of the neighbourhood. • Concerned about height of tower and impact on sun at my house.
Traffic	<p>Some citizens were concerned about traffic and traffic flow.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • Considering the density of the proposed site the traffic on Brentwood road will increase greatly. • I don't think that there is adequate road space for this many people living here. • I think the traffic will increase greatly without any infrastructure to support it.
Blocks the sun/view	<p>Some felt that the height of the buildings would reduce sunlight and block views.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • I think that the high-rise condo on the right may be too high and obstruct the view, and also cast a large shadow on the entire complex, making the area look dark. • It seems as though the tall building are going to shade the shorter ones.

5. The development shares a property line with Blakiston Park. Providing a proper interface with the park is an important aspect of the development. The proposed site plan below shows a roadway with pedestrian paths and a central meeting plaza along the boundary of the park, with various uses facing the park.

What types of uses (residential units, residential lobbies, retail stores, cafes, offices, drive-thrus, gas bars, loading areas, etc.) do you think are most desirable facing Blakiston Park? What types of uses do you think are not desirable facing the park? Why?

Theme	Detailed explanation and sample comments:
Café or restaurant	<p>Some citizens felt that a restaurant or café should face the park. Sample comments:</p> <ul style="list-style-type: none"> • Absolutely no loading docks facing the park. Cafes should face park. • It would be great to see coffee shops (for those people accessing the train in the morning), restaurants with patios and lots of kid friendly eateries because there are so many kids and young families living in Brentwood.
Residences	<p>Some citizens felt that residences should face the park. Sample comments:</p> <ul style="list-style-type: none"> • Park should be lined with residential units. • Buildings 4 and 5 should back directly onto the park to allow children and seniors to access the park without having to come into contact with vehicles.
Loading docks and gas bars	<p>Some citizens felt that loading docks and gas bars should not face the park. Sample comments:</p> <ul style="list-style-type: none"> • shops facing Blackiston Park - just no off-loading docks please facing the park. • Backsides of buildings, drive throughs, and gas bars make the public park worse. • I wouldn't put loading areas or drive-throughs or gas bars near the park.

6. The site is immediately adjacent to the Brentwood LRT pedestrian bridge and serves as a pathway for many people walking to the station from all parts of the community. Imagine walking to the station through this site from different directions.

What kind of things make the walking connection to the station good? How can this walking connection be improved?

Theme	Detailed explanation and sample comments:
Plus 15	<p>Some citizens thought that an elevated plus 15 pathway would be nice.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • A covered pedestrian plus 15 • A +15 route from the park area through the Co-op, connecting all the residential buildings, and over to the train would be amazing.
Safety	<p>Many citizens were concern about getting to and from the LRT station safely.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • Sideway sidewalks at the base of the ramps that direct pedestrians to a safe meeting place for any vehicle pick ups • Design the walkway in a way that improves safety (lighting, etc). • Clear, dry, level and well lit pathways. Foot traffic to/from the LRT occurs all times of day and should be safe regardless of time
Connect to where people go	<p>Citizens would like to be able to get to where they need to go.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • allow inter connection with bike path and series of sheltered bike storage • Connection could be improved by providing pedestrian access between the LRT overbridge and Brisebois Rd on the west side of Brentwood Road • Need more than 1 path through Blakiston park or people will make their own path

Verbatim Comments

Content is captured as it was provided by citizens. No edits have been made unless there was personal information or offensive language which is removed with an indication that this has happened.

1. When thinking about the proposed development on this site, what ideas and concerns do you have?

- 1. Traffic in the area; it's already pretty congested as it is (2) Inability to attract businesses, which is exactly what's happening at University City right now; business space is either empty or at a high turn-over rate, and it's difficult for new businesses to advertise when they're not visible from the road (3) Inability to develop an on-the-ground community because of the lack of appealing "window-shoppable" or community-centered businesses (ie. coffee shops, bakeries, yoga studio, more daycare options, and other types of businesses where people can build a sense of belonging and community); right now, the ground level of University City is sterile, cold, and deserted, with no sense of community being built at all (4) Definitely don't need another liquor store when there's Liquor Depot in Brentwood Village
- 1) that the density and building heights are too high. I see the next for more density to reduce the pressure for urban sprawl, but this is too big a jump.
 - traffic
 - 2) Residential building 1 is way too tall
 - This is an extremely large development on a small site. 2. There would have to be a major expansion of road access to this site and the adjoining commercial/residential developments. The proposal does not explain how this will be accomplished. 3. The proposed underground parking must include ample space for all of the residential and office space, to avoid spillover into the adjacent residential areas. 4. Owing to the likelihood of serious traffic congestion in the area, a drive-through restaurant seems inappropriate.
- 1. The density of this area will be huge. 2. Parking and traffic jams. 3. Geographic
- 40 stories building is too tall. 10 stories tall ok but my big concern is the view will be taken and will increase substantially the competency for rentals when the market is already struggling. There is a big amount of new buildings already and enough amount of units there with University City. There is another big development on University of Calgary grounds. The value of my property will drop dramatically
- 40 stories is much too high!!
- 40 stories is much too large a shadow for Brentwood. the 20 storey buildings in University city are already high enough
- 40 stories is too big for this neighbourhood! It will stick out like a sore thumb, not to mention be potential wind-tunnel effect it creates which makes being a pedestrian unpleasant. The University City condos are still half empty- we don't need three more empty buildings. It also has a huge impact on the traffic on Brentwood road. It is single lanes each way and has been very congested since the bundling of the University City condos. Adding further condos will make it even worse.
- 40 stories is way too high, would cast a massive shadow on residences. Same for 30 stories.
- 40 stories seems too tall
- 40 story building is way too high for this neighborhood
- A covered ramp/plus 15 to Brentwood station would be great.

- Access & general traffic flows & building height violation
- Accessibility especially with the underground parking, because during rush hour people just want to buy groceries and go home right away.
- Added traffic on Brentwood Blvd, already sometimes impossible to turn out of existing stores during rush hour, if you are adding over 500 residential units, you better have plenty of parking for all units and significant parking for all businesses, transit only take you so far, as parking on nearby residential streets will immediately happen.
- Adequate green space, art to make the space unique and attractive
- Adequate parking, traffic on Brentwood Rd - it is already very busy during peak hours as it is the only access from the university to W Crowchild Trail
- Adequate Traffic flow, infrastructure
- Although I have some concerns about traffic I support the development in general. Increased density will bring more retail amenities, more pedestrian traffic, and in my mind a more desirable neighbourhood.
- Amount of surface parking and its negative effects on walkability, poor connections to/interface with Blakiston Park (it looks like the buildings turn their back on the park)
- Angry drivers on Brentwood road
- Another planning disaster like University City - a nice concept, but in reality much of the retail space is vacant. Parking is terrible. The 'vibrancy' that this condo/retail development was going to bring to the neighborhood is non-existent. I see this as a repeat. Increased traffic congestion on Brentwood Rd - even worse than after the poorly conceived bike lanes were installed. Will Brentwood Rd be widened to allow for the increased traffic from office/residential occupants? (not everyone will be taking the C-train and riding bikes). Unless a pull out lane for left turns (traffic heading east) at the new lights is added, congestion will be terrible (has anyone heading east tried turning into the existing Co-Op between 3:30 - 5:30-pm on a weekday?). Potential conflict between some drive-thru traffic leaving Wendy's and exiting between the convenience store and cars entering/leaving the gas pumps. A new traffic light to add to the congestion since the City has no clue how to synchronize them. Possible conflict with traffic entering/exiting development and the new underground parkade. Will the parkade include public parking? Will the CRU's be restaurants or other commercial businesses that will require patron parking? If so, sufficient parking may be limited, since the Co-Op parking appears to have been considerably reduced from existing.
- As a resident on Brentwood Blvd. I have concerns of this proposed development on so many levels? How can the City even consider a 40-storey tower in a residential community?? Let alone the two additional high rise buildings on this land. Concerns? Traffic on Crowchild is already a nightmare and increasing the population density on Brentwood Road will only exasperate the traffic congestion. I'm mostly concerned about all of the high rise buildings that the City continues to approve in my neighbourhood, for multiple reasons. If I wanted to live in a concrete jungle I would live downtown! Another concern - there is currently a liquor store in the Brentwood mall. How many liquor stores do we need within a couple of blocks?
- Attractiveness of buildings. There should be more thought put into the architecture and design to make it more aesthetically pleasing. Parking....
- Because of the size of the new development, I would be a bit concerned about the amount of time it will take to complete
- Big building too high. Inadequate open park space for so many people.
- Biggest concern is too much surface parking and not a wide or distinct enough pedestrian space to and from the station. Maintaining a traditional gas station and strip-mall elements directly

conflict with the idea of creating a transit-oriented development. These elements should be redesigned. It also doesn't connect (at least in these pictures) clearly to the other new condos.

- Blocking out the sun in the community. Is there really a demand for this much residential condo space?
- Brentwood has traditionally been a quiet neighbourhood. This would change that with the addition of residential units. This change of population density should be presented fully to the neighbourhoods of Brentwood and Charlewood who did not ask for this development to happen.
- Brentwood Rd is already congested with traffic. With the addition of even more residences will make it worse.
- Brentwood road congestion, Blakiston park will be shadowed by this gigantic building.
- Brentwood road congestion, new wind paths for residence, parking for an added 540 or more vehicles (1 per resident room) and more when the parking is already congested. Residence of the Brentwood area live there cause it's safe and quiet. You will be changing that and increasing theft and vandalism in the area. Residents also want to stop at the local coop to quickly run in and grab food. That will no longer be the case when an additional 540 families will be shopping. No just stops for single items will be made due to the parking congestion as it is already limited and underground will just make a "quick stop" take longer
- Brentwood road is not design, or have the capacity to withhold that many people vehicles on the road, this is a quiet neighbourhood, and we do not need to develop this area there are enough shops around with northland mall, Brentwood Village shopping, that we need to expand another grocery store.
- Brentwood road traffic. Blakiston drive traffic.
- Building 1 and 2 are much too high. People need to be connected to the ground to be part of a community like the thousands and thousands of 4 story walk-ups in Europe. You want people outside on the ground using the grocery store, bank, restaurants, etc. 40 stories is an eye sore in this location.
- Building 1 at 40 stories is much too tall. None of these buildings should be taller than University City.
- Building 1 at 40 stories is too high and out of place with the surrounding residential spaces. Something closer to the neighbouring 25 stories would be more acceptable. Concerned that minimizing surface parking too much will force Co-op to abandon their idea to redevelop. Area resident Co-op customers need vehicles to deliver their purchases home, and if surface parking is inadequate, they will take their business elsewhere. Concerned about vehicle access to/from the site with Brentwood Rd - busy street already with use to access NB Crowchild Tr, loss of one lane already due to bike lane, additional housing with vehicles at the site, future redevelopment at Brentwood Mall (Safeway and similar to the east), new housing at University District. Ironic that a gas station is considered in the plan, while a definite push to reduce vehicular traffic is desired by the City.
- Building height. High rise does not suit the building, blocks sun, and over crowds the area. Buildings should be no taller than the university city condos
- Building number four way too high.
- Buildings are MUCH too high! 40 Storeys right across from R-C1 homes is inappropriate and insensitive to the area. Blakiston Park lies to the north of these massive towers and will be shaded for most of the day. This will ruin the potential appeal of a park which will have a multi-million dollar makeover in 2017, just before these massive towers are built. Inappropriate and not at all in keeping with the Station ARP. Years were spent coming up with an ARP which indicated buildings up to about 20 - 25 storeys would be okay, but 40 totally disregards all

planning that was done. There is no justification for 40, only the profits of a developer who does not have to live with the results. No way this should be allowed. The shadowing studies only show times of the year when shadows are not the longest. For most of the year and for the afternoon and evening hours (when area residents are most likely to want to visit Blakiston Park), the park will be in shade. Much too high, too much impact. Lower the height by half.

- Buildings are too high . Traffic and no roads. What about green spaces? Also the 4 towers have very few businesses. What study did you do to think that there is a need for more?
- Buildings are too tall. Lack of parking. Traffic is already a problem trying to turn left out of the coop parking lot. Lights or some other traffic measures will be required. 540 is a lot of units to cram into such a small footprint. There is zero green space in the development either.
- Buildings too high for the area
- Can the market even sustain that much more residential and the office space? Will blakiston park ever open again?
- concern - impact of building 1 on views of existing buildings
- concerned mainly about traffic jams when trying to access LRT or COOP (how long will it take to park my car if I want to do short shopping?)
- Concerns are the size of building 1, the lack of phasing into the existing community, the seeming lack of integration with the existing University City development and Brentwood Mall. Developments like this create an "us versus them effect" because there seems to be no regard for the character of the existing community. I fully support increased density and TOD, but it can't occur in a vacuum.
- Concerns over access. Brentwood road already backs up during rush hour (the intersection at Brentwood rd and Brisebois drive is already overused). What will be done to alleviate this volume? I envision additional traffic lights on the road, which will reduce local use further (it's easier to drive to Dalhousie sometimes). How is it possible to manage traffic on that small access road with that much more business and residential? Also, point 4 (residential condo) is far too tall. 148 meters? In a suburb? That has to be rethought. It will dwarf over the whole west side (incl. the University). Is there a taller building in the northwest of downtown? The current buildings seem more inclusive - moderate height, well laid out.
- Concerns with: excessive height of 40-storey building (exceeds the maximum 90m/25-storey height by 56m/15 stories, see p. 63 of SRP); increased C-Train use when it is already at capacity during rush hour; increased traffic on Brentwood Road; access to underground parking; lack of integration into the community/park; implementation (e.g., not implementing it in accordance with the Brentwood Station ARP as precedent set by University City, which did not follow the ARP); lack of traffic impact assessment, which was supposed to be done after University City was developed; massing of tall buildings due to proximity to University City; 40-storey building will be visible from everywhere in the community.
- Concerns: How much shadow the buildings will throw on Blakiston Park? The traffic on the street out front is already a mess, mostly because it's down to one lane with the bike lanes that hardly get used. Adding this much development seems likely to make the traffic problems worse.
- Concerns: tower is too tall. Design has its back to the park. More traffic.
- Condo tower way too tall
- congested roads
- Congestion / unattractive
- Congestion and reduction in current condo valuation
- Congestion of traffic, the roads as they are know cannot handle the traffic. The height of the building seems it will be unattractive just like the Brentwood condos.

- Congestion on Brentwood Rd, Northmount Dr, and the height of building re: esthetics in the community.
- construction noise
- continued access to the LRT station during construction
- Continued presence of Co-op, or equivalent, grocery store is critical. Other concern is the cheap boxy style. Can we at least something better looking, like some of the high rises W. of downtown?
- crowding, crime, quality of life destruction in quiet neighbourhoods. Illegal parking in Varsity is already a huge problem and does not seem to improve, due to inadequacies of city ticketing.
- Densely populated, traffic concern and environmental harmony is heavily defeated.
- Destroying brentwood
- Developing a Plan for Assessing Local Needs and Resources
- Development is much too big for the site. Building 1 is far too tall given the dynamics of the surrounding area - these new towers should be no taller than the Uni City towers. No improvement to surrounding road infrastructure just a new traffic light !. The expectation that all of the residents of this development will take Transit is unrealistic. No provision for seniors residence which is badly needed in this area
- Development is too large for the area - buildings are too high and would be too high density for community. Area already has university housing issues, LRT access and parking issues, Nosehill access issues. This plan would look terrible - skyscrapers in a small neighbourhood that already is congested.
- Development is too tall and parking will be inadequate.
- Drive-thru and gas bar are not transit oriented development. This is supposed to be a transit oriented development site. Some of the buildings look very short (example building 4) and others very tall (example building 1). Not sure the reason for the huge discrepancy, but should allow as many people to live/work/shop/play near transit as possible!
- Efficient traffic movement; adequate parking
- enough retail, more restaurants, better grocery stores
- Excessive traffic and lots of congestion due to the main, single lane road that is in place.
- Excessive, buildings are way too tall for area - not practical - 40 stories is for downtown not in a residential neighbourhood
- Fantastic plan! Would love to see higher density land use particularly in an inner city location and close to public transit.
- FORTY STOREYS IS ABSOLUTELY HORRIBLE - 23 stories is ALREADY too high. My community of Brentwood doesn't feel like a neighborhood anymore - it's just a stupid transit stop. THE TRAFFIC in this area is ALREADY UNBEARABLE so I don't shop at Brentwood Co-Op anymore. The City's TOD has STOLEN MY NEIGHBORHOOD!
- Future parking and traffic on the main road south of the co-op
- Good to have high density near transit and university
- Great Design and development! Much needed for the growth and support of the Brentwood community.
- Great idea
- Great use of the space. Good spot for increased density near train station.
- Great way to add density, more housing close to transit and University.
- Green (trees, grass, quiet), Walking :sidewalks connecting to neighbourhood, between buildings, to LRT
- happy they are updating this old store and adding to the amenities in the area.

- height of one tower is too tall, and does not fit within a residential community. This height must not be approved by the city.
- Height of proposed 40 story building. The current University City condos appear too tall for the area and they are not even half that height. Also, traffic concerns along Brentwood blvd. is it to be widened?
- height of residential towers
- Height of tallest tower (split it in two towers half as tall?), resulting shadow (mostly in winter)
- Height of the buildings. Especially the tallest. I think it would look out of place being that tall. This is a residential neighbourhood, not downtown Calgary. Shade factor.
- Height of the buildings. Shadow effects and privacy concerns.
- Height of towers
- height of towers
- Holy smokes! 40stories? They sure don't build buildings that tall near 10a street where XXX lives. Gee what a coincidence. Well, if they can sell them then fine. We really like the coop and want that to continue. Don't care about the Wendy's. What about the park back there that they just spent all that money on?
- Horrible, no need for 2 more large residential buildings
- How the additional traffic will create congestion on existing roadways as well as if there will be enough parking.
- How will this impact access to northbound crowchild, will there still be ample above ground parking
- Hulking monstrosity
- I am concerned about the lack of access to a proper grocery store with fair prices. I am worried that development of the area will have an impact on travel and traffic in the area. I do not believe that the Brentwood shopping area needs more residential housing. There should be more of a focus on developing jobs through buisness.
- I am concerned about the large volumes of traffic on Brentwood Road considering the University City buildings as well as retail on the Road. There is only one lane in each direction plus bike lanes on Brentwood Road. I am concerned about construction traffic on top of all the residential and commercial traffic.
- I am concerned about the park being removed, as there is already so little green space in urban areas of calgary. I am also concerned about the future residences (condos/apartments)...the University City apartments nearby were bought by wealthy individuals and are rented out to students at prices they can barely afford. This isn't making the area more accessible at all. Additionally, this area has not been the safest in the past (I have had my bike stolen from this area when it was locked up) -- so I am curious about what changes this will bring in terms of the homeless population
- I am concerned that a massive 40-story skyscraper is not appropriate to the rest of the neighborhood. The existing apartment buildings at University City are not full, create shadow and wind, increase traffic along Brentwood Road and surrounding feeder roads, and do not benefit the community they were built within.
- I am concerned that the development will be cheaply built and have low quality housing and office space. What is the target socio economic group? The new University city buildings are unattractive and look aged already. They seem like empty building. Building should be built with our climate in mind. A wall of windows is not energy efficient. Buildings 1 & 2 seem very high for a residential area. Appropriate for downtown, not so much for this, non city core location. Building 3 seems more appropriate in height.

- I am concerned they are taking away a large grocery store that many people use
- I am for intensification of the location. However, I am concerned that the office space will not be sufficiently filled. Business spaces in next-door University City have been available for lease for well over a year. What clean-up work needs to be done when relocating the Co-op gas bar?
- I am for the refresh of the coop building but I have major concerns with the proposed massive towers being proposed. The towers will create a permanent shadow on Blakiston Park and the west side of the orange tower of University City and the west/south side of the Green tower of the same complex. Those towers will also eliminate the current mountain view enjoyed by the residents of these University Towers. The additional residential units will add to the existing traffic problems on Brentwood Dr. With the proposed RIOCAN building on the car wash site east of the red building at University City, the planned University District by the Children's hospital, the Northland mall plans, there will be a surplus of condos depressing prices even further. I think the proposal should be for much smaller buildings 8-10 stories tall at the maximum.
- I am not a fan, I do not see the reason for the development. I don't want the co-op to be replaced.
- I am opposed to 30-40 story buildings because they will cut-off the sun from the surrounding neighborhood, especially the houses and the park. I am so sad that you are putting this huge tall building right up against my building. This will take away my view, reduce the value of my condo and force your big condo building to have zero view on the side up against the University City building. Why not place the tall building at the other end of your site where it gets a view on both sides and you don't take away both the sun and the view from the University City site.
- I believe this a development that can energize the neighborhood and will benefit all Calgarians
- I do not like this idea at all. This is not downtown. Building such a high-rise will cause worse traffic. the high rise building does not fit the area.
- I do not support this development proposal as it is almost certain it will cause a "lost of view" to a lot of people who have made a condo purchase at the University City nearby. When these people made their purchases, they paid premium dollars because the advertisement was a better view. This essentially will make their condo become worthless and cause instability to the housing market in that area. Also, the traffic near Brentwood station is already congested...adding all of these commercial and residential buildings will only cause traffic to be further congested. The city should focus on improving the roads in Brentwood instead.
- I do not support this proposed development as the new residential areas will create nothing but problems to the community and those already living there. First of all, a mass development of residential and commercial buildings will almost certainly create more traffic problems to Brentwood, whose roads are already congested. Second of all, mass buildings of residential areas will only flood the housing market in Brentwood, which will lower the value of people's property and make it impossible to sell. Finally, all of these residential and commercial areas are simply too tall in height that it will block off any view that people living in the University City Condos behind currently have. The people in those condos paid a premium price in part because of the views they enjoy with their condos. The creation of such massive amounts of residential condo simply shows the city and the developers are irresponsible and do not consider the problems it causes to the people living in Brentwood.
- I don't have any concerns. It looks like a very nice development.
- I don't like it
- I don't like it at all. I am new to the area (one year) and moved here because it is quiet. I am not at all in favour of this development.

- I don't like the large size of the buildings, the new traffic light or the way the city is trying to discourage the use of vehicles and parking.
- I don't like the proposed development at all. There is a huge concentration of condos in the area and the proposed development will only add to the congestion
- I don't understand making a 40 storey tower in an essentially single home residential area; trying too hard to create densification at the expense of taking away much of the feeling of the established neighbourhood. I think the 23 storey building is even higher than I would want in this area. University City already sticks out like a sore thumb. I would hope that the finishes of the architecture would bring some "class" to the area, rather than being beacons of color but not style.
- I feel like the area is underutilized however feel like the largest residential building is too tall.
- I guess the biggest one is the parking/traffic situation especially during peak times. I am sure that this issue is always a concern as TOD are built and then people actually move in.
- I have lived in this community for the past 4 years. I absolutely love this idea. I think it would bring a brilliant, welcoming atmosphere to the community. Only concern is that the area will be built to be car-centric rather than being mindfully designed for pedestrians and cyclists. Why not replace the Wendy's with a McDonalds, and replace the CO-OP with a Superstore or Wal-mart.
- I have serious concerns about the heights of 2 of the proposed residential condo buildings such as: Shadowing of the surrounding neighbourhood, adding too many people to a small area, and traffic congestion issues (already a concern).
- I have the luxury of living nearby therefore I don't often drive in this plaza however when I have in the neighbouring "University City" coloured apartments, I've found the roads incredibly awkward and space limited. I really like the emphasis on pedestrians however would still like to see a clear plan on how the roads will be laid out because confusion (such as how the orange building entry does not connect to the green building) only causes confusion and can end up hurting someone who isn't paying attention/ not familiar.
- I have two concerns: shade patterns into the residential community north of the proposed development during the majority of the year (September Equinox until March Equinox) and inadequate transportation capacity on Brentwood Road.
- I like the general idea of renovating the area, to make it more modern and attractive, but I am wondering if the Residential Condo Building 1 may be too high.
- I like the idea of making better use of that space but I wonder why there is the need for more condominiums when there is already a massive plan in place for developing the Brentwood mall area with a large scale condo complex. Also, I m wondering how the 40 storey complex would affect the sunlight on Blakiston park and streets to the north of it.
- I like the idea of this site being redeveloped. I think that the density has gone way to far. Brentwood should not have anything more than mid rise buildings. It doesn't blend well with community.
- I like the project as a whole but I am a little concerned about the high density and traffic. We just finished adding a number of apartment units to the area. Also concerned about empty retail space in the area already and now adding more.
- I live in University City and I like the idea of mixed use space. I am concerned about traffic on Brentwood Road which is already really busy. It would need to be widened if adding more condos/office space. I'm also concerned with adequate green space. It would be great if some parking were underground and the space was made pedestrian friendly (not just technically accessible by foot). Trees, pedestrian paths from the new development to University City and the mall to the East.

- I love it. It final makes this a valuable site, while adding density in the TOD! Good job Co-op and City.
- I love that we are increasing density around the C-train stations this make so much sense. Im glad to see that the co-op is not going away and that it will be encorporated into the new development. I hope that incresing density is viewd as sometiugn that will increase property values in the future, and not as a negative.
- I moved to Brentwood because of it's 'old school' charm... this plan is an unmitigated buzz-kill !!! This, along with those tacky University condo's that were just built is a travesty of epic proportions!!!
- I really like the plan, however my concern is Residential Condo 1's location. It would make more sense to swap the location of Condo 1 with Residential building 2. The University City condos would no longer have any light coming into the building with such a large building in front of it. Switching the two buildings would give ideal light and views to both the new buildings and the existing buildings. Urban density is very important, but it shouldn't come at the expense of buildings already in place.
- I think it is a great idea and will improve the area and add to our city in general.
- I think it looks good at the start. Much needed. Will this take over the area where the Safeway/Pier One/Sears is as well? I'm not sure of direction, major roads locations, etc.
- I think it's a great plan. Most people look at this with fear but going up versus out is a good thing for our city.
- I think my only concern is increased traffic on Brentwood Road
- I think that the condo at 40 floors is too high for Brentwood. Would it become Calgary's tallest building outside of downtown?
- I think this will be great, as long as traffic is managed well. Roads should be redone in conjunction with the development. The demongraphic composition of Brentwood is changing as older residents sell their homes to young families. If there is diversity in the types of housing and size of the condos this would be a great opportunity to help seniors stay in the community. I would also like to make sure that the development includes subsidized housing and accessible housing. It is essential that it not only be small one-bedroom units suitable for young professionals, but truly mixed housing, especially given the proximity to the C-Train station
- I think this will generate a negative impact for the residents living in the University city condos.
- I understand we need more housing but is that not going to create more traffic. It is already so busy. Plus have a grocery store like coop there is much need. It is always busy.
- I went to the open house hosted by Quarry Bay on Sept 15, 2016 and was pleased by the project
- I would hate to see these high-rise buildings in Brentwood. Calgary isn't New York. The development will not only ruin our city, but will also bring traffic inconveniences to residents in Brentwood
- I would like a larger/ updated coop grocery store.
- I would like to see a larger co op store with good access. I am concerned about the amount of parking. I do not want to multi-story developments due to the congestion it will cause. Having a bike lane on the road has already caused a lot of traffic issues.
- I would love to see more vegetation integrated into the existing design.
- I'm appalled that the city would even consider at 40 story building on this site. The city is spending a lot of money to redevelop Blakiston Park and now it will be overshadowed by this tall, ungainly building. At the MOST, the height should be restricted to 23 - and I think even that is too high. WAY to much density in one small area given Univeristy City site - which is ugly, cheap-looking and detracts from the community.

- I'm concerned about the 40 storey building.....increased traffic, difficulty parking in the community as I live just a couple blocks away.
- I'm concerned about the location of Buildings 1 and 2. The view from University City Condos is already restricted enough with four tall buildings clustered together. With those two buildings being planned for where they are, not only would they block much of the view but also the sunshine!
- I'm concerned about the size of the residential condo building and the potential for congestion
- i'm still seeing a sea of parking lot (negative)
- I'm very concerned about the amount of parking available. The apartment buildings adjacent to this property have very inadequate parking and this does not look any better.
- I'm worried about traffic. Hopefully the city widens the road because I think this development needs to happen. It's not coops fault the city hasn't made upgrades
- Importance of public spaces, setbacks, and pedestrian traffic
- Improving density, increasing use of the space, increased traffic congestion
- Increased traffic
- Increased traffic
- increased traffic, 40 stories is too tall
- Increased traffic, therefore increased pollution, height of the buildings and how it fits in with the neighbourhood .
- Increased vehicular traffic - right now the 2 lane road gets quite bogged down at rush hour. It is also bad trying to make a left hand turn into Coop. There will need to be a dedicated left hand turn lane to compensate for the extra traffic. It may also be almost impossible to enter or exit onto Blakiston Dr. Also the amount of pedestrian traffic using the LRT at this station will increase to the point of being too crowded.
- Is the park staying?
- is there accessible parking for the co-op store
- is there going to be enough underground parking for the residents? Traffic controls / volume of traffic on Brentwood Rd
- Is this site well integrated with University City? University City included several smaller side roads off Brentwood, creating an urban feel. The proposed development Residential Building 1 placement possible breaks that flow of traffic and disrupts the urban boulevard feel.
- It appears that the planned buildings are too high, they should not exceed the height of the University Housing complex.
- It appears CO-OP has respected the TOD requests by placing the density closest to the road and the LRT bridge.
- It is horrible. Too big. No parking. too tall
- It is way to big and out of character in the community. Traffic access will be a nightmare unless road upgrades are done
- It looks like downtown and seems crowded
- It looks like there's a lack of connection between this development, the existing four towers at Brentwood, and the other retail complex just south of this proposed area. It would be great to see better walkability connecting these living / retail areas (beyond just a sidewalk that runs along the roadway).
- It seems too many unit in the spot. It will be too many people in this area.
- It sucks. It is way too big. More surface parking is needed. There is no reason for more condos in Brentwood.

- It ties in VERY poorly with the adjacent park space and people will likely use the "backside" of the buildings to shortcut around to not wait at the proposed lights.
- It will disturb the peace in this area. It's already crowded and has many residential units.
- It will make this place crowded.
- It's a big change for the site but much more modern and a better use of space
- It's a monster idea in Brentwood!!!.
- It's a very good idea to develop the site. But considering its very strategic location, it could also be developed into an entertainment center, in addition to condo, retail and office. My problem with the site is that it has no access to University City buildings and Safeway. The link is currently blocked. There should be access to the other site because it would open the way to Brentwood Blvd, and help ease congestion on Brentwood Road, especially during office hours. It's very difficult to turn left heading to Charleswood Road from Co-op site.
- It's about time - this store/site was developed in the mid-60's and is long overdue for a more modern, denser and higher quality development that this specific parcel of land deserves.
- It's too big. The roads to get to and from Crowchild is going to be majorly backlogged at rush hour if this many new people move into the area
- Large increase in population in the area in a short period of time (University City recently opened) and impact on traffic volume & on street parking in the area.
- Location
- Long blank walls without doors/smaller retailers/reasons for people to go there on the sides facing Blakiston Park, University City, and Brentwood Rd. This development seems to be oriented towards the interior parking lot. All edges should be wrapped with street level retail with max 100ft between doors, so that there is no unsafe "back" side of the buildings. I'm also concerned the west side with two driveways and the traffic light is oriented more towards cars access/egress than pedestrians. Take out the extra western-most left-in and right out driveways and emphasize the north side of Brentwood Rd sidewalk over the four-lane wide traffic light access. Do the corner radius need to be that large? It'd be nice to see even more office space to provide more employment in Brentwood (ie make grocery store portion 4-6 storeys high with office space above the grocery store solid through to the Building 1), so the area isn't as empty in the middle of weekdays. This would make the retail/commercial more viable since there would be more people coming and going all day versus emptying out during the work day. The neighbourhood is going to be concerned about school closures in the next ten years as new schools get built at the city edges. Residential should be family oriented with three bedrooms. 3 bedroom units do not need to be >1000 sqft. Please require a diversity of unit types, not all just 1 and 2 bedroom condos for childless couples. Also the city should mandate a percentage as affordable, below market housing to get a diversity of incomes. Break up the massing of the buildings with vertical and horizontal articulations/fenestrations, so the buildings are not as imposing. Make building 6 (bank/liqour store) have a podium and taller with more office space above-as high as residential building 4. There also will be shadowing of Blakiston Park, not all Brentwood residents are against a tree canopy. We don't need groves of trees so much as a tree canopy in the park. All residents must be required to have part of their strata fees pay for car-sharing membership like with the N3 building to encourage car-share use. City should require extra visitor/short term surface bike parking at all building entrances/doors to encourage multi-modal travel.
- Long overdue the existing site is old!
- Looks good man.
- Looks great. It's about time we started this kind of development!

- Losing the co-op grocery store. A vital amenity for seniors in the area as well as for people in the area without access to a vehicle.
- Lots of concerns ! Brentwood road is a main area to drive to Crowchild North and South. Building this massive block will add even MORE traffic within the area. It's hard enough to turn into Coop during rush hour. Now this?? You're kidding! Rubbish!
- Main concern is serious traffic congestion/flow. There are 3 housing units there already and traffic is very heavy as Brentwood Road is the one-lane road that all traffic must use to merge onto Crowchild West. Traffic as it is cannot either turn right or left because traffic is backed up to Charleswood at peak times. you need to do a traffic flow inquiry.
- massive view obstruction, area is already well developed and too dense
- More expensive high rises in area that are not suitable for the lifestyle of students who want to live close to Brentwood station
- More traffic. High density living.
- Much better use of space.
- My main concern is that the gas station takes up a lot of land that could be better utilized, either as residential or commercial space. Gas stations generate a lot of vehicular traffic, which diminishes the pedestrian experience. This is especially important around the LRT station and near family residences.
- My main concern would be insuring that there is sufficient surface parking for the proposed commercial uses
- My major concern is Building 1 (40 story building). This will be considerably larger than anything else, including the neighbouring University City towers. I feel like the aesthetic will just be bad. If you were to build something similar in size, it would fit much better.
- My only concern are regarding the tallest tower and the shadows it will cast in the winter months.
- My only concern is the inconvenience during construction. Brentwood road is surprisingly busy at the best of times due to it being the access for Crowchild North for 32 Avenue.
- My opinion, this development is good, however, the 40 story building is not ok. My opinion is that it is too high for the area and will block the view of those who have a view and doesn't belong in this area. It is a beautiful design and would remain super ---- but not 40 stories, please. 25 stories as the development permit and land reclassification allows. A max. 25 stories is ok. as per the development (present Land allowance now).
- N/A
- Need to make sure there is surface parking, so that it is easy to get in and out of the grocery store, liquor store, and gas bar/convenience store
- Nice idea to raise urban density
- No concerns
- No concerns come to mind
- no concerns, provides density and all the current services offered at site remain with additional retail opportunity
- No concerns, since the store will remain open to the public
- No concerns.
- No concerns.
- No infrastructure to support an already overpopulated area; not lacks of roads/transportation, but green space, parking space, shopping parking space...
- No Issues, I'd love to see this happen.
- none

- none
- None
- None
- None
- none
- None
- None
- none it is a great idea
- None looks great; will there be a light; and good access and egress as well as ample parking.
- None, great idea
- None. I think it's exactly what that area needs
- None. Would like to see it get started
- Nonr
- Not enough parking for all those businesses and buildings. 49 story apartment tower is too tall for the area.
- Not enough parking. I think the push to remove as much parking as possible will prove detrimental to businesses and citizens in the future
- not enough surface parking, too tall, it should stay as a single story
- Not even road for that many people going through
- not good
- Number of residential units and traffic
- Of the three units, how many total apartments will there be? Certainly more than 540! If you are making vehicle usage a low priority then why not permit these buildings to have no parking underground or very limited. People will have cars and the congestion will be huge.
- Only that the Co-op still has enough parking?
- over build of condos
- Over crowding, blocking in the newly build university city building, parking, construction, noise, overwhelming pedestrian traffic to the ctrain
- Overall I think this would be a good development. As stated this is an aging/dated site, perhaps not making best use of the footprint. However, a 40 storey building might be too obtrusive in comparison with other buildings in the area.
- Overcrowding. Traffic. Lack of easy access to amenities.
- Overflow local traffic in Brentwood road , Brisebois drive , parking off the streets issue , too many unit to be built in this site ,
- Parking and traffic
- Parking for customers of the coop and other facilities, noise and increased traffic.
- Parking is a huge concern, despite our council thinking that everyone flies around on unicorns the truth is until our transit system can meet the needs of the city people will drive and with no parking the businesses will fail, and tenants who cant have friends and family that drive why live there if you do.
- Parking should be reduced as much as possible
- Parking will be a problem. The height of the residential condo building 1 is overwhelming the rest of the development.
- Parking, traffic (it is already difficult to exit the co-op parking lot),
- Pedestrian environment must be supreme and integrate with LRT access, rest of Brentwood mall redevelopment, and Blakiston park.

- Please DO NOT put bike lanes, keep it two full lanes of traffic. I live on Blakiston Drive and have NEVER seen anyone use the bike lanes we have surrounding the coop as it is. Adding more will prevent myself and elderly community members from being able to exit our street on that side. Please think of the folks that have lived here for 10+ years already.
- Population density, traffic,
- Proposed development fine but don't want it to be a Co-op. I don't shop there.
- Proposed height - too tall; almost double University City towers. No interface with Blakiston park due to service road; perhaps more townhomes directly fronting park. From 40 stories to 1?...drive thru Wendy's and Gas Bar/CStore should be combined. Gas bar needed; question need for a drive thru Wendy's in TOD. Building massing and height - shadowing on existing neighbourhood and park is a negative. Need more creative layout and bldg design to optimize site.
- public access / throughways need to be maintained, building 1 is too high
- Rent prices, traffic congestion, poor contractor, biased planning, no vote
- Res Building 1 is a monstrosity. Way too huge. Not nice to look at. There is already way too much traffic. Brentwood Road must be doubled in size to handle the traffic.
- Residential building 1 is far far far far too tall. The height of these buildings should be reduced, and should be no higher than the University City buildings that are adjacent.
- Residential building 1 is massive. I'm not sure this is a good thing. Will this devalue university city? How much floor space will the condo have it should be comparable to University City.
- Residential building 1 is significantly taller than the surrounding buildings. including University City. It also modifies traffic flow compared to the ARP, since it does not have an additional through road. Increases in population in the area will cause significant traffic issues.
- Residential Building 1 is too tall. The height should be reduced & should be no taller than University City. Residential building 1 and 2 should be moved to the front to create a street wall. Where is the public amenity space, such as small park? Another liquor store is not needed. No drive-throughs should be allowed (Wendy's). This should not be a car-oriented development. Too much surface parking - it should all be underground with a park on top.
- Residential building 2 looks too high to this area. My main concern is how to manage that amount of people in an area already congested at some hours. The space use must be limited.
- Residential building No.1 is far too high and is not appropriate for this area. I am in favour of greater densification, but this is a bad plan needing revision.
- Residential building one is 2 times to tall and blocks the "pedestrian oriented street" shown in the Brentwood TOD. I would like to see it replaced with 2 20 story towers both on the NW side of the pedestrian oriented street access that currently bisects the tall and medium buildings of University City. The community agreed to the station area plan that included maximum building heights for all parts of the site. They were 25 stories closest to the station (ie the orange and yellow buildings and the wendy's/gas bar location. This would be reasonable. 40 stories adjacent to the park is not.
- Residential Condo Building 1 appears like the sore thumb of the neighbourhood. It is SO TALL. I'm assuming this is the 24 storey building described in the plan overview. If this assumption is correct, this building will be taller than the university condos that will be behind this building. This will create more wind tunnels between these multi-storey buildings just like the downtown area around Stephen Avenue Mall. The gradual lowering of all the proposed buildings towards the west is attractive but Building 1 needs to be reduced in height. How much parking can be accommodated? And I see no green spaces identified in this entire site. There is limited information about Building 4 apart from "Bank/liquore store/office above Building 4". If Building 4 is also going to include residential units, having the bank/liquor store/office ABOVE the

residential units could create a lot of traffic and noise for the residents. Will hours of operation be restricted for the liquor store or will it be open till 10 or 11 at night? This raises additional safety concerns. Finally, what is item 7 "C-Store", located alongside the gas station and the Wendy's?

- Residential Condo building 1 should not exist as a tower. There are already 2 tall University City towers. This proposed building will block the view of the two existing towers (especially the one adjacent to it)
- Residential condo building is too tall for the neighbourhood. It belongs downtown. I support urban development but only if the scale is reasonable. I'm also concerned about traffic in the area. How can the current roads support that many residents?
- Residential Condo building is way too tall for the community. The height should at max be equal to the university city towers. This will cause negative shading effects for residents who live along Brentwood Blvd NW. This is an eye sore.
- Residential towers are slab form and not slim towers. This will create larger shadows and restrict sky views.
- Road closings, Co-op closing, adequate parking space for the new residents.
- Road congestion along Brentwood Blvd and surrounding streets, #4 condo building is quite a bit taller than those in university city next door
- Roads around this area can't handle the traffic it will bring.
- Rush hour traffic getting in and out of the parking lot. Residential condos should include space for young families - not just single room student rentals. Learn from city place in toronto - their mistakes include too small units that don't accommodate families and no local schools so community is hard to establish. Just a bunch of transient renters with no investment in the place or people as neighbours.
- Seems like it'll alleviate some of the problems Calgary faces with a lack of rental units. A concern is that the area could use some additional green space, like a dog park, in order to contribute to a healthy environment for all the people who will live in this area. The implementation of benches and picnic tables would be useful for those in the surrounding area to use when they are on break from work or walking around the Brentwood Commons area. If "Commons" is in the name, it should be able to accommodate a large amount of people, and constructing benches, picnic tables, parks, and even an outdoor gym would be useful in doing so. An additional concern would be that the new grocery store would not be large enough to deal with the additional demand that will accompany these new units, especially during the post-work rush. Therefore, I think it'd be a good idea to either add another floor to building 4 that could help alleviate this, or Co-op should adopt a policy adhered to by Superstore by having all tills open, and/or they should increase their amount of self-checkout tills.
- Shadowing of the park, building height, and parking
- Significant increase in residential units in very small area which already has poor access; increased traffic, lack of parking, inability of existing roadways to handle existing volume
- Since this area is a very old area is there any proposed activities or places for seniors within this development
- Size of grocery store to accommodate existing population (arguable too small as of now), traffic for north bound access to Crowchild Trail from Westbound Charleswood Drive (the road in front of Co-op is access only access), parking for co-op customers
- Still a bunch of buildings facing into a parking lot. Would be great to see the entire very walkable with park space and a very smart and efficient access system to underground. Still

want to make sure there is enough parking though, so with residential and shopping, you'll need to put a tone of spaces in. Dig deep!

- Substantial Increased to traffic on single lane roads with bike lanes. Concerned with the excessive height of building number 1. This will change the skyline for the area and leave a lot of houses in a dark shadow. Lack of green space.
- Suburban Centre development makes good sense.
- Sufficient access, parking, and effects of increased traffic the service road feeding this development
- tall building is too high.
- TERRIBLE. Please do NOT go through with this!!! The tower is WAY too tall! It does not fit!!!
- That 40 stories is to tall
- That you are trying to cram too my I to a small space, creating a higher population than the area can handle. Traffic will increase. As a new parent with a house in the area, I chose this subdivision due to the safety and low traffic for my children as they grow up.
- The 40 storey building is a very poor fit with the surrounding community regardless of the value of planning for increased density in Calgary. The shadowing impact on homes to the northeast of the 40 storey tower is quite extreme along with the loss of privacy for nearby homes.
- The 40 storey building is too high. It cold have severe traffic and mobility impacts on the area of the LRT station, especially when afternoon rush hour traffic from the University region is trying to get onto Crowchild Trail. The building height also disrupts natural sight lines of Nose Hill for many communities, but not for the hosting community. The re-routing, compared to the Brentwood Sation Area Redevelopment Plan, of the commercial street to between the development and Blakiston Park creates an unnecessary barrier between the development and the park.
- The 40 storey building is too tall for the area and the second largest building is also too tall
- the 40 story building is twice as high as any other building in the area. It is much too high for the charactre of Brentwood. Cut it down to the same height as existing buildings.
- The 40 story residential condo building is too tall with too many units. Sticks out and is out of place with regards to the surrounding community. Congestion around Brentwood Drive is an issue.
- The amount of traffic ie cars going in and out
- The area will become too congested. There is already a lack of parking when coming to shop at Brentwood Village or to visit somebody in the University City buildings
- The building #4 is way too high! It doesn't fit into the communities. It is brutal to have this building that high, probably the highest in this region
- The building is way to tall. I live in the green building facing the park with a building that tall I'll never see sun light I'll always be in the shade and the park will mostly be in the shade as well. Traffic is horrible it the area now, this will make it so much worse. These buildings shouldn't surpass 10 floors.
- The buildings are to tall and will stand out from the community.
- The buildings are too tall for the area. No building should exceed 15 stories. There is a lack of street area. Too much congestion in this area.
- The current market is flooded with residential housing which has reduced the rental market significantly, to the point that it does not cover mortgage payments. Proposing these new 540 units will not only flood the area with housing, but will reduce the rental even more. The other concern is the height of the proposed new development of 40 or more floors, which is a significant risk for fire (close to a gas bar), students creating even more havoc than currently is in

place with University City, but also devalue to Brentwood Common area that is currently peaceful.

- The design is very bad.
- the effect of traffic in the community.....also the current glut of condos
- The extraordinary overuse of the land, including but not limited to the enormous height of Residential Condo Building 1.
- The height of building 1 and building 2
- The height of building 1. It seems out of place with the larger proposed plan for the Brentwood area. Also a little concerned about how transition will take place.
- The height of building 4. Is there going to be senior citizen residents for on of the buildings
- The height of Condo Building #1 at 40 storeys is too high for the neighborhood.
- The height of the building , congestion of traffic.
- The height of the building which is far larger than any building in any other community. Blocks off the view of existing buildings .Concern also about parking and the additional traffic the density of this development will produce.
- The height of the buildings (I live behind the current site and this will block out the sun and sky from our view) and the increased occupancy. Will there be adequate parking for all residences proposed (our streets are already crowded with people parking from the nearby University City apartments and CTrain commuters).
- The height of the proposed tower, which is far greater than zoning allows, and far higher than present construction. Also, traffic patterns on Brentwood blv. It is already heavily used and can get blocked easily at chertain times of the day
- The height of the tallest proposed tower is ludicrous for the site and far exceeds guidelines of the ARP. The massing of the buildings is utterly unattractive, looks like a fortress.
- The height!!! 3-4 stories is more reasonable.
- The heights of the proposed towers is much to high. University city is plenty high enough at eighteen stories. Forty story buildings in a primarily residential area seems rather extreme. The shading factor for surrounding residences definitely should be considered. In this area we already have a huge development at the Brentwood Mall and with the developement of University District we don't really need anymore rental units. The traffic has already increased and parking is becoming problematic.
- The high density housing concerns me because I don't think the community can sustain more people with just the services we have, it also concerns me that we could lose the 2 grocery stores while the community is being built back up.
- The highest building is very high. Seems disproportionate to area. Also, shadows in winter will be brutal. Further, intersection of Brisebois and Brentwood Rd is already overloaded most weekday afternoons.
- The huge building will take away from the views of the current condo units, as they will dwarf them. I think they will look very out of place compared to the other infrastructure already in place. I also think that it will greatly increase the traffic on the trainline at Brentwood Station. I also miss the park that was destroyed to make way for these developments. Now there is no park backing onto my apartment. Finally, I think that the level of traffic will heavily increase if parts of the building are made into offices. In conclusion, I don't think the proposal is a good idea.
- The intersection and other infrastructure around the site is not likely sufficient to support as many residential units as are being proposed
- The largest tower is waaaaay too big.

- The maximum height should not exceed 90 m, as stated in the ARP. Taller buildings mean longer shadows and less light. What is wrong with the logic on which the current limit is based? If I will continue to use Brentwood for shopping and services, parking needs to be easy and free. Entrances and exits from underground parking need to be designed to avoid bottlenecks and delays. I think that the stores and services above building 4 should be at ground level. Pedestrian areas need to be designed for safe walking in icy conditions.
- The new buildings will block the view of the colorful condo buildings nearby
- The number of people and car driving through the area. It feels like the current traffic flow won't be able to handle more cars.
- the place needs to have more Commercial Development than residential
- The podium of residential buildings 2 and 1 creates a large obstacle/wall people from the neighbourhoods and the university city buildings need to walk around to get to transit. It would be nice if there was an open path through these. Also there is too much surface parking.
- The project is absolutely abominable. Brentwood has been already affected by the large University City Towers and these new buildings are much taller. Blakiston Park would be in permanent shade. Road access, which is already congested at peak hours, would become impossible. Furthermore, there is clearly no need for new apartments and retail space when many apartments in University City are already empty, not to talk about the empty retail space, which makes the ground floors of the towers look like a ghost town. Please stop this.
- The proposed high rise is much taller than anything existing in the area.
- The refresh of the Coop is a good idea but the planned tower are way too high for this neighborhood. Those will cast all day shadows on the Blakinston park and existing University Condos. The addition of all the residential units will create a traffic nightmare on Brentwood drive.
- The residential buildings appear to be too tall in relation to other developments in the area. Residential Condo Building 1 should be scaled back to not be as many stories. It should be in line with the development beside. Residential buildings 2 and 3 are set backing onto the park therefore should be staggered more as well as scaled back.
- The residential condo building (#4) is way too high for this site. It dwarfs the buildings in back of it. The traffic in this area is already too congested; this development will make it impossible.
- The residential condo building 1 is way too tall. This building clearly exceeds the height in the ARP. It does not fit into a residential area (it belongs downtown, not Brentwood). I feel that if you are going to jam more development down our throats you should at least have the courtesy to follow the guidelines and stop with trying to push the limits all the time. Listen to the residents for once. No one wants a 40 storey building in the area. Brentwood Road would not be able to handle all the traffic. It doesn't even do an adequate job right now. Don't be ignorant to think that people won't have cars. The congestion around Brentwood Road would be completely out of control and would deter actual community residents from using it. I can't say how big of a concern the traffic is. The Brentwood road isn't passable from 4:00-6:00 currently, without adding so many people and vehicles in the area. A building this size doesn't exist outside downtown and I would appreciate if Brentwood didn't start such an awful trend. I don't know why I even respond to the surveys anymore. The city council doesn't listen and just approves anything that give them more money. I can't wait until elections. I wish we could actually vote on this hideous project so the city would finally have to stop such large scale redevelopment. Don't get me wrong. I think that the area can be refreshed and new building and low rise residential/store would be nice but this is far too excessive. I like living in a residential community, not something that is a second downtown core.

- The residential condo building is far too high. The University City buildings, half the height, are too.
- The residential condos are much too tall for a suburban area, and will attract too much through traffic to the areas, congesting an already tight space. The closure of the stores in the local area will create problems for local residents, plus the noise involved in building.
- The road is only 1 lane each way and a bike lane. The traffic is bad enough you need to bring the road back up to 2 lanes each way if you want to add more traffic.
- The size of building 1 pulls the whole development plan out of wack.
- the size, height and number of units for each building
- The tallest building is way too tall and will cast very long shadows over residences and Blakiston Park.
- The towers are too tall relative to surroundings.
- The towers are way too high. The one is higher than many downtown buildings. Totally unbelievable that this would even be considered.
- The workers currently there would have a hard time find new jobs.
- there are already four large condo buildings in that space. Where are all of these people truly going to live and thrive?
- There is a slight concern about the initial price drop of rental units and apartment prices due to the flood of residential units.
- There is already a lot of traffic congestion in and out of the co-op parking lot. My concern is that this would exacerbate it even further.
- There needs to be more parking for people who use the park and ride. Most of the time it's impossible to find parking. If there are more businesses built then there will be more restricted parking whichever will make it much more difficult to find parking when trying to take the train down town
- There really isn't that much space between the buildings and it feels quite congested.
- There should not be condo buildings that go over 20 stories. They will dwarf the background residential buildings and create extreme wind tunnels.
- There will be more residential density than the roads and infrastructure can support in the area resulting in unacceptable congestion.
- These are large building in a residential area. Think it may impact the lifestyle of current households.
- They just put up 4 ugly towers and now want to do it again keep the green space build the towers else where
- This area with four University City buildings is busy and already congested. The surrounding roads and infrastructure does not have capacity for hundreds of new residents and their vehicles.
- This is supposed to be a transit-oriented development. There are many locations in Calgary (and many Co-op property holdings) appropriate for vehicle-oriented uses like drive-thrus and gas stations - this location should be oriented toward pedestrians, cyclists and other transit users. To start, this means the project should not be devoting 60% of site area to surface parking. Additionally, the access road encircling the site appears to be unnecessary and will certainly create unsafe conditions for residents of the residential towers hoping to access Blakiston Park - drivers will seek a "short cut" back to Brentwood Road via this route. It is not clear from the diagrams whether there are good transitions to the park, the LRT pedestrians overpass or adjacent developments; as is, the development appears to create an even greater barrier to connectivity than existing conditions. I believe a better design would integrate the Co-op retail store into the residential buildings, as any green space envisioned for the roof would be an

unpleasant experience due to traffic noise and shading - instead, focus attention on providing green space and/or a superior public realm at ground level. The current design instead de-activates the street frontage and creates poor ground level conditions for pedestrian shoppers and residents. Although I applaud the focus on density, this should be spread more evenly across the site, and should contribute to a more holistic definition of TOD (i.e. more attention to good urban design and planning, less attention to density averaging across the site).

- This is way too tall to be close to an established neighbourhood of single story dwellings. The largest tower is the size of downtown towers! It impacts my privacy and sunlight and potentially the views for people in Charleswood Heights. A scale similar to residential building 3 is better. Why is Kensington, also a TOD neighbourhood, protected from these kinds of towers but we aren't?
- This site seems totally overdeveloped!
- This will be great for the community and great for the city! Allows Calgary to 'build up' and not 'build out'. A great inner city redevelopment.
- This will obstruct the view and create increased traffic in the area. Our primary grocery store will be temporarily gone. There will be a lot of noise during the construction.
- to make sure that the businesses will stay open especially the grocery store
- Too auto-oriented. Bad building massing. Bad public spaces. Bad interface with Park. Don't support +15 into buildings.
- Too busy, I don't like the height of building #4 (Building 1, residential condo). The road way is too small for all the traffic now so hopefully that will be looked at as well
- Too busy. Not enough roads in and out of the Brentwood area.
- Too congested ,, Brentwood road is not built for this much traffic,, no parking,,, traffic congestion getting in and out of development
- Too congested!
- Too crowd
- Too many condominium around that area already. Use that area for something else.
- Too many high-density dwellings, there is already a liquor store and three banks in Brentwood.
- Too many residential units make roads crowded around the area.
- too many units for such a small area. it is not in keeping with surrounding area or surrounding developments.
- too much density for the traffic structure in place. Parking and commuting will be terrible
- Too much development in area.
- Too much development. I know this space and there is no way so much density is possible. Already there is density with the university city. This would increase the area density in a way that is hard to believe. The
- Too much traffick in an already congested area
- Too populated for the area. Will create lots of traffic for the existing residents.
- Too tall with too many units,
- traffic
- Traffic
- Traffic - How is one little service road - already overloaded with the Brentwood expansion - how on earth do you think this will work???
- Traffic along Brentwood Road. It is already too congested.
- Traffic and parking in brentwood
- Traffic and parking in the surrounding area; overloading with traffic of Brentwood Road and Brisebois Drive, access to CTrain from Brentwood and Charleswood Heights during construction,

potential for spaces standing empty as is currently the case with spaces on the main floor of University City

- Traffic around the site
- Traffic concerns - I believe all the roads are not built for this amount of traffic in this area . Since they put the bicycle path in front of Co-OP you can not get out of co-op after 4:00 P M any day.
- traffic congestion , buildings too high,
- Traffic Congestion at the Brisebois intersection
- Traffic congestion on the road in front. It already gets quite backed up there in rush hour. A new Coop store is badly needed.
- traffic congestion, especially since an under-used bike lane has taken over one of the driving lanes
- Traffic congestion, too many buildings, not enough parking considering the increase in buildings
- Traffic congestion, wind tunnel, vandalism, theft.
- Traffic control for entry/exit and movement on site
- Traffic flow along the service road would have to improve, but otherwise I think this is a well needed development for the area.
- Traffic flow congestion, parking spilling over to adjacent streets nearby
- Traffic flow entering/exiting crowdchild will definitely need to be addressed
- traffic flow, parking
- Traffic from Brentwood mall / 32nd Ave access to NB crowdchild.
- traffic is already an issue in that area, parking is also an issue
- traffic is already a nightmare during rush hour
- Traffic is already congested here, more risk to pedestrians in area schools, playgrounds
- Traffic is already very congested around here, especially during rush hour. It can be as bad or worse as downtown!
- Traffic is my highest concern. I would not want the tenants cutting thru the neighbourhood
- traffic on Brentwood Road/Brisebois Drive
- Traffic volume
- Traffic! Access in/out of the current site ready bad enough, especially between four to 5:30 PM weekdays...I can only imagine the nightmare it will be, I can only imagine the nightmare it will be with The addition of all those new high-rise condo buildings,
- Traffic, already vehicle lanes have been reduced while density has been increased. Unused bike lanes have been added.
- traffic, height of development and the shadow it creates, parking
- University City lied about having adequate parking when they put up their development - they said they would not expropriate parking from the merchants in Brentwood Mall and later they came back and took around 27
- Usage in the centre
- Very concerned about the NEW height proposed for the buildings adjacent to the LRT station.
- very limited parking for new apts taxing parking for businesses & in community
- walkability and bus stop access
- walkability and likability along Brentwood road and into surrounding community
- Walking across the parking lot to the Co-op. How does it connect with Brentwood CTrain station.
- Way too tall, doesn't comply with the ARP
- We dont need it.
- We dont need more high rise buildings in this area.

- We have been waiting for this for years. The CO-op needs a new store, and we want to stay in the area and have no where to move to . This was what we wanted when Co-op wanted to develop this in 2008.
- We live in university city, even today the most retails are empty. I wonder how many companies are intested to come in that area.
- We really need a Coop Grocery store and a Gas Bar .
- What about the quality of the walking experience between buildings? It must not be through a sea of parking.
- what happens to the park that surrounds Coop. We have so few green spaces left. The traffic is already horrendous with the ugly University city developements
- What's it going to feel like when walking at ground level? (Sidewalks, shadows, landscaping, storefronts)
- Where is the parking?
- Where to begin, it turns its back to the rest of the TOD, there is a massive parking lot and car oriented uses such a gas station have no place in a TOD.
- Why did we spend time and money in the TOD planning if the proposal is immediately going above the mazimum allowed height, it should be rejected automatically.
- Why would you put a 40 story residential building blocking the view of the existing University City condos? Flip the plan so the tallest building is where the Coop currently is and you don't annoy all those people who paid a lot of money for mountain views.
- Will create traffic chaos on this avenue
- Will there be enough parking for people wanting to shop at the co-op. Will there be parking restrictions put in place for residents living close to this development to ensure they have parking near their homes.
- Will there be enough parking, both for shoppers and for the residents. The most recent development did not include enough resident parking, so now there is little space free on street. Also, access to Crowchild needs to be improved.
- will there be underground parking for the residential buildings? And the 40 story building seems huge for that space. This will dramatically add traffic movement around that area. Also, what will happen to the park space currently behind the co-op?
- Wind tunnel effect, traffic congestion, and parking. Height restrictions should be in place due to the wind tunnel effect.
- Wind! would be nice to incorporate ideas to help cut it down ... and see the devoper actually follow through.
- Wish something better could be done with section 7. The rest looks great! Please make it all happen.
- With all the empty office space and rental vacancies in Calgary, do we really need this? Seems like a poor use of money.
- Would building 1 be higher than the University condos, next door?
- Green (trees, grass, quiet), Walking :sidewalks connecting to neighbourhood,between buildings,to LRT
- traffic, height of development and the shadow it creates, parking
- It sucks. It is way too big. More surface parking is needed. There is no reason for more condos in Brentwood.
- Building one is too high. 2. Too much density - existing road system will not accommodate increased traffic (it's already too busy during rush hour) 3. Limited parking for Co-op and restaurants in the towers

- the condo buildings seem too tall and intimidating
- The increase in traffic in a place that is already over populated. The current roads cant handel the current new buildings nevermind more. That goes for public transit aswell. I have had wait at the brentwood station for over an hour because the trains were so full not a single person could get on.
- Residential Condo Building 1 is really high.
- It's a bad idea as we will lose our convenience. Also we will lose our views.
- The residential condo 1 height of 40 stories is ridiculous. However, it goes with City Planners and the developer being hand-in-glove and fits with popsicle city hope the colors don't lend a cheapness to the project.
- Great redevelopment. Much needed to improve the area.
- There needs to be more food options available but also maintain enough parking and control traffic
- How long would it take? The occupancy of he buildings since the buildings of the university still have vacancies? What about the other stores? Are they going to survive?
- Height of buildings, shadows on established businesses (specifically patios.) Although, the patio at the Kilkenny has already been ruined by University City
- Traffic on the already congested stree in front. If you shop at coop around 5 pm it's impossible to turn south out of the store. Too many residents in a small space. Can I park in front of the store shop and load my groceries close to the store??
- The height of building 1 is far too tall to be added to this residential area.
- 40 stories is ridiculous
- Height of buildings is not consistent with existing community structures, shadowing, parking, traffic
- The proposed development is completely out of scale -- too massive, too high and too dense. It will cut off the sun for so much of the area with the shadowing of the towers. The density will lead to higher traffic through here. Brentwood Rd cannot handle the current traffic flows at rush hour -- this development will make it much worse. Brentwood has been voted in the top 1 or 2 of communities (Avenue Magazine) in Calgary and this development will erase all those factors valued by Calgarians. Brentwood did NOT get the high rating because of huge towers (condo/office/commercial) as proposed.
- Size of the development, particularly the height of residential building one. The developers were untruthful during the presentation to community at the Brentwood Sportsplex (i.e. lied to my face about what the City was saying about the development) so my concern is also that there is only concern for Quarry Bay's profits and no concern for my perspective as a resident of this community. The proposed link to the LRT also seems rather fanciful and perhaps a future safety concern if it goes ahead as planned.
- Infrastructure needs to be greatly improved, both roads and others services. Just this evening (17th) we had a power failure that the lineman out in front of Wendy's working on the junction boxes said a line blew because they aren't designed for this amount of draw with the new condos. If more are added then they need their own feed. Also the excessive concentration at Brentwood makes little sense versus adding more capacity at North Hill closer to tbe core and where there is.little/no density.
- Concern that the university city development recently went up, is there a need/demand for three new residential buildings. Concern that the existing two lane road in front of the coop (40th?) isn't sufficient to support the influx of traffic

- Even with the baseline of the University City high-rises, which are out of proportion to their surroundings, Residential Condo Building 1 will be completely out of proportion to its surroundings. This will be a win-lose. The developers (more profit) and city (more taxes) will win; everybody else will lose. Visual pollution and congestion with nothing to show for it. Second, Co-Op has a stake in having this project succeed, but University City has been a failure relative to its hype, so the precedents are not good. Third, traffic is already bad in this area at the evening rush hour. This development will likely aggravate that problem. Fourth, with a large Liquor Depot next door and a liquor store just up the street, there does not seem to be a shortage of liquor retail in the area. Finally, and to repeat somewhat, this is a large-scale experiment on the back of the less-than-successful (other than for the developers) University City one. People in the community, who must live with the long-term consequences, are rightfully concerned.
- We think it is a good idea to develop the space to make it more attractive, useful and densified. However, a few concerns: (a) the 40 story building is significantly too tall for the location, neighborhood, and corridor. It is out of place. (b) there will be significant traffic challenges for the neighborhood with this many people and shops added. Brentwood Rd is already very inefficient with nothing like this present.
- Height of residential condo building 1 is excessive. Wendy's drive-thru cuts off access to the park. The convenience store should not have its backside to the park.
- The tall building will block the views of new residents in the other new buildings. Traffic is already a problem along Brentwood Dr between 4:00 and 5:00. This development will exacerbate this issue.
- over crowded, life quality decrease
- dense population and too much traffic
- I am concerned about the height of the buildings, the potential lack of parking for the residential and commercial tenants, resulting traffic congestion, lack of utility infrastructure to support the proposed density. I am also concerned about the impact on my property value as a result of the extremely large building blocking my view of the mountains from my property.
- Above ground parking for general public that wants to access the supermarket. Increased traffic in the area. Condensed layout of buildings makes the area very pedestrian, is that the objective?
- I have no issues with the number of buildings or residential buildings, but a 40 storey building has no place in this area and it sets a dangerous precedent. Instead of 3 buildings of various and increasing heights, why not 3 buildings of similar but altogether lower heights?

2. What do you like most about the proposed development?

- Incredible usage of space. I like the increase in residential units this will provide.
- It will be nice to have a refurbished Co-op as it is my primary grocery store
- ... the modernization.
- ? I am so incredibly upset about the proposed building going up parallel directly beside the Orange University City building at this point I can't find anything nice to say - I am just so sad! I feel like I have no control over anything. Surprise! We are putting up a massive building right beside you there goes your view there goes your sun!
- 2 storey coop
- A larger co op store to serve the community.
- A new and better coop
- A new coop
- A new co-op
- A new Coop Liquor Store
- a new co-op store and more housing for people to live in.
- A new Coop store is badly needed. Traffic flow
- A new Co-op store.
- A new Co-op! As a regular Co-op shopper, I find myself more often travelling to Crowfoot as the selection is superior (or Dalhousie, depending on the time of day). Residential building 3 also seems well placed and sized, but won't it shadow the new park behind it? Why build such a nice park only to block it in with towering buildings?
- A new coop. That's it.
- a new grocery store
- A new grocery store. I do like the idea of multi family homes, just not high rise.
- Absolutely nothing
- Absolutely nothing
- Absolutely nothing! It's ruining the neighbour Brentwood. There's already the university city condos, why more? Why use a plot of green land to purposely build something when knowing it won't be filled ? It's a waste of my tax dollars. Preserve green land and the park!
- Absolutely nothing.
- Absolutely nothing. This is going to absolutely cause problems in traffic in the area.
- Adding density to an under-utilized, inner-city site.
- all of it is great, the shopping, the office space and the new condos will be wonderful for the area.
- Alternative housing opportunities, a new store, new tenants for the area. Height is put in the right place, away from the Park.
- Amenities
- An improved path from the community over to the mall.
- An updated grocery store is good.
- architecturally it is unique
- area renewal
- Arrival of new businesses.
- As an area resident, I look forward to having more retail and hopefully restaurant / entertainment opportunities within a short walk or bike ride from my home. Increased density will bring this.
- As long as the size of Building 1 stays 'overwhelming' like it is now, I cannot find anything I like.
- Attractive new look to the area.

- Better amenities
- Better commercial options
- Better use of space, underground parking-which should be easy to access
- Better use of the land than we currently have.
- bike and pedestrian access
- Brentwood is being revitalized
- Brentwood is such a great and central neighbourhood. Its finally getting the update it so badly needs
- Bringing a modern look to the aging community
- Bringing quality local shops close to us.
- Building number three looks a reasonable size for area. Also I like the underground parking.
- cleaning up area
- Combination of residential and commercial
- Combined residential and commercial space
- combined retail and residential, high density housing on the C-Train line, more services for the community
- Commercial space will remain open during construction.
- Contains a portion of surface parking and maintains Co-Op grocery store
- Coop grocery, gas,liquor, banking all centered around residential living. Close to university and train.
- coop store
- Co-op store is still kept.
- Co-op to remain
- Current site needs updating
- Currently not much
- Densification at a prime TOD site, reduction in surface parking.
- Densification of living spaces
- density close to LRT
- Density. Turns an old, crappy but valuable site into something great. Replaces our old Co-op grocery store with a new one in a great location and KEEPS our Co-op gas bar.
- Depending on how large the units are (i.e. are they just for students or for people who want to live there permanently), and given the location, this could be a very exciting project.
- Emphasis on removing surfacing parking throughout the area
- European style of living, place to go with kids to have ice cream, access to downtown
- everything
- Everything
- Everything, the site needs to be re-vamped to modernize the area and make the space more efficient
- Existing stores remain open during construction.
- fresh new look
- Functional setup with great aesthetics
- Good use of space while also maintaining some green space
- Good use of space. Parkade. rooftop green space. Interaction with the pedestrian LRT overpass
- Great use of space
- Green roof seems good.
- height and density

- high density housing and more services near C-Train station
- high density near the c-train
- High density TOD, terraced
- high density with amenities right next to c-train
- Higher density living
- Hopefully having better services and utilizing the area better.
- I absolutely love the design of Building 1
- I agree that the existing site needs to be redeveloped and I support higher density (even though I disagree with the size of the proposed towers)
- I am going to assume that the new Co-Op will be larger. The location of the new gas bar. The continuous pedestrian walkway between the two bus bays due to elimination of existing entry to current gas bar.
- I cannot find anything positive to say, sorry, I really tried hard!
- I did not see any potential for this proposal, only to benefit the builder. It is already a pretty dense area, why not keep some space for the nearby residents. There is no public interest at all if you ask for the people living nearby
- I do not like this proposed project.
- I don't like anything about it at all.
- I don't like it at all
- I don't like it, 40 stories is much too high.
- I don't like it.
- I like densification along transit
- I like mixed use and higher density of the property
- I like mixed use space and the thought of more amenities in the community.
- I like that it will be updating the area and creating better access to transit.
- I like that the city is moving in the direction of higher density developments.
- I like that there is a blend of commercial and residential, and that grocery is part of that blend. I like seeing that there is also office space available as I believe that we need to move work opportunities into more areas than just the downtown core.
- I like the commercial aspect one.
- I like the density and new businesses that will open in the area.
- I like the design of building 3 and building 4. But that's about it. Again buildings 1 and 2 are way too tall.
- I like the mixed use and significant density that this development brings to this highly visible and transit-oriented site. I also like that there is surface parking still available for grocery and other retail customers to utilize
- I like the mixed use building concept
- I like the multi purpose idea for the site
- I like the redevelopment of the COOP as well as the addition of new residential units. But, again, the new residential units are being planned in a place which would dramatically decrease the livability of the University City Condos.
- I like the remaining surface parking
- I like the sloping of the proposed development's height from east to west in descending order. It softens the utilitarian boxy look of so many recent developments in Calgary.
- I like the stores below the buildings and would like the coop to be more modern

- I like the use of space. Lots of wasted space here now. Will be good for university students and close the train line
- I live that we're getting a new, nicer coop
- I love that there is a connection to the LRT and lots of residences. I think people want the high rise living opportunity but not downtown. The train connection makes it easy for people to do that. The building is tall but I love the design
- I love the density and housing choices, a vast improvement over the current strip mall development
- I love the density it would bring to this area. I am very interested in the pedestrian and bike paths as well as increasing community with parks and shops or restaurants.
- I really oposit the ideas. Brentwood is very tranquil area so we want to keep it.
- I think it improves on the vibrancy of the area and a new updated co-op
- I think it's unnessisary. There is already lots of home/condo vacancy in the area.
- I would love to see an expanded Coop. I walk to the university from Brentwood for work and love to stop at the Coop on my way home for groceries.
- Idea to build community around wher you live - without having to drive to a store, dr, playground.
- If they replace it with a grocery store great otherwise nothing
- I'm excited to have more businesses in walking distance.
- I'm glad we are not losing our Brentwood Co-op.
- I'm happy to have residential units in this space, but they should conform to their surroundings.
- I'm not a fan of it. It seems really unnecessary, especially given that it will be right next to University City, which is full of empty units.
- Improved grocery store and liquor store and professional offices for medical offices, etc
- Increased activity for local businesses
- Increased density and services in an area that is aging and is a perfect location close to public transit.
- Increased density for our area.
- Increased density is a plus. Combining residential, commercial and office space enhances the urban environment, something lacking in Calgary.
- Increased density near the C-Train station and intensification of the site will help to capitalize upon potential for TOD
- Increased density near train station
- increased density vs Urban sprawl
- Increased real estate for new amenities.
- Increased residential areas in a nice part of the NW
- Increasing density within the city, near a major road and public transit
- Increasing density.
- Infrastructure is good for Calgary.
- Integrated project instead of stand-alone buildings
- Integration of retail, office and residential spaces. I also like that it's pedestrian friendly with easy access to retail.
- Internal Plus-15 link to the LRT Station
- It has business and residential in one location
- It has the potential to modernize an old, unattractive shopping strip.
- it increases the denisity of population

- It is a bad proposal!
- It is a well thought out development and the architect has shown more attention to placement and design --- Unlike University City. Those buildings show no imagination and remind me of the utilitarian, cheap former "communist block" apartments in Europe.
- It is about half the planned density for the site.
- It is being developed by Co-op. The increased density.
- It is close to the university and C-Train
- It is good there is retail below the living spaces. The 40 storey building looks odd in the design and would probably look better at 30 or even with the top layer removed.
- It looks really nice
- it represents a problem for me - not a benefit. I will probably move my grocery shopping and gas purchasing elsewhere.
- It will be nice to have a new Co-op; the current site is pretty unsightly.
- It will bring more people into the neighbourhood and provide more choice in housing types. Hopefully some young families to support local elementary schools. Hopefully some more office space for local employment, so the place is more active in the middle of weekdays.
- it will improve the neighbourhood
- It will make a good use of the land and location
- It will make the area more aesthetically pleasing
- It's a better use of underused space however the 40-storey building is way too tall.
- It's a great mix of uses for the neighborhood and for the proximity to transit. It has a nice urban feel without seeming out of place. It uses the space much better than the current building and I think it will be a very positive addition to Brentwood.
- It's close to the c train.
- It's good that Coop has finally proposed something but I'd like to see this go right back to the drawing board.
- its not affecting green lands
- job creation
- Keep the grocery store.
- Keeping Co-op; space for ground level business space (which should be developed properly to encourage community, which is lacking right now at University City, which is where I live)
- Larger Coop and gas bar
- Larger Co-op store, hopefully on par with other larger stores
- Layout
- Likely a good idea but not with our roads.
- Locating density and services directly beside to LRT stations helps reduce congestion and increase transit use
- Looks great, modern and progressive in what we need. A combo of business/retail and residential!
- Looks like good use of space
- LOVE IT!
- Love the architecture! Looks like there will be lots of different housing opportunities and choices which is much needed in the area. I think it will be a great gathering place for the community.
- Love the mixed use plan, and the idea of having a modern grocery store in Brentwood!
- lower rise buildings are more suitable for the neighbourhood.
- Makes use of the space (residential/commercial)

- May bring more energy into Brentwood
- mix of grocery store and low rise condos (res building 3)
- Mixed residential / retail / commercial
- Mixed retail/grocery in building; excellent accessibility for seniors or those with reduced mobility
- Mixed use close to public transit.
- Mixed zoning and high density living by the c train
- Modernizing the feel of the neighbourhood with potential to increase sense of community with more interesting public spaces that could encourage foot traffic.
- More amenities in the community
- More amenities for community
- More community living with integrated amenities
- More green space
- More housing - convenient to transit
- More housing in Brentwood. It might help UofC students.
- More options for housing
- More retailers will be in the new plan.
- more transit oriented living space
- Moving the gas bar, and having a new grocery store.
- much needed high density housing, with grocery, bank, etc.
- Multilevel buildings and underground parking
- multipurpose aspect and improved aesthetic
- Multiuse
- N/A
- New amenities/nicer buildings
- new buildings, better use of space
- New co op store
- New co-op as it's dated.
- New Coop building
- New co-op grocery store
- new coop store
- new co-op store
- New Co-op Store
- new Co-op store
- New Co-Op store, density around c-train station
- New Co-op store.
- New Coop!
- New coop, bank etc. Smaller buildings for residential
- New Co-OP, we do not need more residential in that area
- New grocery store
- new grocery store
- New larger coop grocery store. Underground parking.
- New residential, retail, and Co-op.
- new retail opportunities, upgraded green space
- New retail, renovated coop
- New shops, bigger coop
- New store

- new store and lots of parking
- Newer updated retail spaces
- Nice compliment to existing community
- No problem with a development in this area. I personally will no longer shop at this COOP or gas bar that we have shopped at for over 39 years. Not interested in underground parking for shopping and our bank has been relocated so will shop at Safeway in Dalhousie.
- none.
- None. It is not good idea with so many units in this area.
- Not much at all.
- Not much, Brentwood Road congestion will be exacerbated. Seniors don't generally ride bikes, skateboards to get groceries, parking will be inadequate and not particularly friendly to elderly or handicapped individuals.
- Not much. I feel this an attempt at social engineering.
- Not much. Maybe having a decent Co-op grocery store, but a project of such immensity isn't necessary for that.
- nothing
- NOTHING
- nothing
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- Nothing
- Nothing about the proposed development I like
- Nothing at all. I only foresee there will be adverse changes to the living environment and the residents.
- Nothing at the moment.
- Nothing in at all. The only things added in this proposed development are commercial and residential buildings. The roads are only going to be more congested and it will greatly affect the people who are living there already.
- Nothing interesting
- Nothing it is an abomination

- Nothing to like !
- Nothing!!! If I wanted to live near a bunch of high rise condos I would move downtown.
- nothing, as we do not require it and need it.
- Nothing, it is the worst.
- Nothing, other than the old Co-op might be improved. However, I'm unlikely to shop there as parking and road access will be a nightmare. I will shop at other stores, not this one. The access into the coop already became a problem when the bike lanes were added and the road lost one lane. Any car turning blocks all other vehicles from proceeding. This is a problem already, and will only get worse.
- NOTHING.
- Nothing.
- Nothing.
- Nothing.
- Nothing. But sure a refreshed grocery store would be nice. The residential building 3 is an appropriate size, maybe a couple of those instead the residential condo building 1..
- Nothing. Too dense for this neighbourhood.
- Nothing. I don't like it. It is humongous to have in a mostly residential single family homes area more buildings. It will more crowded the services are not increasing accordingly.
- Nothing. Other things would improve the area
- Nothing. It is a poor design. The need to hire new architects and planners to work with the community, instead of paying lip service to consultation there should be real consultation.
- On average, higher density development than existing uses.
- Only the prospect of a larger Coop store
- Other than it is about time Brentwood Co-op got a new look not much
- People living/working/shopping/playing/taking care of their daily needs via transit!
- Pleased for the opportunity to renew the area, but concerned about the outcome. Higher density residential units are a plus for the area. Concerned for businesses and their ability to survive with limited vehicular access.
- Possibility for more restaurants to open in the area
- Possible new Co-Op store and other amenities.
- Potential for more intense and variety of use
- Potential for more retail and things to do in this neighbourhood
- Proposed development can be designed to improve your life,Public greens, affordable housing, and other features .
- Range of housing choices
- Redevelopment only, but NOT one this tall and congested.
- Redeveloping the old coop.
- Redevelopment of Co-op and increasing some retail spaces.
- Redoing the COOP store with some retail and living accomodation is acceptable.
- Refresh of the area. Increased population will ensure survival of the mall.
- Refresh of the Coop store itself
- Refresh of the coop.
- Regeneration of the area
- renewal of the land use.
- replacement of the aging Co-op store, revitalization of the neighbourhood
- Residential units, office soace

- Retaining grocery and retail in the new development
- Retaining/ updating Co op. Sensitivity to bldg height adjacent to existing residential
- Retains the coop.
- Revamped co-op and other retail locations.
- Revitalization
- Re-vitalization of Blakiston Park, area around Co-op which seems to be a poor use of a large parcel of land.
- Revitalization of Brentwood.
- Revitalization of Coop and aging area buildings
- revitalizing the area and replacing the current co-op which is old and tired. more services within the neighbourhood
- Right now nothing.
- Section 4
- Seems well designed - no concerns.
- Smaller buildings, more open areas, trees, park space, better parking, better access from Nosehill. Dont turn this lovely area into one that looks like Dalhousie... big mistake.
- Some density.
- Spaces for new businesses and more parking
- Stepping back.
- Supermarket, Wendy's, more access of residential homes in core and to transit.
- That area can use a big update with better use of space High density housing is important to have by ctrain stations and helps control our urban sprawl
- That coop and the gas bar is staying at this location. There are not enough inner city gas stations. Yeah to both Brentwood and Dalhousie coops
- That it has variety of businesses in there.
- That it is mixed use with residential, commercial, and office space
- that it's meant for mixed use
- That the business that where there before remain
- That the co-op is staying at its current location.
- That the Co-op remained
- That the Coop store will be new.
- That the coop will be renovated/rebuilt.
- That the Coop will still be in the same vicinity as it is now.
- that the gas bar is remaining as part of the development.
- That the site is being redeveloped.
- the 10 storey building is reasonable for this location.
- The addition of new living units so close to the university/C-Train station
- The amenities, and conveniences of Food and Pharmacy as well as Residential ; and People space
- the architectural concept and connection to LRT.
- The area needs updating. It's old and tired and there are few places to gather and enjoy a good cup of coffee
- The area was in need of development.
- The best change will be opening up and developement of the park that now mostly hides behind the Co-op.
- The building heights beside the park and the new gas station location.
- The buildings look nice.

- The coop is staying.
- The CO-OP needs a new store. Adding residential density is brilliant. Keeping all of the existing services and tenants, while space for the new ones is exactly what the City has been looking for. Going up and not out makes total sense.
- The Coop store definitely needs upgrading. I like the idea of development around LRT stations.
- the coop store itself was desperate for redevelopment- a positive development. I have no objection to increased density on the LRT corridor but 40 stories are excessive. Underground parking is a positive feature.
- The Co-op supermarket will remain on the site, but if the 3 condo buildings are approved, I'll no longer shop at the Co-op.
- The current area is not very walkable. However, I feel that with this plan the area would be a lot more pedestrian friendly.
- The current location is dated and run down. Bringing new life
- The density is varied and decreases as we go north to blend in with its surroundings
- the development proposed a great mix of uses and will be a great improvement for the neighbourhood
- The existing Co-op definitely needs upgrading or redevelopment.
- The fact that Co-op is planning a new store. When the present store was built, we as residents of Brentwood and members of the Co-op, were very excited. We realize that many years have passed and changes must be made to the store
- The green space on top of the store.
- the high rise buildings
- The idea of added density. even tough the form is terrible
- The idea of modernizing the grocery store and adding more services.
- The increased density and a new store that needs new life!
- The increased density of the area, and hopefully more successful commercial than is there now.
- The intent (not current design) of redeveloping TOD site for increased intensity.
- The large amount of potential high density housing located near a c-train station. Such initiatives should be furthered along the Dalhousie (in one of the parking lots that is rarely full) and University (in on of the parking lots that is also under-utilized) stations, and along the C-train stations for the new Green Line.
- The live / work / shop nature of the plan and it's TOD focus.
- The location of the tallest building
- The mixed land use. Lots of residential, commercial.
- The mixed use
- The mixed use and the addition of office space. The Wendy's and C store is now off to the side which will improve traffic flow on the site and hopefully eliminate congestion.
- The new co-op is the only good piece
- The new coop store
- The new co-op store the old one is very old and dated.
- The new coop would work along with one other building.
- The new co-op.
- The new traffic lights
- The office buildings and integrated co-op
- The opportunity for growth in the community

- The proposed development provides for better allocation of the lands and brings a new food store to the area for its customers, and will bring development/construction jobs to Calgarians
- The renewal of the park behind the Co-op parking lot looks like a great idea. Having some greenery within that area will ensure it does not turn into an ugly urban jungle. The additional stores and upgrade to the retail environment might bring in more traffic and bring up the cost of the property value. However, the existing University City buildings have had mostly empty store fronts. I'd caution that they're putting all their eggs into one basket, thinking that the store space will be used, but in reality, they'll just be empty warehouses. If the Co-Op grocery store is to be torn down, it must be replaced by a new grocery store, or put the Co-Op back in as that was a huge selling point for why people were living in the condo buildings to begin with. If that disappears, then the convenience of having everything just downstairs is lost.
- The residential area is perfect for growing the community.
- The rest of the development looks useful and will provide additional services.
- The stores, parking lot and roads do need upgrading.
- The super tall condo. Looks super sick.
- The updated grocery store.
- The use of a combined residential/retail makes much better use of the existing site
- The use of high density on the site, the integration of the C-Train station with the site and the variety of use of the site.
- There are no view for the green building seen from inside and outside, The new building is too high.
- There is a mix of commercial, residential and office space with underground parking
- there is genuinely nothing appealing about this proposition.
- There is nothing I like - this is a poor design.
- There is nothing I like about the proposed development of Brentwood. As a person who has been living in Brentwood for years, I do not see any necessary needs to redevelop the area and build more residential and commercial buildings. When the city permitted the University City Condos to be built, there were already massive protest from people living in the area about the potential problems these buildings can cause. The city in the end chose not to listen to the people in the area and allowed the developers to build the condo. I strongly believe the city must not make the same mistake and ignore the voices of the people in Brentwood. **NO MORE RESIDENTIAL AND COMMERCIAL BUILDINGS IN THE AREA!**
- This COOP while dated is an excellent resource for the community
- To large
- Underground parking
- Underground parking and mixed-use buildings. I'm for them!
- Underground parking frees up surface space for better uses. But will there be enough parking for both residents and shoppers?
- underground parking provides more parking spot
- Underground parking, increased density.
- Underground parking, new grocery store
- Underground parking.
- Underground parking.
- Underground parking.
- Ungraded coop
- Updated commercial buildings and new businesses

- Updated Co-op
- Updated Coop more retail In our area
- Updated coop store
- Updated Co-op, new residential places
- Updated retail centre, easy access to train line for new residential units
- Updated/ modern Co-op, new co-op liquor store
- Updating the Co op
- Updating the current Co op
- Upgraded Coop
- Upgraded co-op supermarket
- upgrading of a dated and underused site
- Use of land not used well initially (old store and parking lot that is in decay.)
- Use of space more people better shopping center
- Variety of design types in Residential Buildings and supermarket location at base of Buildings.
- Varying heights and uses.
- We do need a new Co-op.....
- Well design
- High density TOD, terraced
- new retail opportunities, upgraded green space
- Nothing, it is the worst.
- Visually - the buildings go from high against the University City to lower by the park.
- the variety of different retail, and other services
- The updating of the current buildings
- That each building will be kept open until its replacement is built; that there is a variety of uses.
- nothing.
- Use of available existing land, however there does not seem to be a lot of thought given to traffic with the one exception of a new traffic signal.
- Mixed use and buildings scaled properly to surroundings.
- More opportunity for business
- Modernity and the fact it could attract more clients/customers for the stores.
- Updates to existing or older infrastructure
- New store. I have shopped there for 33 years
- The new coop and buisnesses will help to revitalize the area
- Buildings 3 and 4 are in line with community standards
- The revitalized Coop store.
- Improved Co-op store.
- Updating the aging co-op and adding retail. Those University City condos sbould've had to replace all the services we lost in their taking over the previous retail space, instead they are tiny.kiosk side spots no one wants.
- Conecting the grocery store and office towers to the brentwood train station is nice
- A new Co-op, Co-op liquor is preferable to other choices (although this will make too much retail liquor in the area), Co-Op may be able to attract some better quality retail (though baseline from University City is not encouraging), retaining the gas bar, and mixed-use likely better than just having more residential towers.
- Updated shops and more amenities in a convenient location for the neighborhood.
- The updated co-op integrated into the tower. Underground parking.

- I like the notion of increasing the resident capacity and business potential in the Brentwood area.
- nothing, greedy developers will damage the community again and more
- New improved Co-op store.
- Looks innovative, a different style to the neighbourhood. Multi-use buildings in the area. It's good to see some office space going up. More would be preferred as long as there's the space to support it.
- That it will rejuvenate the shopping area.

3. What do you think is missing from this site that you would want to see in this development?

- 2-3 stalls per residence
- A better grocery store and shopping experience.
- A better sense of scale, smaller buildings, more green space, public recreational facilities
- a car wash is important and needed.
- A central recreational space that is not exclusive to residential buildings. E.G. a swimming pool, climbing centre and gym combined etc
- A dedicated coffee shop (eg. Starbucks, Second Cup) or perhaps a fast food chain specializing in coffee and bakery items (eg. Tim Hortons, McDonalds).
- a focus on newer shopping units or restaurants rather than more residential areas
- A giant underground parkade, adding this many more people and businesses you need lot of adequate parking with suitable parking stall sizes.
- A grocery store
- a gym
- A large, prominent pedestrian space that connects through the site to actually make it attractive to get to and from the LRT.
- A natural space/park to allow for a break in all the concrete construction.
- A nice coffee shop - not Star bucks!
- A park where some one can things like sport, kids play ground, and so
- A park/recreational green space/courtyard.
- A plan to move traffic smoothly around the proposed areas
- A plus 15 connection to the LRT and maybe a better way out to Brentwood Dr
- A public park
- A real plan regarding traffic congestion. Its already a problem in this area.
- A revocation of existing structure
- A sense of scale that would not destroy the community. A sensible appreciation of what the community and area needs -- what might be amusingly termed, if the matter weren't so serious, Brentwood Commons Sense. As it is, the proposed project reeks of boondoggle and give-away to developers.
- A through road to connect the proposed traffic light west of the LRT pedestrian bridge to University City.
- Above ground parking
- Absolutely Nothing. Please for the love of Brentwood, walking area, neighbour love, don't build this. Not necessary!
- Adequate and fair consideration of the shadow and density impacts on properties to the north.
- Adequate parking for those shopping and/or visiting residents of the apartments.
- Adequate parking.

- Adequate underground parking for residents and business customers
- All boxes seem to be ticked.
- All parking should be underground. Buildings should address the street.
- already too much here
- Although it is technically not part of the development, there is no sidewalk from this development up to Charleswood. A bike lane, a road, but no sidewalk
- An arterial road between Charleswood Ave and Briseboise Ave. An onramp to Crowchild North. A vote from the 67,000 citizens in the affected neighborhoods.
- An up scale restaurant
- Any discussion about how the access road will be improved to handle the massive traffic congestion that the development will cause.
- any foresight into the development of the community
- Arts, culture, boutique and diverse retail
- As in number 1 above - better transportation access to and from Crowchild Trail.
- As stated in #1, green space could be very beneficial to this development. More trees, an outdoor gym, and benches could help enhance this area.
- Assurances that the greenspace behind the co-op will be protected.
- Assurances that the new residential buildings will not block the little view and sunshine afforded the University City Condo units.
- at this point nothing
- Attractive pedestrian walkways / access within this development and connecting other residential and retail in the immediate area.
- Better access to Brentwood station, eliminate stairs improve stn access
- Better edge transition to the park such as townhouses, a development that integrates with the newly redesigned park rather than creating a fortress-like wall around it.
- Better flow into the park.
- Better interface with Park. medium scale density throughout site vs a 40 to one storey contrast.
- better pedestrian realm, better connection between buildings, better connection with the surrounding area.
- Better proportions of all buildings. For instance if you would chop off 38 floors from Bldg. 1, it would look way better.
- better road access
- Better traffic control on Brentwood Rd and enough parking.
- Better traffic routing - the road already has been a huge mess since UCC was developed.
- Better walking access for community members to the CTrain station, is not evident.
- Bike parking. Hard to tell on the design, but ensuring walkability to and from Blakiston park
- Brentwood Rd widening to allow for existing and future traffic. A car wash at the Co-Op gas bar. I don't think that there is sufficient parking.
- Brentwood Road MUST be expanded if this is to go ahead. In my opinion, the City foolishly eliminated car lanes in both directions to add bike paths that are rarely used.
- Brentwood Road needs to be redesigned to handle the increased traffic. Again, it is not even adequate right now. You are making it so I don't want to use the services in my own community and I will either move or drive to other areas to avoid the frustration. But why would someone that lives in Brentwood choose to shop at this Coop with all the traffic headaches? Additionally there should be some type of traffic calming measures to prevent traffic from entering the Brentwood community.

- Brentwood Road would have to be widened to accommodate all the traffic.
- Building 1 looks like it will be tallest structure in the area, Is it taller than any University of Calgary building? The height in and of itself is not a concern, as long as the building fits in with the character of the adjacent buildings/planned developments and does not cast a shadow on any existing residential property across Blakiston Park.
- Building 4 should be much taller, to take away height from the tallest tower.
- bus stop?
- Cafe and some area dedicated to green space
- Can't comment on this; have to see how things unfold.
- can't think of one
- carwash and more surface parking. Have a family and need convenient surface parking for quick large grocery shopping trips.
- common sense
- Common sense
- Common sense. 40 Storeys in an R-C1 neighbourhood is ridiculous. We understand the concept of ToD development but we also understand the principles that were put into play with the Station ARP. This totally disregards the ARP guidelines about sensitive transitions and building. It should go back to the drawing board and be redesigned completely.
- Common space between park and station could be expanded, more greenery
- Community approval
- Community area
- Community garden
- community space
- Community!!! Tall, ungainly buildings stuck together with little green space between them - trusting that little Blakiston Park will provide for all the additional residences is absurd. University City site with its concrete and a few dead trees show what DOES happen - not what is in the developers plans. Gee, I really like the gas meters stuck on the front of the building facing Brentwood Road.
- Conformity with the goals and philosophy of Transit Oriented Development, as described in the Brentwood Station Area redevelopment plan. The conflicts are too many to list.
- Consider the situation of Brentwood Rd at some hours.
- Consideration for the area / Stop miniaturizing available housing
- Consideration for the existing neighbourhood--we already have huge new buildings in the same area, and the 2 very tall buildings are too tall.
- Consideration of improved connection with university
- consideration of the existing neighbours in a very established community
- Coop liquor store
- Covered and heated walkways to prevent ice in Winter.
- Does the office space allow for dental/medical tenants? If not, why not?
- Don't need a bank or liquor store OR towers period !!!
- Double lane Brentwood road
- Emphasis on pedestrian use, including green spaces
- Even better pedestrian and bike access. For a TOD, this still looks fairly car-centric. Get rid of parking in the middle.
- everything appears perfect
- expanded roads in the area to accommodate the increased traffic

- Family Restuarant
- First not to have 40 stories building. That is for downtown. Then less qty of buildings. I think it is unnecessary there that project. No enough services. And view and rental death for Univ City.
- Fix the road, make it wider. The traffic jams are horrible.
- food court
- For pedestrians, easy access from Blakiston Park to the LRT. On ground level, less pavement and more greenery.
- For the size of the site there seems to be plenty of development.
- Further investment in upgraded Park and playground equipment and walking paths
- Good access via vehicle in and out. Seniors can't ride bikes to get groceries so they will still be driving.
- Green space
- Green space
- Green space
- Green space
- Green space , lawn, trees. Walk (with green) to LRT, and neighbourhood and between buildings.
- green space , vegetation
- Green space and direct access to the LRT.
- Green space rather than parking spaces.
- Green space, community garden, less residential
- Green space, good pedestrian access.
- Green space, open space with a view, offleash dog park, parking space, it will be a concrete jungle
- green space, trees
- green space, trees, walk thru's, community space, gathering areas, Architectually pleasing and energy efficient buildings.
- Green space.
- Green space.
- Green space.
- Green Space.
- green space. University City model is itself frankly a disgrace given the lack of open area that isnot under concrete and I would hate to see the same approach to the coop development
- Green space. Less units. Something other than a ton of condos. More parking.
- Green Space/Environmental Design
- Green spaces
- green spaces left alone and high rises gone.
- Green spaces. Is a park planned? Are these units for families with children or not? If yes, then a playground would need to be installed. I would also like to see a self-serve car wash like Brentwood car wash that is sadly being closed down at the end of this month. This car wash has been actively used over the years that it has been in business and was a welcome addition to the area when it opened.
- Green spaces. Roads access. No more traffic. You should learn from development like shawnessy!
- Green spaces; a large park
- Green/open spaces
- Greenery - parks.

- greenspace
- hard to tell from architectural rendering. Would like to see existing residential/retail towers included for holistic view
- height restriction: sightlines to Nose Hill Park are valued by pedestrians.
- Hopefully enough underground parking for all units. Are they increasing LRT capacity? The road in front of Coop is a constant traffic jam now. What alterations are they making to deal with so much increased traffic?
- Hopefully some offices will be medical
- How to handle transportation and traffic issues as a result of this development.
- How traffic will be controlled it is already tricky to make a right and left hand turn in and out of the parking lots.
- I am open-minded about how we framed this development .
- I believe that adding a commercial front to the base of building 3 would be a great way to bring more business and activity to this area. Perhaps
- I cannot think of anything. Everything is well covered with this development.
- I can't tell from the rendering - is there park space? Bus stops? Patios? Lots of pedestrian connections? If not present, they should be. Would also be good to see a greater mix of uses (seems to be mostly residential).
- I cant think of anything and more would be too much.
- I did the increased urbanization, so long as there is a market demand. Don't social engineer. You don't have the ability. No one does. Let the market decide. If there is a demand for that huge number of units , then fine. But you d better force them to have sufficient parking. Not like that insane buildings by downtown with no parking.
- I do not see much green
- I don't like the proposed development
- I don't mind new development projects as long as they don't take away from the existing charm... why don't you go ruin someone else's neighborhood?
- I don't think I like this project.
- I hope that the site will be well integrated into the University City and new Blakiston park so that it feels more inviting than the current University City development, which feels quite barren. Try to make the space inviting and community-oriented, with a strong pedestrian strategy so that people are not walking through parking lots and cutting across parks to get where they need to go. The area is definitely suitable for re-development, and I strongly support increased density for the area, but traffic and pedestrian strategies need to be closely aligned so that the development is a strong addition to the community.
- i hope there's some low income housing
- I hope they are keeping lot's of surface parking, I can't tell from the picture.
- I like the plan as it has been presente d
- I personally do not think that site requires development. I would really want to see the residential buildings to be removed from the proposed development site if it is going to be built this high.
- I think extending Blakiston park down onto Brentwood Road is a waste of space. Provide the park around the back but allow for more commercial building beside the new convenience store and Wendy's. As it stands that area has been fenced off as a construction site so the Brentwood residents don't currently view it as part of the park anyways
- I think increasing the amount of office space and decreasing the amount of residential space would be more helpful in boosting the amount the space is used.

- I thought at one point townhouses were mentioned? If they were affordable (e.g. on the order of \$500k or less) then people from Brentwood can move in there.
- I thought that the document talks about retail, restaurants, etc. But I don't see those reflected in the image.
- I want 'spaciousness', the chance to see the skies and the weather, the idea that I can easily see Nose Hill, or the mountains, the greenery in Blakiston Park and the rest of Brentwood.
- I want to make sure there is enough surface parking for people who drive to shop.
- I want to see more park, playground and green spaces
- I would like the development to be better integrated with the RioCan development rather than a little self contained pod with its back to the RioCan development. The plan is missing the line of sight/green space walkway directly from the station to Blakiston park that is shown in the station area plan. It is essential that the whole area be designed to encourage Brentwood residents to walk from their detached houses to the station and for this to work direct routes NE, NW and SE are required. The pedestrian oriented "main street" in the original station area plan was supposed to accomplish the NW-SE part, we need a direct route to the NE as well. The original plans also emphasised having active frontages along these routes, something that is currently lacking from the University City development (for example the day care has fenced off most of the sidewalk behind Wendy's). For the overall plan to be a success there needs to be an active frontage from the station to the park and from an intersection half way between the station and park along the main street for people to walk NW to Brisebois and SE to the the rest of the mall and ultimately to Charleswood Dr.
- I would like to know more about how the space between the buildings will be used. Will it just be a big parking lot or will it be a pedestrian area
- I would like to know where Co-op/Safeway is going to provide parking for all their customers because as it is on the weekends it's hard enough to find parking and no one in their right mind is going to walk 2 weeks worth of groceries home.
- I would like to see an inside playground for children to be available to all children living in Brentwood area.
- I would like to see high-quality architecture and finishes. The University City development is disappointing in that respect.
- I would like to see more areas where small businesses, such as restaurants, can open to increase the enjoyment of this community.
- I would like to see space for a open patio for restaurant and highend coffee shop
- I'd prefer the co-op was separate and not attached to a building.
- If it were for the upgrade of coop, I would suggest have some office facilities to take the advantage of public transfer system
- If the Coop-side of Brentwood Mall were to be redeveloped, the City should do the opposite with respect to this project and instead ensure that Blakiston Park be enlarged. I agree that the side of Brentwood Mall that now homes the Coop is ugly, but building a monstrous 40-storey tower will only make it worse. More green, less buildings.
- I'm pretty sure when I attended a recent open house with Quarry Bay on this development I remember the drawings including the impact on Blakiston Park - there was a lot of thoughtful consideration to the integration of this park and how the park would benefit - the site photo above does not show the park so I'm hoping this key element will still receive all of the advertised benefits.

- Improved pedestrian connections between the Co-op site and University City/Brentwood Village that aren't Brentwood Road. The existing set-up is not especially friendly, this proposal is even less so.
- Improved public realm, walkability between buildings, active frontages
- Improvements on the road. Will it handle the traffic
- Instead of surface parking, a public pedestrian plaza. Potentially something like a new theatre or public library would be nice too.
- Integration into the existing community and integration into the other proposed developments at Brentwood Mall
- Is there any green space?
- Is there going to be enough parking for residents/guests not to overflow into transit parking or neighborhood?
- Is there public/courtyard area?
- It does not look at all like the proposed plans for Brentwood as shown in the main part of this plan for Brentwood - they plan shows a road going through this part
- It does take away from the park space that is currently there, and I think that for quality of life it would be nice to see some green space and playground space incorporated into the plan, especially for those folks that will be living in the residential space.
- It doesn't seem sensible to put the fast food restaurant at the back of the development so that Wendy's customers have to cross with the customers of the gas station. Makes more sense to have direct access to the Wendy's from the roadway.
- it looks like the loading dock for coop will be facing the park, concerned that it could be an eyesore
- It needs less, not more.
- It will be nice have more space to share with people in this area.
- It's hard to tell from the image, but hopefully adequate surface parking.
- Keep a green space.
- Keep it as it is.
- lacking green space; walkability.
- Larger/better improvements to section 7
- last development in the area is poor quality and tacky, decreasing value of Brentwood
- Leave COOP as it is
- LEED certifications or small trees built onto the buildings or a green roof.
- Less density is needed for the area
- less density, a compromise, such that massive high rise buildings do not overcrowd the area. Adequate and affordable parking so our streets so that illegal parking is minimized. Funds to police infractions
- Less height of the proposed buildings. More greenspace.
- Light, Greenspace, and a REASONABLE population density.
- LIKE IT AS IS. Please do not make any changes to it -- looks like a real wow.
- Lots of parking, better traffic easement onto Brisebois, and perhaps lights so people can make left-hand turns easily when leaving the Coop parking lot.
- low rise buildings
- Lower heights. More parking.

- Main pedestrian axis of potential complete Brentwood TOD area appears blocked by Coop store relocation. LRT access does not appear to connect all the way through to neighbourhood / Blakiston Park.
- Main Street feel. Quality public spaces. Pedestrian-oriented buildings. Needs to meet ARP goals.
- Major Green space
- Make sure that this is an opportunity for the local and inner city businesses to have a chance to expand.
- make sure the walking areas link with the present towers
- Make sure walking and cycling connections are maintained
- Meeting spaces, green spaces, other venues such as a pub
- Missing? Green space ,people space.
- More businesses
- More green and open spaces.
- More green and public space it looks like concrete jungle.
- more green space
- More green space - as is this entire area (with Unit City) will be a concrete jungle
- More green space than the small city park (Blakiston)
- More green space.
- More green spaces
- More green spaces.
- More office/employment to help the retail be more successful and make the area busier in the middle of the day. Requirements for 3 bedroom family-friendly units and affordable housing units. We need residential for a diversity of people, not just one type of buyer (i.e. childless couples in 1/2 bedroom condos). Add an indoor bicycle parkade like this:
<https://www.youtube.com/watch?v=Aopg1Rgkajk> It could be in residential building 1 or building 6. A high quality bicycle parking space should be in addition to the bylaw required spaces for residential, office, and retail.
- More parking
- More Parking With the density of this project, if there wasn't adequate parking for my wee car that I must take, especially to buy my groceries. I have a bad hip now and don't want to fall of a bicycle. However, I'm also interested in renting a condo there when I want to downsize from my house. It would be wonderful to remain in the community but the height of that one proposed 40 story building is too large and that height only belongs downtown, not in a community. 25 stories, however is fine..
- More parking and traffic upgrades
- more parking, and park space
- More public parking for the businesses and Co-op.
- More restaurants and pubs
- More restaurants/walk-able stores
- more retail
- More Retail space
- More roadways
- More trees and art like the east village.
- More trees and bushes should be added.
- more types of retail to complement the density but not conflict with the grocery store. More green space

- Move the buildings away from the park. Underground parking.
- Much more parking; better roadway access
- n/a
- N/A
- n/a
- N/A
- Nature, parks, playgrounds.
- Need to think of this redevelopment along with current and future plans for the entire Brentwood Mall area. Co-op site by itself is relatively small and should not be expected to shoulder the entire laundry list of desires. Any missing parts can be considered for future area plans.
- None
- None
- None that I can think of
- None that I can think of.
- Not enough parking
- Not enough parking for a suburban community
- Not more people for
- Not sure - but it seems to be designed to begin excluding areas of stability. I would like to see some measures included that blend areas of stability with change, in particular with regards to access.
- Not sure how this would tie into the existing park behind the store and how it would tie into the condo complex east of the current site.
- not sure if the cold weather in Calgary is seriously considered; it is a main obstacle in using bicycle and walking, sitting in cafes, etc.; maybe a winter garden, or style of +15, covered ares, is missing? Also, noise is a major factor in enjoying walking and biking, so be sure busses will not ruin all efforts
- Not sure rendering is very vague
- not sure what would be missing
- Nothing
- nothing
- nothing
- Nothing
- nothing
- nothing
- nothing
- Nothing
- Nothing
- Nothing
- Nothing
- Nothing
- Nothing , rather than to increase the traffic jam all the time in the Brentwood Road , even right now , U City is giving a lots of traffic jam , in addition with 540 new units in this site , it will be more traffic parking problem in Brisebois Drive and other street,
- Nothing comes to mind.

- Nothing is missing. I hope the developer will have potential occupants for the residential and commercial components of the development prior to building on such a large scale in case interest is not high and the buildings are not fully utilized once they are finished.
- Nothing is missing. It is fine that way it is. I don't like the tall buildings that are planned to be built.
- Nothing jumps out as missing from this proposal.
- Nothing missing . This development is basically what the City Developers want and no surprises nothing very interesting.
- Nothing that I can think of, adds to what is already there so big improvement
- nothing, housing, retail and office space is great, I would add restaurants if it is not in the plan.
- Nothing, looks like they've thought this through
- Nothing, there is northland mall, which should be developed and be the quite NW community and was rated highly for.
- Nothing.
- Nothing.
- Nothing. Have lots of concerns for the development.
- Nothing. I want to keep it the same as it currently is.
- Nothing. Nothing needs to be redone. Leave it as it is or just build a new coop. We do not need more buildings causing more traffic and less parking for coop.
- Nothing. Seems to have all the must have items in the area. Maybe another restaurant, but there are a few already nearby.
- open space that is not a parking lot, sorefront close to the LRT station
- outdoor parking
- Outdoors benches seating areas
- Overall connection to broader Brentwood shopping redevelopment. University City was terrible design with poor walkability. Increases challenge for Co-Op redevelopment to connect with broader Brentwood shopping site redevelopment.
- Parking
- Parking
- Parking
- PARKING Green space single storey buildings
- parking liiks inadequate, no indication of improved road access. No space for community use (coffe shop/farmer's market, community rooms
- Parking no new 40 stories building when the other 3 building next door went even full. Parking, road congestion fixed. A cop show to limit the new vandalism and theft that will occur with all the new people.
- Parking!
- Parking, parking, parking. University City is struggling to attract businesses because there's no parking. As much as being transit-oriented is an ideal, the reality is that it will be decades before a business can survive without parking.
- parking, recreation, green areas, shopping. There is not enough green space, playground areas. Add a community centre with facilities for the residents that are going to be living in the area. These facilities need to be there before the people are there.
- Pedestrian access to the park from the development (can only see one access point on these drawings; see page 26 of ARP); the commercial main street is missing from the development (see pg. 34 of ARP)

- Perhaps more landscaping and a covered plus 15 to the train station.
- Places to sit and relax
- Plans to expand the road
- Playgrounds, restaurants
- Please remove all residential development.
- Possibly more access to Brentwood Road
- Potentially a patio or community spaces
- public space / main street feel
- Public space such as a small park, benches, something to make the space modern and inviting
- Reasonable height for condo building 1. Current plan is too tall.
- Restaurants and coffee shops
- Recreation and entertainment. There is nothing keeping people in the area other than what is already there: buy your groceries. They are still going to get in their car and drive over to Crowfoot Village
- Recreation area. Green space.
- Recreation space: indoor courts/fields; some development of the green space: tables/benches, shelters
- Reduced height on the tallest tower... it's not in keeping with the rest of the area. Plans for a day care centre. Provisions for pedestrian safety and for evening security in and around the complex
- Res condo building 1 (#4 overall) is a little tall. That may cause some concerns for the buildings behind them. Otherwise, it looks good
- Respect for residents in Calgary is missing
- Restaurant areas for finer dining
- Restaurant space, not fast food
- Restaurant spaces
- Restaurant(s) or some other type of business that would bring some activity to the area after 'normal' business hours.
- Restaurants
- Restaurants
- Restaurants and bars. Kilkeny and Jamesons are great, but they're the only good places to go to in the area.
- Restaurants and other dining options (aside from Wendy's). Other retail stores
- Restaurants?
- Restaurants
- revitalization of Blakiston Park
- Road expansion, traffic consideration, any thought about the site beyond placing a large object upon it. Transit has not been considered, this project is a pet of somebody's, proposed to secure funding and political sway. It does not consider the context of the neighborhood, and will create a large amount of public disapproval
- Road re-development, cop shop, parking
- row houses
- See first response. Very poor public realm and area planning - transitions and connections to adjacent neighbourhoods and services is unclear.
- Sidewalks
- Small courtyard or green space.
- Smart decisions and keeping open to other options

- Some green space
- Some green spaces/trees and gardens would add to the quality of the development.
- Some residences suitable for seniors, there are a lot of people who live in Brentwood who could move into something like this soon.
- Something that would actually draw the local people in this community to the site other than just the coop.
- Space
- Space
- Sporting facility plus other health-related and medical facilities
- Starbucks, family sit down restaurant
- Sufficient Designated parking for grocery shopping
- Sufficient parking for coop
- Surface parking, Lots of grass and trees, single story buildings
- Surface parking, low rise buildings. Why not either leave it alone or make it into a park?
- The buildings need to be back from the park more
- The height of the buildings do not fit community. You're missing their perspective .
- The parking system should be changed. As it is, the labyrinth of streets in between university city condos is confusing, and deters people from going in there. It's crowded and cluttered. I'd like to see the space planned out better, and not make it feel like rats in a maze. Which, based on the previous plans within that area, is what I think is going to happen.
- The plan lacks character and green space for the residential units. Does not appear to be terribly pedestrian friendly. What about specific accommodations for seniors and low income families? With easy transit access this would be the perfect site to incorporate the needs of all people in Calgary.
- The proposed site design merely aims at making the most utilization of land with no regards to the impacts so created to the residents living there.
- The residents must be not tall like that.
- The respect to the Brentwood community.
- The survey questions here are designed for keyed responses Not how people feel about the project
- The tall buildings will obstruct our view.
- The thing this site needs is for the city to stop any potential development of buildings in the area as the large amounts of tall buildings will only make the quality of air poor for the people in the community. Instead of building more commercial buildings, the city should consider improving the roads around the Brentwood area instead. As someone living in Brentwood, I can tell you all of the major roads near this proposed site have congested traffic. Does the city even know what the consequences are if they permit these buildings to be built with the way traffic is already congested?
- There is a need to address the traffic situation on Brentwood Drive and refurbish the Brentwood train station which is a serious need of an overhaul.
- There is no land beautification as part of this project
- There is nothing missing, you've got in enough.
- There is nothing missing. There are too many buildings in these plans.
- There is too much surface parking. The residential buildings need to be moved to the front and not be located at the back. The building design is poor. Where is the municipal reserve deduction of land? Another liquor store is not needed, there is already one liquor store at the Brentwood Mall.

- There needs to be a more communal areas for people to gather. I.e. a park, an open area with benches or artwork. More restaurants/ fast food and shopping
- There should be a grocery store in the site. Why preserve the Wendy's and the gas station, but not there grocery store?
- There's a lack of "window frontage" that promotes pedestrian activity and creates a viable streetscape. This proposal lacks any sort of "streetscape" and is the same old powercentre/big box store layout which is a shame since it doesn't meet the actual intention of a TOD (even if it checks boxes for density and mix of uses)
- This area should be developed as a commercial hub.
- tie ins with the park behind it
- Tim Horton's
- Tim Hortons :))
- To enhance the vibrant life of Brentwood, the site could also include a cinema complex, good size shopping mall (like in Asia) and even a sport complex (like multi-usage SAIT sport arena).
- Townhouses
- Traffic access!
- traffic controls
- Traffic controls
- Traffic flow isn't shown in the proposal above. A carwash would be great.
- Traffic flow, will the bike lane continue? Is there space for bus routes?
- traffic lights into the parking lot
- trees & shrubs
- Trees, ability to see past the large buildings. I support urban density to a degree, but the height of this building does detract from the neighborhood.
- trees, garden area, playground/park...also, I am disappointed with the retail/shopping currently located at the base of the existing four residential towers. They are not interesting. There should be a coffee shop, ice cream store, flower shop, sandwich shop, and some cool retail stores to really get things going. Right now, it's boring as boring can be.
- TREES, PARKS, LOW CONGESTION,...
- Understanding of road ways
- Unless it is in the plan and I didn't see it, the road in front of Co-op will have to be widened. It will also need a dedicated Left hand turn lane.
- Updated road construction a 2 lane each way on Brentwood Road. With the added new bike lanes {that get used in the 4 summer months} and therefore the removal of the extra car lanes traffic is backed up to Charleswood because tBrentwood Road is the only way to merge to Crowchild West. and Trust me this is what all concerns will be for this area . There is NOT a great idea if the traffic concerns donot get addressed.
- Upgrades to road infrastructure servicing the area, the Brentwood Rd feeder will be very congested, the community needs a good coffee shop :)
- Urban design quality on the ground level for people walking, especially to the bus or LRT. Pedestrian connectivity to Blakiston Park.
- Vehicular access needs to be improved, such as by removing the bike lane, so there aren't constant traffic jams during peak hours.
- Visitor parking for all the residents. Trees, green spaces. Walking pathways/sidewalks.
- Walkable space as discussed
- walkable, safe pedestrian areas; green space

- WAY more parking. Diagram of shadow impact on surrounding community buildings & Blakiston park.
- we cant think of anything
- We have wanted a car wash for years and CO-OP tells us the City won't allow it?????
- What happened to the idea of making this a pedestrian-friendly neighbourhood with boutiques, coffee shops and restaurants? The City should be encouraging the development of small, independent businesses rather than allowing more high rise buildings. A development that would enhance the quality-of-life in Brentwood is what is missing in this plan!
- What it is missing is the consideration of fitness to the communities.
- What's missing is area resident's desire for low-rise buildings and walkable shopping areas rather than parking lots.
- Where is the bike parking and bike lanes? Where is the open space? Where is the outdoor cafe? where are the townhouses for families? This development does not help create a complete community. where is the senior's housing?
- Why are all the buildings crammed together? What kind of public space is there? and quite frankly doesn't look like a place for the general public to "hang out". What other services will there be that would be useful to a community? Too many bars, restaurants, and coffee shops that many cannot afford to patronize.
- Why stack the buildings? Where is the thought in this? why not put the tall building at the other end of the property - the north west end. Why why why why put the building directly beside the current high buildings? This comprimises the one side of both of the buildings.
- Widening Brentwood Road. Pedestrian access from Blakiston Park.
- Widening of Brentwood Road. Where are the family restaurants?
- Widening of the roads to accommodate this development.
- Would like to see more upscale retail spaces (bookstore, not fast food dining etc), post office (the existing one at Brentwood is small and inconvenient)
- Green space , lawn, trees. Walk (with green) to LRT, and neighbourhood and between buildings.
- Surface parking, low rise buildings. Why not either leave it alone or make it into a park?
- More offices (less residential)
- coffee shop
- The park behind the coop should be left alone.
- Green park spaces
- we do need a co-op store nearby.
- More thought to parking and access to and from the site.
- Public art space.
- Other stores already there? Will they continue to stay open or close?
- Somehow, there needs to be increased green space, whether at elevation or at grade. We need to quit paving everything. Perhaps there are new materials that cars can travel on but that allow groundwater absorbtion.
- Lower towers. 40 floors is too high !!!!
- Green space
- green space, structures that are in line with community standards, consideration of community members and the impact that this structure and increased population density will have on their quality of life and property value
- It is looking to be a large paved parking lot surrounded by towers. This will not be a pleasant area to walk through, drive by or live near. For example: windy, dusty, shade etc. This will be even

less appealing in the winter. Planting a few trees and putting benches are so far removed from being a solution.

- Scale and perceptiveness. Currently, the street level of university city is failure and not reflective of the plans, so I am of course, concerned we will have more of a concrete dead zone. Traffic planning is also a concern and not adequately addressed. In recent years, I have started to avoid driving to Coop between 4-6pm because of the difficulty of exiting the parking (even with a simple right turn).
- Improved roads access to and from major arteries, the access to this side and the LRT are atrocious and relying on Brentwood mall's congested parking lot as a pass-through is ridiculous. Also provide local community centre services if you adding another 1000+ residents in addition to the other 1000+ cobdo residents you just added. A new community centre etc in the suburbs doesn't help us.
- Not sure
- A means of having those who benefit bear the costs associated with this development.
- Better access roads. When you add this many residences and people to one area, typically you'd see a lot more services (ie: more variety of shops, coffee shops, restaurants, etc.). In Vancouver where I am from there would be many more services for this amount of people. They will be driving around a lot if the services are not in walking-distance, creating significant traffic congestion.
- Better interface between development and the park. Planning around the overflow of traffic from this development onto Brentwood Road. The road is already now very busy, especially at peak times.
- There is way too much in the proposal that is jargon. A lot of fanfare and little actual substance. A lot of lip service to pedestrian traffic, but will it actually materialize? pedestrian access from the Brentwood school area to the train station is important.
- more space and green land instead of busy and high rises blocking the views and bring more un-predicted issues
- should not have this happen in this location
- Sufficient parking for the residential and commercial components.
- Multiple choices of financial institutions. Good vehicular access.
- Prudence.

4. The development proposes a central surface parking area and an underground parkade, surrounded by several buildings containing a mix of uses including a grocery store, gas bar, offices, retail and residential dwellings.

What do you think about the layout of the site? Would you change anything regarding the placement of buildings, parking and various uses (office, grocery store, retail)? Why?

- 2 of the buildings need to be set back further from the park
- A 40 story apt building is far too tall for a residential area.
- A terrible design. The building 1 is located at east side of the site where it directly blocks the morning sun rises. Thus, it is not an environmentally friendliness project even though it has the office and stores.
- Absolutely rubbish ! Blakiston park will never ever be the same !
- add a recreation centre with a community centre incorporated.
- Again, move the 40 story building to where the shorter building is proposed. This way you're not impeding existing residents in the University City condos

- All parking should be underground. Buildings should be lower and create a public plaza.
- As long as the parking is not restricted to the people using park and ride then it will be very beneficial because trying to find parking in Brentwood for the park and ride is extremely difficult
- As mentioned before, everything in this proposed planning should be removed from consideration. The city of Calgary should seriously ask themselves a simple question, what have they done in recent years to help develop the community of Brentwood? The roads can't be any worse with traffic congested and the quality of the existing infrastructures are in extreme poor condition. Instead of redeveloping these areas, the city chose to ignore the voices of the people and build more condos, buildings and offices, which only led to more traffic jam around the area. Does the city actually think they can justify this project just like they did with the University City Condo project they permitted 3 years ago?
- As mentioned in my previous comments, there should be direct road/boulevard/pedestrian access between University City and the Coop without having to walk around.
- As mentioned in the previous section, the residential buildings will block the limited view and sunshine afforded the University City condos. Stylistically it would even look better if all the residential units aren't crowded around in the same area; if Buildings 1 and 2 should either be placed centrally, or on the opposite side of the University City Condos to look better.
- As mentioned, replace surface parking with more underground and make surface friendly and walkable. Proper TOD, not this barren landscape
- As stated previously, I have concerns about the gas station. I have similar concerns about the Wendy's drive-thru. There's also little variety in uses for these buildings. For example, there are no restaurants and almost no retail (liquor store only). I recognize that Brentwood Mall has these, but there should be a mix of uses in all new developments.
- Besides eliminating the high rises in place of mid rise, as long as there is enough parking and sufficient traffic control on Brentwood Rd no.
- Besides my previous concerns, I like the proposed layout.
- Blakiston Park is not big enough to sustain the amount of proposed development - ie: residential. The proposed 40 story should be prohibited - no higher than 23 stories. As proposed, the high tower will block any sunlight into the entire lot from the south and the west - The two buildings facing the park will essentially block sunlight in the summer once the sun hits the south - and virtually all day in the winter when the sun is low sun
- Brentwood road would need to widen to accommodate extra thru traffic. Bike lane has congested it as it is right now.
- building "1" is obnoxiously tall, and should not be considered at the current proposed height or location, it completely obstructs the other condo apartments of university city, and would greatly devalue the properties of current units.
- Building # 1 is too tall for the area and would stick out like a ugly sore thumb .Worry about the shadows and wind tunnel effect created by the buildings. There already is a number of vacancies in the University City buildings which also happen to be very unattractive.
- Building is too high, obstructing existing owners views
- Buildings are too large for area. Destroying character of the neighbourhood.
- Buildings are too tall relative to locations. Blocks out too much of the sun on Blakiston Park and residences all year round.
- Buildings should be away from the park. Tower is WAY too tall. Underground parking mainly.
- Change the proposed height of building 1
- Concerned about height of tower and impact on sun at my house.

- Consider increasing the amount of office space to promote greater levels of work near residences and limit commuting
- Covered plus 15
- Crime is already increasing in my neighborhood. You will not be able to guarantee safe underground or structure parking unless it is secured, so I imagine the grocery store will only serve the existing towers because I won't be able to find surface parking. REMOVE the 40 storey building altogether and LIMIT THIS SITE to two ten--storey buildings to ensure that light is not blocked in the adjacent neighborhood. The park will still be in shade most of the day because of the 10 storey buildings to which I am acquiescing and because of the existing colorful monstrosities.
- Curious to know what the green space on top of the grocery store is. Hopefully it's utilized for something! Rooftop garden? Community space?
- Does Brentwood Road have capacity to handle the increase in traffic? A gas station and a Wendy's next to the park is a poor choice. Blakiston Park is a small park to begin with. The current design ensures it will (continue to) never be used.
- Does not seem like enough parking and only one entry/exit point is not a good thing!
- Eliminate the 40 story building completely
- eliminate Wendys and use the space for park. There are a sufficient number of drive through fast food junk restaurants in the NW. Instead of fast food drive in restaurants encourage the development of actual restaurants. The two in niversity City have not been successful because of poor quality and inadequate access. Blakiston Park is a joke as a park.
- Ensure people can access the co-op safely from the CTrain station.
- Ensure there is lots of parking for people going to grocery store. Including parking spots designated for parents with small children. Also make sure the coop grocery and liquor are within the same parking lot space for easy access to both. This is a common stop for people, so it is important that you can park and access both stores easily without moving your car.
- For a structure this big there does not seem to be enough parking which could impact the community around it
- Get rid of the gas stationary incorporate it into a larger structure with more use. Furthermore, reduce surface parking and make developers pay for underground. Surface plaza and pedestrian zone instead!
- Get rid of the parking in the middle. This could be the focal point for the community. Instead it is a parking lot.
- Get rid of the residential space.
- Get rid of this tallest condo building, just for greedy real estate developers to make more money
- given that there is another apartment building right behind it seems odd that the grocery store would have its entrance facing the way it does. The only solution that would seem reasonable is to move the grocery store and the residential tower to the back of the site so that it is facing crowchild.
- good layout
- Good off ramps to the main road
- Green space is not available to neighbors. Office building beside Crowchild looks as though it was built to be ugly.
- Hard to tell, as I'm not sure of the orientation (which way is North???) I think the LRT walkway is in the pic, so I'm going with that as my orientation. So....is that walkway dumping into a parkade? If so, that strikes me as unsafe. It would need LOTS of lighting to ensure LRT passenger and resident safety. Not as green as I'd like to see.

- Hate this design co op should b where the liquor store and bank r
- having the parking ramp the way it is currently prevents a large number of cars from interacting with pedestrians leaving the coop. that is the best way to do it. I am concerned that the exit onto brenwood road may back up substantially during rush hour given that there will be a large number of vehicles leaving around the same time.
- Having to go straight into coop from the lrt is a huge negative. Living in the University City buildings and using transit, I don't want to have to be diverted through a store just to get to transit.
- Having to park in a parkade to get groceries will not be convenient. How easy would it be to get shopping carts down there? There will be all kinds of parking enforcement issues with so many condos. The retail space in the other buildings currently isn't all leased. Office or retail may be over building.
- Height of buildings are a big issue. Spacing looks good but underground parking to pick up a loaf of bread is a terrible idea.
- How much more retail do we need in this city? Retail space is still being advertised for lease in the adjacent university condos. With so many people shopping online now, is more retail necessary? Similarly, how much more office space is required? Factors to consider are the vacant office buildings in downtown and other areas of the city and the fact that many people work from home these days. Finally, the multi-use plans for this site raise the question of parking again. How many parking spaces are planned? Yes, the site is close to LRT, but it will take several generations - if at all - before people abandon car usage in the city in favour of public transit.
- I actually really like the layout. Love how the residential building looks over Blakiston Park
- I am concerned that there will not be enough parking for all the the commuters, residences and shoppers, and this will spill onto the neighbouring streets.
- I am not an arcitect so it seems pretty reasonable to me. I really like the staggered look.
- I am prettyconcerned about the fact that the future residents will use surface parking to park their car leaving no space for users of the retail facilities. Considering the density of the propped site the traffic on brenwood road will increase greatly. Traffic has already drastically increased on that road since the development of the multi story towers on that site making turn into brisbois difficult.
- I am trying to understand how the other four existing residential towers fit in with the proposed site. I wouldn't like to see the tallest proposed building be butted up against the existing tall building. Also, the roof of the Co op is kind of weird.
- i do not want multiple highrises and volume of people & traffic in this area
- I don't like anything from this project at all. I will lose all my money invested at Univ City . I can imagine the disaster this will be. I already lost money buying this Condo.
- I don't like it. The tallest tower is much too tall. The building closest to Brentwood Rd should be taller, to not crowd the park.
- I don't think that there is adequate road space for this many people living here. I think the traffic will increase greatly without any infrastructure to support it.
- I generally like the layout though I would ask that there be a Coop entrance on the far side of the building as well. Covered access to the train station would be great too.
- I have concerns from an environmental standpoint about construction of/near gas bars, but I trust that appropriate measures will be taken to ensure that this does not affect soil quality or quality of future residential buildings in the area
- I have no major concerns other than the height of the buildings does not seem to blend with the residential area.

- I like a Main Street that takes the center of focus off of Brentwood drive. I also feel that the bridges community had a major miss with the distance of shops/'main street' so far from LRT. The parks separating those areas severed the flow. I like here that parks are positioned differently
- I like it! No changes to propose.
- I like the layout,I would not change anything regarding the placement of buildings, parking and various uses
- I like the layout. I like that the residential areas have access to some greenery.
- I like the placement because the corner is currently under used by visitors to coop.
- I like the placement of the Co-op store right off of the LRT bridge instead of across a parking lot.
- I like the proposed layout.
- I like the proposed layout. Location of grocery store is important.
- I like this configuration
- I like where they located the taller building, closer to the train and the smaller buildings closer to the park. The views from the larger building will be stunning.
- I love the layout. I think the designers have made a very well thought plan and arrangement. The entrance to the parkade seems like it may obstruct traffic since it is right in the middle of the intersection rather than off to one side.
- I see issues with people in the high rises using commercial parking because they cannot/do not have enough parking in their buildings and it would leave those of us who are travelling further without parking.
- I strongly object the proposed design as it is with no regards to the problems which I had pointed out earlier. Why the city Brentwood needs such changes ? For more land tax/revenue ? There is no land supply in Calgary and so we need to 'over-populate' the areas along the LRT ?
- I think a lot of thought for the land usage has gone into the plans and they are very appealing.
- I think it looks good.I think where the gas station is in this design makes it safer for LRT pedestrians than where it currently is
- I think it looks pretty nice!
- I think it's a good idea to have the gas bar and convenience store separated from the grocery store and residential area. These 2 amenities need to be the most accessible for customers off the main road. Presently, the gas bar & convenience store location is too close to the grocery - pedestrians walking over from University city condos are at risk with motorists speeding in and out of the Wendy's drive thru, convenience store & gas bar
- I think some additional first floor retail on the first floor of the lower residential building would be beneficial.
- I think that the 42 storey building is too tall. University City's tallest towers have 19 floors
- I think that the high-rise condo on the right may be too high and obstruct the view, and also cast a large shadow on the entire complex, making the area look dark.
- I think the layout is good
- I think the layout is poorly planned. The tallest building should not be next to the buildings that are currently there. The tallest building should be west facing for the best views and to not block the light into the University City condos.
- I think the layout of the site is nice, conveniently located and utilizes the space well. I think it is important to NOT interfere with the flow of traffic by adding additional bike lanes however
- I think the proposed layout makes sense. The tallest building won't shade the lower buildings to maximize afternoon sun. Easy access to LRT will encourage public transit use.

- I think the tall tower is in the best location to minimize impact on the surrounding single-family residences. However, everything seems to be oriented toward Crowchild. The development seems to be disconnected from the residential community behind. Maybe a dual-orientation for the shortest residential building, connecting it more to the community behind it? Especially if this short building will be 3+ bedroom units for families.
- I would cancel this development plan because Calgary belongs to residents of Calgary, not property developers
- I would change the height of the tall building, it is simply too high for this location.
- I would like to see Building 1 minus 35 floors! Try it, just for fun and you 'll end up with a harmonious and way more humane composition!
- I would like to see Residential Building #2 (marked #4 on the map below) turned to an east/west configuration to give less shade to the residential area behind the building.
- I would make it all grass and trees or a parking lot or leave it how it is. This is an abortion.
- I would make the mall larger.
- I would move more parking to the underground parkade to create a green courtyard/park on the upper level to attract family's to the area and encourage recreation.
- I would not change anything
- I would not change anything
- I would not change the layout as the concerns I had before attending the open house last fall were clearly addressed by the developer. Shadow impact from the height of the buildings will be minimal to Blackiston Park and the neighboring community. Surface parking should be restricted for retail customers only and visitors/guests of the residential and office towers should be asked to use the underground parking.
- I would place the smaller office and commercial areas in between proposed residential buildings rather than right beside the current university city buildings so as to still allow residents some space and less disturbance due to construction
- I would put parking on the other side of the building (NE side) for not to mix pedestrians with cars. It would be nice to have walk+bike zones with no curbs in the centre, and parking on the outside of the area where the cars won't cause traffic jams.
- I would rather see the whole site reversed so I won't have to live in the shadow of those huge buildings.
- I would remove the residential dwellings as I believe they will cause the housing market to be congested and increase traffic to a already poor road in Brentwood.
- I would route the Pedestrian street through the proposed grocery store rather than being detoured around the back. To do this, it might be necessary for the long access of the Coop to be parallel with Brentwood road. This would better respect the idea of creating a main street for Brentwood (with the Coop store being an "Anchor Tenant" to use the shopping mall analogy. Finally, having the gas bar in the NW corner is not going to be good for the park nor for the walkability of the sidewalk along Brentwood Rd. There are currently two driveways between the LRT station and Blackiston Rd. With the new layout there will be an additional two ramps into and out of the gas bar.
- I would shorten the two tall buildings to 15 stories and increase surface parking
- I would significantly decrease the size of the buildings as this is generally a single family home neighbourhood
- I wouldnt even buikd anything. At all.

- I wouldn't put the tall building next to University City. That ruins the view for all units facing the opposing buildings. If you must have it (I still think it's unnecessary though), put it on the opposite side of the site.
- I'd be OK with a bigger building on the west side of the property
- If anything this is the best ideal situation for the building as it blocks those ugly lego looking buildings.
- If I owned a unit in the adjacent high rises, I would feel overwhelmed. If I had a house or condo behind I would feel overwhelmed
- If you're going to go in with this plan the biggest building need not be taller than the recent development of the 4 ugly towers
- In isolation the layout is not bad, but its interfaces with Blakiston Park, University city, the LRT station/buses and the large Brentwood community are completely lacking. The site does little more than optimize westward views for the residents and tenants without giving any serious thought to integrating the development into the community of which it is a part.
- is it safe to have a gas station at such close proximity to residential buildings?
- Is there enough parking for Co-op Shoppers I worry with all the new condo development residents and their visitors will use the this parking lot
- Is there enough parking for the development?
- Is there enough parking? Doesn't look like it.
- Is there enough surface parking for the patrons of the businesses
- Is there going to be a parking stall for each condo plus adequate visitor parking? I can really see a lack of mall and street (around the mall) parking since University City opened.
- It all looks too crowded for the land mass indicated
- It is a disaster to have such a tall building, it will totally destroy the adjacent park!
- it looks good. This view shows traffic lights at the intersection, which is good to know.
- It looks very functional, just make sure there really is enough parking
- it looks well thought of
- It seems as though the tall building are going to shade the shorter ones, but given the surrounding development, the building placements look good.
- It sucks people will always have more cars the spots and the community isn't a parking lot
- it won't work unless there is enough underground parking for the tenants, employees of the businesses and guests the towers. there's not even enough parking for the businesses customers.
- It'll be really annoying for anyone who faces West in the orange UC tower to completely lose their view. It's going to suck for their property values too.
- It's going to make the community too crowded if there are more residents.
- it's too dense and this will cause a lot of traffic issues in the area.
- Just the understanding that it will bring more traffic to the area
- Layout appears effective for plot of land
- layout fine, tower one to big
- Layout is great, especially the pedestrian connection to the LRT station. Maybe move the tallest building where the second one is and place the second tallest building where the tallest is so that University City building behind it can have some view of the north side of the city.
- Layout seems ok
- Left-hand turns into the site will be blocking traffic, due to on-coming volume in afternoons.
- Like it as is. Ensure enough surface parking please, don't like underground parking for shopping. Not practical in Calgary.

- Like this development as indicated.
- Limit the height of the buildings to reduce any wind tunnel effect. Walking by University City, you can feel cold downdrafts from the high rises there being placed too closely together.
- looks fine
- Looks good, no change required.
- Looks great!!
- Looks like it makes everything very convenient and easy to access
- Looks nice! Less above ground parking, more underground parking.
- looks OK to me. I expect parking will be a sore point with many (not me as much, I am within walk / bike distance), curious if buildings include any underground parking.
- Looks practical. But again, traffic flow along Brentwood Road is already bad. This would make it catastrophic.
- Lower the height of the "Tower of Babylon" by 10-15 stories, and lower the height of its neighbour by 5-10 stories.
- Lower the height of the largest buildings , 40 stories is much too high, does not fit into the neighbourhood, visually obstructive
- massive tower is totally crazy
- maximum development crammed into the space. I think you will be surprised at the cars from workers, tenants that will plug up parking for patrons of the coop store.
- Mix of uses is good. Site layout needs work - where is connection to University City? Where is interface with Blakiston Park - eyes on park, residential on park; not a back of house service road. Better interface with Brentwood Rd .. Address the street, move density to Brentwood Rd and LRT station.
- More above ground parking would be ideal as this area will be very busy, first choice of parking, many vehicles trolling for a parking spot, residents accessing parking etc. Access into the site is a concern - with increased usage of Brentwood Rd feeder will there be a set of lights? Don't agree that there should be a stand alone Wendy's building, especially not with the drive through bordering the park.
- more retail less residential units otherwise too crowded
- more underground parking for the condos and a good walkway system for pedestrians
- Move the large condo to the opposite side so as not to block the view of existing condos
- my concern is that building 5& 4 are shadowing residents, can it be minimized further? I would have preferred to see the wendys and convenience store switch places to allow walking brentwood residents and tenants from the new buildings easier access to the convenience store
- Need better orientation labels to determine, N S E W or street labels
- No
- No
- no
- No
- No
- No
- no
- no
- No 40 storey building and moving the other tall buildings closer to Crowchild Trail.
- No building should be over 20 storey's high.
- No buildings taller than 1 story, more grass, shrubs, trees, surface parking, Surface parking

- No change
- no comment
- No I dont think I would, I'm hoping that there is actually some park/green space available ash shown in the rendering. Otherwise I think its very appealing looking.
- No I would not make any changes
- No it looks nice
- No it's great use of space
- no looks good
- No more residential development, please.
- no surface parking, underground only.
- No, I wouldn't change anything. It looks like a well thought out design.
- no, think the designers have done a great job!
- No, this seems like a well thought out placement
- No. If there must be a 40-story building, it is in the right corner of the site, but 40 stories is much too high, so close to single family houses.
- none
- Nope
- Nope
- Nope. The configuration makes sense to me.
- Not enough roads. I would not get my car in.. and try to get out in rush hours.
- Nothing
- nothing comes to mind
- nothing loses the integrity of the community.
- Nothing, the shorter buildings don't block the others, and it doesn't look over built.
- odd to put the buildings next to the park, seems like they should be clustered nearer to the station to provide a smooth transition from residential/park into higher density adjacent to the station (ie make the buildings front outwards to the community, rather than inwards to a parking lot)
- Ok with layouy
- Once again, 40 stories is too high. The buildings should be ten stories maximum.
- only single story buildings, more surface parking more green space
- Outdoor patio/restaurant to add to the ambiance. Green space/trees. Clear green(trees/grass) walking corridors.
- Parking an issue. Not a fan of underground parking for issues of safety and ease of parking.
- parking lot would benefit from more than 1 entrance/exit.
- parking may be an issue, especially if the underground parkade does not connect to the grocery store.
- Parking will be a nightmare, and you have to think about accessibility especially for all of the seniors and young families. This area shouldn't be built to suite the students, and single occupants that you're trying to lure in, but suite those already living in the community.
- Perhaps the height of the apartment building.
- Placement is good. Concern that density is not high enough for wendy's / c-store site.
- Placement of the offices, grocery store, retail locations is fine. The residential space is too dense for the area and for the parking available.
- Plus-15 level connections to the CO-op from the station are good. Taller buildings should be closer to the LRT station, and should incorporate active street-level uses to improve the

development's transit orientation and avoid shadowing on Blakiston Park. Landscaping should encourage connections with the Park, not create a barrier as it currently appears to do.

- Position of the grocery store troubles me. After all the trouble of drafting an ARP that creates a grid with a "high street" and great flow, the store creates a barrier that forces pedestrians around it and the tallest building walls off the high street.
- Potential wind tunnel between towers, as is currently the case between those at University City. How to ensure that Brentwood Road flows smoothly OR that traffic calming makes sure it is not an even more overloaded shortcut from Crowchild Trail than it already is now. Move the sidewalk along Brentwood Road well away from the edge of the roadway. Install traffic lights so that those exiting left out of the parking lot do not box everyone else in.
- Provide several areas near entrances for for passenger drop-off and short-term waiting.
- Put a restaurant by the park, not a gas station. Reorganize the parking away from pedestrian routes to the LRT station.
- put the buildings closer together to create a better pedestrian experience - being able to navigate from one building to another without crossing a sea of parking lot. additional benefit, save up valuable land for future development.
- Put the tall building where the small building is - Please - please don't block the other University City Building with this tall building beside.
- realigning buildings around a main street or plaza?
- Reduce the building height, it's an eyesore. Redevelopment of parking to cover the increase of retail/office spaces is required.
- Remove all the extra housing commercial retail is fine but residence of Brentwood do not want the aftershocks of this development on their personal land.
- Replace surface parking with plaza/pedestrian area. The back of the coop creates a massive wall/obstacle people who live behind the store have to walk around. They should look at making the grocery store not as sprawling. Many urban grocery stores in other areas are broken into two floors/levels with a narrower foot print. I have seen urban Costcos and Walmarts with this design.
- Residential building 1 sticks out like a sore thumb. It's way too big and towering. This design has its back facing Blakiston Park and is closing it off. Not open and inviting to the park at all. It makes Blakiston Park look like a shadow, instead of the community hub that it's supposed to be. Trying to stuff too much into this space.
- Residential Condo tower too tall. Looks terrible. Destroys fabric of community.
- Residential Tower 1 should not exist with its proposed height. Either remove completely, or have it only 4 stories max. This building will block the view of the adjacent University City Condo Tower.
- Residential towers are too tall. They will cast shadows over much of the development during the morning, and over much of Blakiston park throughout the day.
- Right now we drive to get our groceries, are the surface stalls the same amount.?
- See previous comment. Too much surface parking. The whole strip-mall / gas station area is the opposite of good, high density site planning.
- See response 1) regarding the overabundance of surface parking and uneven distribution of density across the site. The concentration of 700-800 new residents and office/retail employees could support more commercial uses on site.
- See response to 4. I don't understand the link from LRT into the grocery store.
- seems ok, for a large modern city. I seem to me bit out of space in a residential area
- Seems to be quite crowded with not much parking space.
- Seems too crowded

- Shrink the Tallest Tower by 20 stories, add more green space.
- Site design is terrible. Large surface lot in the centre is auto-oriented. Does not have the Main Street feel required in the ARP.
- Site layout is OK. Brentwood Rd access will be a problem. Will eventually have to find another way for traffic to access Crowchild Tr. Is underground parking beneath park a possibility?
- Sole access to the development right on the bed of the road (already with poor sight lines) is not good planning
- Such a building will create a wind tunnel as we see it in the other high rises in Brentwood. How would you guarantee that this is not the case for these buildings?
- Surface parking is inadequate. Underground is hard to use and very "unfriendly".
- Take out surface parking and create a pedestrian friendly plaza for gatherings.
- Terrible
- The 40 storey building will shadow much of the rest of the buildings for a significant portion of the day.
- The 40 story apartment building - too high. Should be no more than 20 stories. Too condensed.
- the 40 story unit is way too tall for this community, because University City has 4 units there already. This unit is very intrusive. Could you build this unit on the SOUTH side of Brentwood LRT station. ??? There is a very dated Boardwalk and residences on that south side area. I think a higher building would be better on that side.
- The building is too tall and the residential area in back get low sunshine.
- The buildings 1 and 2 should be much shorter (in the 10 to 15 story range). Those buildings should be placed at the west end of the site to minimize or eliminate shadow on the park.
- The buildings are too tall, and there really is no demand for more retail space in that area. The new businesses that opened under University City are struggling as it is, and there are still many empty retail spaces there. There simply isn't enough demand for such a large development in this area. If the goal is to attract university students, the prices of the condos are much too high for a struggling student to ever afford, anyway.
- The buildings should be set back from the park further
- The concept good, but too many units/ppl for the area
- The condo building is ridiculously HUGE. I don't think it works well in the existing environmental design of Brentwood. It darkens everything, This thing looks like something that should be downtown. From what I read, it's going to be around 20-30 or 40 stories high. Seems more like an eye sore. Parking looks better, I'd caution the parking area becoming a maze. It should be easy and accessible, which it is currently not.
- The condo building may be too large
- The connection to the rest of the TOD is completely lost due to the coop building. something more along the lines of the Brentwood Station Area Redevelopment Plan would be better
- The corner with the gas station is going to get extremely jammed and traffic-heavy because it's at the intersection where traffic getting onto Crowfoot backs up. Traffic will be a disaster and left turns onto Brentwood Rd practically impossible (it's already very busy now).
- The development is still car oriented. There is little consideration for how pedestrians may interact with the adjacent park or buildings across Brentwood Road
- The four University City towers are already ugly and empty enough for even thinking about building new apartments. The maximum I would see in this area would be a small (3- to 4-storey) professional building on top of the new Coop, while the whole Brentwood community would benefit from an enlargement of Blakiston Park.

- The general layout is okay, but the 40-story building is way out of sync with the site. The second highest building should also be reduced in height.
- The grocery store is in the way of a potential through road indicated on the 2009 ARP. Depending on the size/usage of the underground lot, there does not seem to be enough parking for the COOP and other retail.
- The grocery store seems to be crowded in. If it is not very easily accessible, no chance I would shop there with so many close options
- The height of B1 overwhelms the site and creates the imagery of the "projects"
- The height of the large tower needs to be reduced, it will cast huge shadows across the community and overpowers the area.
- The installation of solar panels or the creating roof top gardens could serve the community well. As stated previously, the grocery store will handling a significant increase in demand due to the new residential units nearby. Therefore, it would be ideal if its services were expanded with an additional floor, for example, or by keeping all their tills open all the time and/or drastically increasing the amount of self-check out available. Conifer trees (i.e. evergreens) should be prioritized for planting in this area as they can be decorated during the winter, and deciduous ones will only be aesthetically pleasing for half of the year, and their leaves will result in more clean up come the Fall.
- The last building is too high , it is going to block other building and will decrease the value of the U City building ,
- The layout appears to leave very little space for visitor parking and for people to shop at the stores. If you can't park at the store, you won't want to shop there.
- The layout is bad. The parking should be underground. This should be a pedestrian oriented development, too many car uses. Why are they building office uses when most of the downtown is vacant?
- The layout is fine except the 40-storey tower should be a maximum of 90m/25 stories. The access to the underground parking seems awkward; there is not lot of roadway leading to it and traffic will backup onto Brentwood Road, which is already congested during rush hour.
- The layout is more open and walkable.
- The layout is okay, the buildings are just way too tall.
- The layout is too large for the neighborhood.
- The layout is well thought out, and limits shadowing on the park.
- The layout looks okay. I worry more about access on and off the site - with many tenants and commercial shopping there could be a lot of traffic on that road.
- The layout of the parking lot looks a little busy. I think the entrance to the parkade breaks it up and will make driving in the surface lot a nightmare. However, I do appreciate the parkade, so long as the general public can use it as well as residents.
- The layout seems okay.
- The mix is okay.
- The new payout looks good.
- The one building is too tall for this kind of development. This is not downtown Calgary it is a residential area.
- The one thing I've noticed in the Uni City coloured building is that the first level office spaces have remained empty (mostly) and I think a large component of this is very minimal parking space on the surface. If you consider what types of companies are going to fill these low level office spaces, is the minimal surface parking going to be enough? What isn't clear to me is whether the parkade parking is residential only or also available for commercial use?

- The placement is adequate but still the tallest building is too tall. You all know it. While I agree that the tallest building should be close to the current ugly tall buildings, this one in this proposal is too tall.
- The placement of Residential Condo Building 1 seems quite wrong. It is nearly twice as high as any nearby building and would appropriately be placed somewhere in Calgary's downtown core.
- The residential buildings are too tall and should be moved to the front. Too much surface parking - it should be underground and at the back. Delete the liquor store as it is not needed - there is already a big liquor store at Brentwood Mall.
- The site does not welcome pedestrians from the west. It should encourage pedestrians from towards Brisbois with less emphasis on car access/egress. Building 8 (convenience store) should have active frontage on the west, south and north sides. Only the east side is active facing the gas pumps. Add a few floors of office space with doors towards the trees and door on the Brentwood Rd side. Maybe a micro space for a fast service food like subway or something could be squeezed in there. Orient the west side of the site more towards pedestrians by activating this building and removing the right-in, right-out driveway. Too many accesses to Brentwood Rd. There should be a public bike parkade for the LRT like this:
<https://www.youtube.com/watch?v=Aopg1Rgkajk>
- The site layout needs free flow of traffic, lights are great at traffic control but when traffic is already backed up past the development before hand, the main road must be modified
- The tall buildings if they remain, should be located on the west side of the coop site to limit the shadow on Blakiston Park and the existing University City building.
- The tallest building is too high. For safety concerns, not sure it is good idea with many building and units plus university city in one area. The fundemtantal structure not sure it is safe or not.
- The tallest building seems overscale and will shadow surrounding properties
- The tallest building seems too tall, but otherwise the mixed use of space seems appropriate. The entire area should be pedestrian friendly and fully accessible - a lot of seniors with limited mobility currently shop at that Coop.
- The tallest building will shadow the parking area. This building is TOO TALL!
- The towers are too tall. Visitor and customer parking might bleed into the surrounding community.
- The way it's designed to have tall buildings closer to university city is good
- There appears to be only one exit / entrance off Brentwood Rd. This will make traffic a nightmare. Not that the City will care much, as it's clear they would rather people walk or take transit
- There definitely is not enough parking. Unless everyone has an underground parking stall there won't be a sufficient amount of parking above ground. Perfect example is university city, not everyone has an underground stall so all the above ground parking is full with the people that can't park underground. The buildings are too tall. The shadows of those buildings will totally block the sun light for the buildings behind and the park. I'm not sure about you but I like to get natural light and not be in constant shade. Do you really need to put in a traffic light, can it not be a roundabout?
- There is a handful of parking spaces for the Co-op grocery store and office/retail space. How does this seem feasible? There are too many structures on this land for the amount of surface parking needed for super market shoppers.
- There is insufficient ground parking in front of coop and the traffic routing will create in reasonable congestion in front of coop. The density and access to the high density buildings needs to be spread out. The coop should be more centralized in the layout.

- There needs to be enough parking for the retail shops. As much as I would love to bike or walk to the grocery store because it is in my neighbourhood, it is impossible to bring groceries home for a family of 4 without a car. As this development is on a cycle route, there will be a need for infrastructure for bike like racks and lanes. If you want pedestrians, you need to create the means to walk efficiently and safely from all points. Building 1 creates a physical barrier to the University City area.
- There needs to be proper left turn bays to access the parking, the current road is only a single lane (due to the addition of the bike lane) at two points people make left turns and this causes unnecessary congestion.
- There should be a cop shop because of the increase in residents,
- They quite selfishly block the mountain view of University city apartments - those people lose property value as well big time because of this - The amount of underground parking will almost surely be inadequate - ie - they will probably only have a minimum of 1 spot per tenant and probably not even this much - They took a perfectly good 3 lane road in front and blocked it down to 2 to make a bike lane which is rarely used even in summer - road structure cannot handle this increase in retail and residential
- This a well planed development - attractive architecture and great placement of the buildings. My only concern is the height of that one building and wanting approval for 40 stories. That is too high!
- This building will block the view of the apartment we live in.
- This is a well thought out plan and would only suggest possibly inputting green roofs
- This is far too congested for this site
- This layout is fine ... just lose the high rises!
- This proposal has a great layout. I can see the residential building is tied in to the C-Train station. The larger towers back up against the existing University City and create a slope down towards the west side of the site. The site looks open and inviting to commuters on Crowchild Trail and invite them to enter the site on Brentwood Road with good access points. A great improvement on the current site.
- This seems to be a good use of the site. Although as stated earlier, a 46 (40) storey building would seem to be excessive, compared to other buildings adjacent and along Crowchild Trail.
- Three layers of underground parking is not enough for 2 vehicles per household, service parking not enough for both Co-op and office employees plus their visitors, and possible locals that park there to take transit. The other buildings should ALL have underground parking also.
- Too large for the area, inadequate parking for retail visitors, unnecessary since neighbours cannot fill the available retail space in buildings like these
- Too many buildings in this area, not enough parking.
- Too much in too small an area. Potential traffic nightmare.
- Too tall shadow neighboring homes
- Totally change this. One half of the site has no density to speak of (the gas bar, Wendy's, etc.) and then everything is crammed into a 40 storey tower. The shadows from 40 storeys will extend far into the community and will destroy the sunlight in Blakiston Park. Lower the building by half. Balance the density over the site. Pay greater attention to shadowing.
- Tower is too close to university city tower - blocking views
- towers too high for area
- Traffic access, LRT drop off access issues
- Traffic issues will be significant. There are only two points of entrance/exit.

- Traffic will be much slower going through with the addition of lights at the 3way intersection. Parking for co-op looks inadequate. And likely parking for residential unit will be as well.
- Ugly
- Very concerned about late-night noise from Wendy's bleeding through park into community. Lack of parking built into University City already over-taxes parking to businesses in those buildings. External parking & parkade must include sufficient allocation for stores, restaurants, offices etc.
- Very poor. The property values of current University City would be devalued greatly. Penthouse suites next to a university with financially disadvantaged students is just awful. Office space is not needed in the area; residential buildings are. This drives rent up.
- We do not need new modern buildings.
- Wendy's drive through shud be nixed. Vehicles idling near residences is a bad idea.
- What will be the total number of parking stalls?
- where are people in the condos going to park
- Who ever designed this development did an amazing job! It's very modern and sleek.
- Why are we still building surface parking next to a park, LRT station and a 150 m tower? All parking should be underground in favour of a first-class pedestrian and bike environment at grade, connecting the LRT, the development, and the park.
- Will the large building balance with existing tall structures on site?
- Will the parking stalls outside of the Coop and Bank be for customers only? How will they monitor residents parking in those spots with no spaces left for people buying groceries? Will there be a designed area underground for Coop customers? How do you ensure this is monitored?
- Would get rid of surface parking. Should all be developable area or amenity/park space. Makes sense to have the highest density buildings closest to the transit access.
- would like to see a mirror image of the layout with building 1 in the proposed corner store's place - this way views of the existing buildings are not as impacted and a "funnel" is created between the existing buildings, the new development, and the park. It should feel natural to walk form the university city condos towards the new development or the park, but having a co-op and very tall building immediately adjacent to the university city buildings breaks the flow
- Would like to see more public space between buidlings
- Would putting the tallest tower on the north end of the space reduce the shadows on the park? It looks like there may only be one place to enter and exit the site, which may cause traffic congestion in the site and on the street out front.
- Yes. Get rid of the large building. It's way too big for the community. There is no demand for it. Instead make our ward zoned for secondary suites.
- Outdoor patio/restaurant to add to the ambiance. Green space/trees. Clear green(trees/grass) walking corridors.
- as i live in the neighbourhood and currently walk through Blakiston Park twice daily, i would like a direct route from the lrt station through to the park.
- I would make it all grass and trees or a parking lot or leave it how it is. This is an abortion.
- More surface parking would be better for Co-op, offices and banks
- with the exception to the one overly tall condo building - it looks good
- Not enough open parking. Nobody wants to use a parking garage for groceries. Can you imagine pushing a shopping cart through a parking garage?.
- I'm just concerned about how very high residential building 1 is.

- The traffic planners need to rethink access to and from during peak hours and actual see what occurs presently in the afternoon when traffic from the University and C-train parking is heaviest.
- Referencing page 3 of the attached Project Overview, building 5 (residential) and building 6 (office) locations could be swapped in order to bring the taller building closer to the highway (Crowchild Trail). This would also reduce shadow effects on the residential areas to the north of the project.
- The architectures are great but the same questions remains.
- More people equals more cars (whether you like it or not!) Current road design is clogged at Brentwood Road and Brisebois due to University City and the new bike lane (that nobody uses). This development will add more cars. Don't plan as though people will use transit, because 80% of them will not (until vast improvements are made to the current system).
- Parking. It has to be convient for people coming to shop. Not underground!!
- The proposed height of the buildings are my largest concern. I understand the desire for densification. This location has already had significant densification. 40 storeys in very unreasonable to be added to a single family residential area. Densification done without consideration of other residents and housing types is not reasonable. Kensington is also on the ctrain line, much close to downtown and they do not have buildings anywhere close to this height. My understanding is they are being capped at 10 storeys.
- There will not be enough parking... users of the site will end up overflowing into the community. The size of the buildings are dispproportionate. Too much retail as existing retail spaces in neighbouring buildings are already empty
- The buildings are all too tall and the density is way too high. Instead the model should be what we see in other established communities that have had redevelopment e.g. Kensington, Bridgeland, Garrison Woods. Who is going to fill all the commercial/office space when there are 4 other development proposals within 2 km of this one?
- We do not need another liquor store (although a Coop liquor store is much preferable to other community options). We rely on Coop for groceries and gas but have concerns about the already problematic traffic concerns. Drive-thrus are trash, leave it out, wasted space for more cars to idle and pollute.
- Retail buildings need early/late access, do not make a 9-5 location or else it's a detriment of empty space just like the existing retail space un existing condos. Put retail locations by roads to keep vagrants out of the park, that was a major issue in the 90s and early 2000, it will return if you give them a place and reason to hangout beside the park where kids are. We had to cutback the brush to keep the drugs and sex trade out of the park before, don't bring it back.
- The proposed layout seems efficient.
- Co-Op parking lot is already congested at peak time. How will the site handle all other users?
- Brentwood road will need more lanes and flow. One light to allow for everyone to turn L into the complex (if coming from Brisebois) will not be enough. If you have the c-store, wendy's so far away from the c-train station, there will likely be a lot of walkers needing to go pretty far to get to these stores, and it is too cold for most of the year for this to be convenient. Locating them closer to the c-train walkways would make more sense.
- Hate the thought of any drive-thru merchants/restaurants. It should be scrapped.
- Will the total number of parking places increase in proportion to the added residents plus the added traffic associated with increased use of the area?
- the gas station and grocery stores are there already, the new development just brings more residents and divides all the resources. the high rise look ugly and good big to the whole area

- The large towers will cast Blakiston Park into shadow for much of the afternoon and evening. This will adversely affect the enjoyment of the park and negatively impact the health of the trees and gardens planned there. The tall buildings should be at the other end of the parcel of land.
- Is underground parking available to public? Is it free for visitors or customers? Is the supermarket directly accessible from the underground parkade without having to go outside? What about a leisure centre? Or open areas for park activities?
- I have no issues with the layout, only with the height.

5. The development shares a property line with Blakiston Park. Providing a proper interface with the park is an important aspect of the development. The proposed site plan below shows a roadway with pedestrian paths and a central meeting plaza along the boundary of the park, with various uses facing the park.

What types of uses (residential units, residential lobbies, retail stores, cafes, offices, drive-thrus, gas bars, loading areas, etc.) do you think are most desirable facing Blakiston Park? What types of uses do you think are not desirable facing the park? Why?

- a liquor store or a pot store would not be suitable for this area.
- Absolutely no loading docks facing the park. Cafes should face park.
- Access to and from the park into the new development
- Actually it looks like improved access to the park from Co-op. That would get pretty icy during the winter on a steep bank.
- Adequate lighting, cameras and signage about those, to promote safety in the areas between the towers and the park. Security patrols thru the park. No loading areas facing the park... and the rest of the neighbourhood. No more bars or liquor stores than are already in the area.
- All buildings with over 5 storeys should not be built or be facing the park, otherwise it would ruin Brentwood area.
- All uses are fine facing the park. Why limit who gets to see the greenery?
- Any building that crates the least shadowing on the park.
- Anything that increases activity towards the park would help deter the park from being used as a transient loitering area. Whether it is foot traffic or veichle. Store fronts or drive thurs, this would keep the park more visible and safer
- Anything that is small, clean, and welcoming to the park. Shops like cafes would be beneficial to the community to allow public spaces everyone can access. Spaces like gyms and bars/resurants should be avoided due to their inability to allow everyone into their spaces. These buisnesses also discourage families with children from going near the park due to behaviours that the patrons may exhibit.
- Anything.
- As the plan shows. shops facing Blackiston Park - just no off-loading docks please facing the park.
- Backsides of buildings, drive throughs, and gas bars make the public park worse. Park should be lined with residential units.
- Berm to reduce noise
- Better restaurant choice than a Wendy's
- bike rentals, dog park, public art

- Blackiston Park will be in perpetual shadow due to the high rises next to it, not to mention a permanent wind tunnel effect. Not pedestrian friendly at all. A 40 story building will cast shadows into the neighbourhood behind as well.
- Blackiston park is a MAJOR access point for pedestrians accessing the LRT. For many years, the pedestrian access has been dangerous in the winter because of improper infrastructure. You have to walk up and down a steep and icy dirt path that is not accessible to anyone with a stroller, a wheel chair, or even someone that is not sure-footed. This access is CRITICAL to improve. It would be great to see coffee shops (for those people accessing the train in the morning), restaurants with patios and lots of kid friendly eateries because there are so many kids and young families living in Brentwood.
- Blackiston Park should be faced by more park. University City has already shown that there is ****no**** need for further development in Brentwood: the towers are empty for perhaps a quarter. The retail spaces in the towers are empty for at least half.
- Brentwood lacks businesses that attract younger people. Coffee shops etc would be great facing the park.
- Buildings 4 and 5 should back directly onto the park to allow children and seniors to access the park without having to come into contact with vehicles. The users that should have direct access to the park are the residents and any cafes. I would not like to see loading docks, drive-thrus, gas bars, and offices facing the park because their users will mainly come via the road or LRT.
- cafe offices and retail good, gas bars drive thru fast food restaurants not good as increased litter & garbage
- cafe or patio dining establishments. Please don't make this area drab and uninviting!
- Cafe or restaurants should face the park
- Cafe or retail.
- cafe, residential facing. Not gas bars
- cafes
- cafes & residential facing the park. no gas or loading areas facing park.
- cafes ,
- Cafes and business should face the park
- cafes and community areas. Amenities that are walkable and provide services to residents nearby
- cafes and family friendly stores are good, avoid bars and liquor stores
- Cafes and grocery store would be great.
- Cafes and offices would be preferable facing the park. Drive-thrus and gas bars would be least preferable facing the park.
- Cafes and residential areas should be facing the park. I wouldn't put loading areas or drive-throughs or gas bars near the park.
- Cafes and residential units.
- cafes and retail would be best facing the park. residential, offices, gas bars would be bad.
- Cafes should face the park. You want to relax and enjoy nature when at a cafe. Offices should face away from the park so people passing by realize this is a well-rounded community.
- Cafes with patios, residential uses. NOT a service road or back of house commercial/residential. Very important. Safety.
- Cafes would be the best.
- Cafes, lobbies or retail may be welcome facing the park. Office, drive thru, gas bars and loading areas (especially loading areas) are not desirable. The fact I even have to say why is painful but

clearly it is because they are ugly and no one wants watching loading/unloading and garbage removal from a park setting.

- Cafes, offices are desirable facing the park. Gas bar, loading area, drive thrus are not.
- Cafes, offices, retail, residential. I have often had picnics in the park and seen kids playing in the grass. The loading areas that currently face the park make it less enjoyable, more noisy, and less safe for kids in the park. It also attracts illicit activities that make the park feel less safe. A pedestrian area with cafes and shops would be ideal so families can spend longer times there.
- Cafés, plazas and residential areas would be great by the parks, loading bays and gas bars not as much.
- Cafes, residences, offices, trendy shops are all appropriate. Not a gas station or liquor store
- Cafes, residential lobbies/ units
- Cafes, restaurants and retail good for facing park. A lot of vehicle traffic or a drive through wouldn't be very good.
- Cafes, restaurants, and other activity oriented places would be ideal next to the park. I think having a walkable/pedestrian friendly roadway parallel to the park would be great. It would be a great spot to hang out, especially in the warmer months when more people are out and about.
- Cafe's, restaurants. Free meeting spaces like lawns. a bike rental
- cafes, retail stores
- Cafe's, retail stores, residential units, or even offices would be desirable. The rest would not.
- Clearly, residential units, cafes, and limited retail would be good, while gas bars, residential lobbies, drive-throughs, and loading areas would be undesirable.
- clinics, gas bars, fast food. The park is a relatively clean area that deserves to be free from overwhelming scents of food or gas and should be a pleasant place to visit.
- Coffe shope/cafe facing park, restaurant seating facing park
- coffe shops/cafes would be good. Not liquor or convience stores facing the park. (Not big commercial garbage bins either.)
- Coffee place, bakery would be nice with patios looking over the park.
- Coffee shop
- Coffee shop that is family friendly (like perhaps Tim's) would make sense. Definitely not a liquor store because that could encourage after hours usage in the park. I think the key would be family-friendly retail.
- Coffee shop/restaurants, residential
- Coffee shops and restaurants facing the park. Not bars. Not loading docks. Make good use of this beautiful space.
- Coffee shops and restaurants with outdoor patio are most desirable. We don't need any more drive-thrus!
- Coffee shops and retail space might be good facing the park. I wouldn't do gas bars and loading areas. Who wants to see the dirty loading dock when you're at the park. More populated areas like cafes would also decrease the amount of homeless people coming off from the train and going into those areas.
- Coffee shops bakeries internet cafe ice cream shop book stores all good things
- Coffee shops desirable, no Vape stores or liquor stores . This area is very close to the CR train and already attracts undesirable clients
- Coffee shops or other places with seating to enjoy the park.
- Coffee shops or resturant with patio
- coffee shops, bistro, book stores and indoor space for children activity
- Coffee shops, cafes would be nice along the park so that customers can view the park.

- Coffee shops, maybe a Chapters/Starbucks combo would be great in there! No liquor stores facing the park, or drive thru, gas, loading, etc. save the nice views for the residents! It doesn't look like enough visitor parking, as well as all the shopping parking. You will have people parking in unacceptable areas/ways.
- Coffee shops, places with patios, book store
- Coffee shops, restaurants, residential units would be best facing the park. I don't agree with the stand alone Wendy's and drive through having prime position on the park. Co-op could even have a patio facing the park for people buying ready-made food. Creating a space where people will go hang out, sit, visit is key. Make is accessible to the commercial staff on lunch/breaks etc.
- Commerical use
- concern about the height of the buildings over-shadowing the green space, especially in winter
- Consider a fenced off leash park like downtown It is very well used. Well lit and security are very important to us
- Contemplative space in and near park. Picnic area, with tables, no garbage bins, or residential units. Possibly something that will not block sun from the area. keeping heights lower in this area. Hlgh visibility is desired from a safely perspective, no nooks and crannys with low visibility.
- Definitely no drive-through along park interface as it creates traffic and noise. Move residences away from the park and create green walking space with public meeting area along interface. Sight lines of towers block out the sun from park users at current location.
- Definitely not loading areas! It would be great if there were NO vehicle access behind the buildings, just pedestrian walkways and bike paths. Cafes with patios. Right now it looks like the complex is being considered in isolation of all of the houses on the other side of Blakiston Park, instead of inviting the neighbourhood into the area (via walkways) through the park and toward the complex.
- Desirable - the Co-Op, retail/eating establishments. Many Brentwood residents walk to get groceries or buy goods. Access should be convenient. Residential lobbies should also face the park to encourage ease of access.
- Desirable facing park: coffee shops (no drive-thrus), restaurants, pubs, patios, ice cream or candy stores, newspaper stands, theatre (small or large), recycling area, bicycle parking, etc. Not desirable: any facility or store that usually see most visitors using their vehicle (e.g. gas stations, grocery stores), any noise-heavy facility (day cares, pubs with large loudspeakers, AV stores, etc.).
- Desirable spaces would be restaurants, coffee shops, storefronts. Undesirable would be loading docks.
- Desirable uses facing the park are residential units/lobbies and cafes/restaurants. Retail and offices are less desirable. Drive-thrus, gas bars and loading areas should definitely not face the park.
- Desirable would be cafés and retail
- Desirable: residential, small retail, cafes.
- Desirable: cafes, some res.lobbies, flowershop, an extra Library, space for the Co-op Pop-Up markets! No drive- thru (people could walk to Wendy's!),room for loading areas underground!
- Desireable: Cafés or easy access to restaurants , residential/residential lobbies. Increases sales from park goers. Not Desireable- drive through, gas bar, loading docks. I think having building 1-4 switched with building 7 and 8 would lead to more Desireable residential spaces as no apartments would face directly into another apartment building. Switching them would also give residents and businesses better access to the park, could increase sales, and maybe draw in drivers, and pedestrians in better.

- Desirable: cafe's, retail stores. Undesirable: loading areas, thru-ways, drive thru, dumpsters
- Desirable: gathering spots like coffee, cafes, book store, pet shop, locally owned businesses. Undesirable: dentists, doctors, dry cleaners, offices, fast food.
- Do not change the park. Let the grass grow and trees stand tall as we have very little nature left.
- Do not have a back lane facing the park.
- Do not like
- Don't.
- Drive throughs should be avoided because they take up room, interfere with other traffic flow and do not encourage a sense of community.
- Drive thrus are not desired in this neighbourhood, they only create garbage in the parks. No liquor stores facing the park.
- Entrance ramps, gas stations and dumpsters should be minimized on the back. The LRT bridge to the park should be the most prominent pedestrian corridor and the signature of the site. It is clearly not wide enough to act as more than a traditional parking lot sidewalk in a big box store development.
- everything you have here is horrible.
- Facing a park there is not a lot of surveillance I would be nervous leaving my car there and walking to my car when I work late downtown
- Facing the park should be residential lobbies and residential units plus cafes/restaurants. There should be no drive the US, gas bars, loading areas facing the park.
- Facing the park there should be coffee shops, cafes, bakeries. Ideally not a liquor store. It would be way to convenient to go to the park and hang out after a stop at the liquor store.
- Facing the park, a cafe would be desirable!
- Family friendly cafe, restaurants should face to the park to enjoy the views.
- Gas bars should not be facing the park as potential robbery can happen. Makes it easier to get away. Most desirable would be residential and office space with retail stores. It would help with people's desire to go outdoors when seeing the park through the windows.
- gas bars, loading areas, drive-thrus not desirable. these scattered buildings are hiding the park.
- Gas station
- Giant construction projects that cast continual shade onto green spaces are not conducive to creating good public areas.
- Given the small scale of the above diagram, it's hard to read and identify the details described in the text above. Given that Blakiston Park is to the north of the proposed development, the park will largely be in shade all the time. The height of the proposed buildings will also create additional shade so this development sounds the death knell of the park. The pretty diagram above will be a grey concrete mass within 5-10 years if the development proceeds as proposed. In the event that the development proceeds, I cannot think what uses should face the park without taking into consideration the existing residences that face the park looking south. While these homeowners have been able to enjoy the park and the low-rise Co-op building to the south of them, this relatively peaceful existence could now be disrupted by all the proposed cafes, retail, and loading bays.
- good: book store, coffeeshop (not tim horton's; too busy), frozen yogurt, doctor's office etc. bad: vape shop, liquor store, etc
- hard to answer without a complete picture / project of blankston park
- I didn't even know there was a park there...
- I do not think that the businesses facing the park will be very successful. The back side if the development needs to integrate better with the park

- I don't like the drive through right next to the park office or residential would be better
- I don't think the park interface should be a road. It should be more like the interface of "Green Building", pedestrian only, with residential lobbies in the middle of buildings and possibly offices at the corners of buildings. There should be no drive throughs for any businesses on the site at all. Currently there is a Wendy's drive through, this should be replaced with a walk-in restaurant only.
- I feel residential building(s), instead of retail/office would be more appropriate facing the park.
- I feel that cafes are the most desirable by the park, or nicer restaurants. Gas bars or fast food chains will make the park seem less clean, and residential buildings will make the park seem exclusive to building residents and invade privacy
- I feel the park integrates well with the development
- I really don't think anyone in the community cares... Blakiston Park is dead after this goes up!
- I really like the idea of a few local kind of cafe's/pubs etc but Timmy's is also an OK call.
- I think a variety of uses would be nice to see.
- I think as much of the residential should face the park any restaurants and cafes should also be the main focus however as much as possible loading docks drive throughs and any unsightly activities that take away from the park
- I think both residential and retail would be great. Restaurants with patios overlooking the park, coffee shops and boutique shops would also be great.
- I think cafes or other food sources should be kept facing the park to encourage use of the park with benches or other regions where customers can enjoy the space are provided. Please, many garbage cans!
- I think cafes would be the best. Gas bars would be the worst
- I think desirable uses would include retail space, cafes and park friendly interfaces. I do not like the idea of having loading docks facing the park as it will encourage traffic near the park where children play.
- I think having a fast-food restaurant and a gas station immediately abutting the park has the potential to make the park feel a bit trashy or forgotten. To prevent this, I think that park furniture and landscaping will need to be clean and well maintained. I think cafes, residential, or some retail may be better uses adjacent to a park, but I understand that to maximize the site that may not be possible. It should just be a priority to make sure that the park is inviting, clean, and easy to walk through.
- I think making sure that all sides of the buildings are welcoming and don't feel like it's the 'back' of the complex.
- I think places like coffee shops, maybe restaurants or cafes, would be a nice interface with the park.
- I think residential town homes, cafes or smaller bistros would be lovely looking into the park. Anything where patio use would intergrade well with the park
- I think residential units and coffee shops should face the park, retail stores the parking lots. Not sure about restaurants; I suspect it would be best to have both parking lot and park frontage. Drive thru should face the street. I say this because I think maximizing pedestrian traffic in park will reduce crime, while visibility from parking lot will help encourage people to patronize businesses.
- I think restaurants and cafes make the most sense
- I think the building lobbies could face the park
- I think the following would be desirable facing the park: cafes, residential units, residential lobbies, some retail spaces. The following would not be desirable facing the park: drive thrus,

loading docks, gas bars. When the development of the park was being considered, the views of the loading docks were considered undesirable.

- I think the layout is good. My understanding is that this layout gives the park more sun which is important. It would be nice if the liquor store was closer to the groceries but over all I think the site is well organized
- I think the most important thing is to ask the feeling and concern seems of the household around the park. Your question seems only favorite to the new residents of the proposed building instead the neighbors in the area.
- I think they should all be low rise facing Blakiston. Maximum of 3 or 4 storeys. Why have a park if it is in shade much of the day?
- I think townhouses, restaurants and smaller retailers would be interesting facing the park. The Park will feel safer at night with more retail and housing facing it. I like how the put the gas bar as far west as possible as that would not be a good fit for the park frontage.
- I would have cafes, residential, and some retail facing the park. No loading docks!
- I would like cafes and community access spots to face the park. I don't want gas/liquor facing the park. It would be great to see local businesses! Also pedestrian access should be planned around how folks actually access to space. Building paths where folks won't naturally walk is never a good plan.
- I would like to see the area look more like the new East Village Development, older historical looking not so colorful ne modern as that dates itself quickly. Less glass and tiny tiny balconies. Less urban looking . Try and fit in to the landscape better, hints of our proximity to the Rockies by using stone, wood. I would like to see buildings with architectural interest. The University City buildings are a eye sore, all glass , tiny balconies, very cold and boring. The retail shops need to have unique store fronts, not window decals. Good signage so you actually know what and where everything is.
- I would not want a drive thru facing the park, loading docks are necessary but should be screened from the park. I would like to see residential units, and cafes facing the park
- If this park is not open to all views it will be poorly utilized. Proper lighting some cafes and restaurants looking over the park area would make it safe to walk through and enjoy. become a dump and drug site.
- If you are trying to interface with the park, why have a road between the devopment and the park, why are the building all facing inward.
- I'm happy to see planting along the interface except in the northeast corner. Why are there no trees planned for this area? You will have traffic right next to the park. It is misleading to show the shadows as shown in this drawing -- the shadows, especially of the 40-story building will intrude much more on the park. This drawing would be accurate only if the sun were directly overhead.
- IN the current layout the interface is rather bad. why should a drive trough face the park? for the rest it is the back of most buildings that are facing the park with what looks like loading zones. there should be residential properties and some commercial uses facing towards the park
- Interfaces that interact with the park and encourage people to spend time in the park. In the past, blakiston park has had a feeling of a back alley park, which might deter people from using it.
- Is there adequate parking? I can't tell. Will it be free for residents/shoppers?
- Isolate the park from the development with trees and bushes.

- It is a mistake to put loading and accessways fronting onto park! The park serves as nothing more than a separator with this frontage. Consider Eau Claire where building face directly onto the green space and the feel of that area. Contrast that with the high rise
- It looks like the boundary is very defined with a large parking lot and there is little integration with the park. The main floors should be public common space, or cafes and other open window type of units that would benefit the most from using the public space.
- It must be in a good play area for the kids so no busy area please
- It would be nice to have a park facing cafe or retail store.
- It would be wonderful if the park have a more pleasing view than it does currently, at present it has loading docs and garbage/waste. If the new development also improved the feel of the park that would be wonderful. It would be nice for the park to have a more inviting feel, and to not be cut off from the development. If it make sense coffee shops or other uses that could combine to provide for exceptional quality of use of the park would make sense to me. I would just avoid making the park feel like a back alley, or unwelcoming.
- It would be nice to see a coffee shop facing the park as well as homes
- It's best to have residential buildings adjacent to the park. It's not ideal to have retail stores, offices, and loading areas adjacent to the park.
- Just having any active frontage facing the park -- be it residential or commercial -- is fine. The problem right now is that it's all blank brick walls that face the park.
- Keep the gas station as far away as possible.
- Limit loading dock exposure to park as non pedestrian and non park traffic impact and limit active engagement and use of the park near these types of designed uses (driveway, loading dock)(as seen at North Hill Mall and HNBH Community Center park)
- Liquor stores and Marijuana Shops should not be allowed anywhere in the development.
- liquor stores. will be a magnet for drunk people who will then stay drunk in the park
- Loading areas should not face the park, as they could invite crime and make the park less desirable. Residential units or ground-floor retail would be preferred.
- More park is fine, but please, no more residential.
- More residential, less industrial
- Most desirable - cafe's/restaurants, residential. Least desirable - parking lot, gas station, fast food. It all contributes to the type of people going through the park.
- Most desirable - coffee shops, cafes - places to sit and look out over the park.
- Most desirable would be living units since few people want to face onto a busy street (Brentwood RD followed by Crowchild). Least desirable, from an access/usability perspective, is a gas station. The more access in and out of a gas station the better
- Most desirable: Coffee shops, small restaurants, daycares, small retail stores, flower shops, pet stores, dry cleaning, bakery etc.. Least desirable: Banks, doctors offices, dental offices, massage/spas,
- Most desirable: Coffee shops, smaller independent retail shops, residential lobbies. Not desirable: a drive thru should not be located along the park,
- Move Wendy's drive-thru closer to Brentwood Road to minimize traffic on rest of site.
- Navigating in and around the parking lot. It is always frustrating when it is safer to drive from one shop to the next because there aren't appropriate walking paths.
- Never a gas bar on the park side. Never a drive thru. The people complain for the bright lights. The peaceful neighbourhood will disappear
- NO 40 story tower anywhere. Put 23 ft building instead - and only 10 ft allowed facing the park in site 4.

- No additional liquor store needs to keep vagrants away
- No comment
- No comment
- No comment.
- No feedback on this section.
- No high-rise buildings, be it for residential or commercial purposes.
- NO issues at all.
- No liquor stores facing the park.
- No liquor stores, nor pubs should face the park. Cafes would be nice.
- No one ever uses that park. If this causes more use then fine.
- No residential units, residential lobbies, retail stores, cafes, offices, drive-thrus, gas bars or loading should be built. These buildings will only create more congested traffic for Brentwood Road NW. It will also block off all the potential view that existing condos have. In my opinion, this re-development plan creates various problems and no advantages.
- Nobody wants to stare at loading areas from the park. Cafes and residential areas should face the park.
- Noise and traffic are my largest concerns with uses next to park. Avoiding drive through and more pedestrian friendly uses. I would limit vehicle access around the park boundary of the development.
- None. Area is already too congested
- None. Denied.
- Not a huge concern for me
- not desirable: gas bar, loading docks, drive-thrus. There is so much ugliness in the city - we need a way to reduce the ugliness of commercial buildings
- Not enough parking and too high buildings.
- Not important
- Not sure who uses the park. Not a place where we go now. Would not feel safe taking children there or having children visit alone as too congested an area and sometimes margin people hanging around due to LRT location. COOP has now introduced security people for this reason
- Not sure.
- Nothing
- Nothing in particular. I personally would prefer that site not to be developed as I don't see any real reasons why we want to increase congestion in that piece of land.
- Nothing should be facing the park. Nothing should be built taller than the current coop along the park.
- O.K. Facing: restaurant, salon, coffee shop, book store, offices. Not O.K: liquor store, bank.
- Okay to face park - residential units, residential lobbies, retail stores, patios, restaurants, cafes, offices, transit uses, active modes connections. Not okay to face park - drive-thrus, gas bars, loading areas, roadways, surface parking, parking garage access.
- outdoor cafes and restaurants
- Park and buildings should be safe, well lit, that is no hidden spaces where undesirable activities could take place.
- park needs to be visible by general public otherwise there will be illegal activities going on in the area.
- Park paths are important for walking and biking from home to retail
- Parking lot

- parking lots and green spaces, no buildings more than 12 feet tall.
- Parking right next to park cuts off the buildings
- Patios are most desirable.
- Patios facing the park
- Perhaps a nice coffee shop - NO STARBUCKS PLEASE!
- Please don't do this! It's not necessary. Fill up the university clinic condos and the rest of elsewhere! Don't build here !!!
- Possibly bike/segway rentals. Smoke shops wouldn't be a good mix for obvious reasons
- Prefer to see residential lobbies, small businesses (cafe, restaurants,) facing park. Prefer liquor store, gas bar, offices, banks, drive-thrus not facing park.
- Probably nothing because it will be very shadowed and windy. Not a very enjoyable place even on a warm day.
- providing access to the park is important and it feels more of a public park versus with residential backing directly to the park gives the impression that it is semi private and only for the uses of the residents of those units
- Patio restaurants face park. Please NO loading docks in view of the park. Please take advantage of the green and integrate the sites. No box store type of development facing the park.
- Public washrooms would be great
- Put a cafe and a beautiful big patio or two or three, looking onto the park! (Not a gas bar or loading zone. C'mon, it's a park!)
- Replace the high rise buildings with more space for park
- Residences could face the park...townhouses or ground floor apartments. NO COMMERCIAL ENTERPRISES should be able to "leverage" the taxpayers park!
- Residences not loading bays should face park.
- Residences, coffee shop - not cars, parking, gas stand
- Residential
- Residential
- Residential
- Residential & cafes - make the park boundary a people place where the park beauty can be enjoyed. Residential is needed so that the area does not encourage drunks, druggies etc. (problem in past). Not drive-thrus, gas, loading - obvious reasons - they are not esthetically pleasing and do not encourage people to socialize
- residential (condos, townhomes, houses) should be looking at the park. commercial development should not.
- Residential and cafes
- Residential and open cafes only.
- Residential and/or retail
- Residential being able to access is most important.
- Residential buildings and restaurant/cafes should be facing the park.
- Residential Lobbies or Cafes would be nice. Parking entrance would be a waste of the view.
- residential should face the park
- residential should face the park, then cafe or office views
- residential unit
- residential units
- Residential units

- Residential units and residential lobbys are very desirable facing the park. Loading areas are very undesirable facing the park as they create a dirty unwelcoming atmosphere into the buildings.
- Residential units because they pay to live there.
- residential units facing the park would be great but businesses would also help to deter undesirable usage of the space.
- Residential units OK.
- residential units seems the most desirable - they can enjoy the view. gar bars seems the least desirable.
- Residential units, businesses such as daycares and cafes. Do not put a liquor store in this development, it's too close to the park and would be a terrible idea if we want to keep the park clean and suitable for children. The Liquor Depot in Brentwood Village is sufficient. Gas station and anything requiring high traffic would be undesirable next to the park.
- Residential units, offices and cafes should face the park. Gas bars, retail stores, loading areas and drive-thrus should not face the park.
- residential units, offices facing the park. loading areas, drive thrus, etc would make the park undesirable as it would be on the "back side" of large buildings (creating alley effect).
- Residential units, residential lobbies, cafes, offices are most desirable
- Residential units/lobbies would be the most appropriate, due to the lack of parking. The roadway is of little use.
- Residential would be best. Loading docks feels less public after hours and therefore less safe
- residential, cafes and restaurants facing greenery would be ideal to face park, maybe if there is the possibility of a daycare also. Would not want idling vehicles of drive through by park, or things like bank or gas bar where patrons are not likely to stay for any duration.
- Residential, cafes are best. Drive-oriented outlets are worst. Blakistonpark should remain as quiet and peaceful as possible. As a neighbourhood resident, I would love to have a cafe on the park.
- Residential, cafes, and pedestrian and bike access are important near the park. Gas station should be far away.
- Residential, cafes, restaurants, community space would all be great facing the park. PLEASE no drive-thrus, gas bars, loading along this edge. Don't repeat the mistakes of the current site.
- Residential, offices.
- Residents would appreciate facing the green space the most.
- Restaurants and cafes are best facing the park. Enjoy the view of nature. Gas bar is the lowest value use next to a park. A gas bar has no benefit from being close to a park.
- Restaurants and cafes. Absolutely no loading docks facing the park.
- restaurants are desired and commercial business that focus on customer interaction.
- Restraunt, Bar, Coffee Shop, Ice Craeam Shop,
- Retail facing the park would be desirable (coffee shop, bakery, ice cream etc.).
- Retail stores
- retail stores and cafes should definitely front the park, residential lobbies could be okay but townhomes could be awkward by making part of the park seem private. Gas station should definitely be kept away from the park side, just not pleasant to walk near as a pedestrian
- retail stores, cafes make people use the park more comfortable. It is not private park for the apartment building resident.
- retail stores, cafes, offices, gas bars should NOT facing the park.

- retail stores, cafes, things that are open in the evenings. If it shuts down at 6 every night it will attract drug dealers etc into the area. For example downtown along the LRT line, I do not want a "Crack Macs" in my area.
- Roadways behind the development should be shared pedestrian/vehicle streets. Only residential units at grade should face the park with adequate public private transition such as front yards with low planter walls to protect privacy.
- See response 1 about safety concerns re: encircling access road. The imagined "central meeting plaza" will not fulfil any sort of social role if it's proposed to cut through the access road, due to traffic. Any type of vehicle-oriented use is inappropriate facing the park due to safety and aesthetic reasons. An extended and integrated public realm, and residential and small commercial uses (e.g. food services, day care) would be appropriate facing the park.
- Shorten height of buildings to respect aspects of Blakiston Park. Back lots and delivery stations shouldn't face the park.... but if you put in coffee places with outside tables, it would feel awkward with so many residential windows facing it esp if tallest building is built - privacy to have a coffee in outside patio would be lost.
- Should take maximum advantage of location and accessories to park.
- since this is where all of the bums and homeless people will be shooting up and sleeping does it matter??
- Sit down areas for casual meetings and families with children, like coffee shops and ice cream shops, and residential units should all be able to enjoy the park. Drive-throughs, grocery stores, and buildings that don't require scenic views should not be facing the park. Let the park be enjoyed by residents of the area who want to spend time outdoors.
- Small business, cafes and bars, so the nice area is not used by a big box store
- Small retail faces the park. Cafes, etc., such as Eau Claire does so well.
- Small shops or a pub so it can be enjoyed by the people.
- Smaller scale
- Smaller, local coffee shops, bike or running retailer (established), playground, bistro/cafe concept - facing park). Liquor store, post office etc. not facing the park. No Wendy's!!!!
- So the citizens have paid for the cost of renovating the park for the developers! They should pay this cost, not us.
- Something similar to the interface of the green University City building and the park. No motor vehicle traffic, no loading bays or garbage containers. Building doors to the park.
- Starbucks and other related Park friendly stops
- Surface parking.
- Tea or coffee shops, a fine dining restaurant overlooking the park would be great facing the park.
- terrace-style cafes facing the park; drive-thrus and loading docks create a separation from the park
- The area desperately needs a greater variety of restaurants in the area, and one facing the park could be very successful. A cafe could also well in this area due to the view from the patio.
- The best uses are the most public ones. Walkway thoroughfares/high foot traffic and areas that open and free to use. The worst uses are the most private and industrial, like loading docks/work areas and private club/private property areas.
- The building facade along the park is north facing, creating challenges for patios (coffee shops, pubs, restaurants, etc). With the road between the buildings and park it further limits the "usable" interactive space along the store frontages.
- The businesses/units facing the park should be placed there not with the idea to keep them "tucked away" or out of sight, but rather to facilitate the most enjoyment out of facing a green

space. Therefore, residential units should be facing the park - contributes to a great view from the condos. Cafes, offices should also be facing the park. Loading docks are best placed at the "back" of buildings - as long as there is adequate accessibility for trucks to enter/exit. There is nothing attractive about a drive thru and there can be more garbage (discarded food containers, napkins, etc) in the vicinity of a drive thru - this should not face the park. Again, the position of the drive thru must be for best accessibility for motorists exiting from Brentwood Road.

- The concern is that with retail food outlets being proposed on the boundary will increase the likelihood of litter. Would like to see more litter bins to be made available. Also, with increased traffic from an increase in proposed population in the area, will increase the risk of desecration to the surrounding areas including the park.
- The coop would be most desirable facing the park. The gas station is the least
- The C-store should not be near the park, nor should there be a Wendy's drive-through or a liquor store. How could anyone enjoy a park with the sound and smell of cars idling in a line up, and the speaker blaring "would you like fries with that"?
- The design seems fine although I do not live in the area. You want to make sure it blends in with surrounding area and is accessible to local residents.
- The developer has proposed appropriate site usage.
- The developers' and the city's concern for Blakiston Park gives one the giggles. The proposed project will make the park an overused, squalid area unsuitable for anything but pedestrian purposes. "Central meeting plaza"? Hilarious.
- The development puts its back to the park, and cuts off the main pedestrian-oriented route being developed by the rest of the Brentwood Mall re-dev. Will not bode well for crime-reduction through design approach, also won't do much to activate the LRT/park/neighbourhood interface.
- The development should be significantly scaled down so that the current inhabitants of the area can enjoy the park
- The development should provide its own greenspace, not be parasitic on the existing space for neighbourhood use.
- The drive thru at Wendy's looks like its is landscaped; townhouses along the Park is great, we will try and buy one.
- The gas bar should not be near the park. Some grade level cafe-type places to eat along the park might be appropriate. A day care that is close to the park would be fine.
- The gas station and Wendy's is undesirable next to the park
- The grocery store needs parking as we have to drive to get our groceries. I hope there is still the same amount of parking.
- The layout looks good with thenresideces facing a the park
- The most desirable uses (speaking as someone who crosses Crowchild to reach the site) would be restaurants, cafes, and residential loobbies.
- The most desirable uses are any of the lower height buildings that will minimize the shadow impact on the park. I believe the developer has done a very good job of taking this into consideration. It would not be ideal to have cafes, retail stores, etc. face the park as these businesses are most certain to fail without proper exposure to the surface parking and main access to the site. Although it would be nice to have a coffee facing the park, there likely won't be enough foot traffic into the store to keep it financially sustainable - the retail portion facing the park would likely become vacant and an eyesore to all.
- The park has access points to the site and looks very walk-able to the C-Train station and to Brentwood Road with a wide and open pathway. A very nicely designed upgrade from the

current site and the current access to the site. It is just a gravel road right now, a pathway and green space would be a great improvement!

- The park is already bordered by a 13 story building which dwarf the park, i cannot imagine what a 23 story building with do to the park. There should not be eye sore such as garbage bins, loading bays or parkade garage doors facing the park. The back of the building should be vehicle free like the current green building.
- The park should be kept quiet and serene for community members and their pets to enjoy. Business should face the road not blakiston park.
- the plan looks good, lots of trees along the property line and the park. Let the zoning dictate the uses and where the buildings should go
- The present design does not even recognize Blakiston Park, as there is very little walkways for pedestrian traffic to the commercial space. The design is more centered upon selling gas than ease of use to the adjacent park.
- The re-routing of the commercial street to the back of the development isoates the development not just from the park, but from the community and the rest of the TOD area into which it is supposed to be integrated.
- The residential units would be the best facing the park, nobody like to look at a bunch of commercial buildings.
- The residential uses should be backing onto the park, not the C-store and Wendy's. Why didn't Co-op hire a planner?
- The shorter residential units, restaurants, cafes, etc. are most desirable to face the park as they will make the interface more 'fluid' with people more likely to move in and out of the park. The gas bar, fast food restaurant, loading areas and grocery store are not desirable to face the park.
- The site is laid out so it faces the parking lot; I can't tell what the site will look like from the park (solid walls??). I don't see access to the park other than the path between buildings 4 and 5. The lack of space between building 1 and University City will add to analready shadowed and unattractive roadway between buildings.
- Their must be active uses facing the park. Renderings at open houses showed this as primarily a long blank wall-not good. Residential units doors, residential lobbies, retail stores, cafes, and offices are desirable. Drive-thrus, gas bars, and loading areas are not as desirable. Active edges with angled parking, sidewalks, and bike racks please. I understand the space for the Wendy's drivethrough makes placement of that building awkward. Maybe add office above the Wendy's with an entrance facing north towards the park too.
- There is a road going around the back of the site, effectively eliminating an interface with the park. Anyone wanting to get from the park to the buildings has to cross a road. There can't be cafes or spillover sidewalk storefronts because of the road. The park is cut off from the development and all the stores or buildings present their backs to the park. The Wendy's stores its garbage behind the building facing a park. the other buildings back onto the park with their entrances at the front. The Wendy's drive through line gets a prominent position along the park. The park is an afterthought, the road takes precedence. Poor design. Blakiston Park is undergoing an expensive makeover that doesn't take into account the massive buildings and road that will be alongside it. The road and the park are not compatible.
- There should definitely be all kinds of interesting restaurants, cafes, a flower store--definitely not fast food places! facing away from the park--hair salon, laundromat, bike store, etc.
- These must be quiet areas, to make the park more peaceful, and not upset the residents across the way.

- This is not the plan given by the contractor. The plan suggests that the road way between the park and development would actually be the main traffic conduit in the area.
- This park is obviously too small to support this development
- three story walk up residential would be best
- Uses that allow pedestrian traffic only should be facing the park
- Very concerned about noise and fumes from gas bar and drive through facing park Gas bar should face main road. Need path & lighting through park between building 5 and Wendys. People currently use that as a highly-trafficed cut through the park.
- very little green space is left.
- We think that appropriate leisure spaces such as coffee shops , etc. again better walking spaces for community access to the stores.
- what is missing in Brentwood is a quiet place where one can have a coffee, ice cream or a drink
- What is the drive behind this development? I did not see any potential here in terms of so many empty office space around downtown. Can anyone explain who will be benefit from it? Big capitals?!
- Whatever faces the park ensure there are no hiding spots for drug dealers and other loiterers
- Why does the development center on the parking? Put the park in the center, parking in the back or underground
- You are not allowing enough parking spaces for cars - it will flow onto residential streets and we will have to go to permit parking
- Your site map does not show any shade in the park. Considering our latitude in Calgary, there would be considerable shade in the park for the majority of the year, making it less than desirable for use as a park.
- Ptio restaurants face park. Please NO loading docks in view of the park. Please take advantage of the green and integrate the sites. No box store type of development facing the park.
- residential of all sort and cafes are preferred. Currently thewendy's drive through, the gas bar and the co-op loading dock make the current walk from the lrt station congested at times
- Residential, offices.
- Perhaps another pathway leading into the complex from the park
- I do appreciate the accessibility to the park. Keep some more walkable pathways accessible.
- There is nothing needed in this area. There is a 7-11 a 5 minute walk away. Brentwood mall has everything else you might need.
- I think eating spaces with patios would be the most valuable uses of spaces facing the park. That would allow for the most people to enjoy the park views.
- Residential lobbies and cafes facing the park may be fine but nothing else as the park should be used by people walking and not as a visual barrier to the rest of the establishments.
- Restaurants and cafes would be well suited to face the park. Office / retail stores would probably prefer to face the inner parkade for customer ease.
- Ok
- In general having the backs of businesses facing the park can look 'trashy'. People often congregate at the backs of current establishments to conduct business or activities that they don't want other people viewing.
- Residences should face the park. There is not enough surface parking for shoppers
- Cafe and restaurants would be desirable facing the park. Loading docks should not be near the park

- The height of the buildings will create a dark, shadowy park. Cafe's and residential units in smaller buildings would be appropriate to convey close community feel and encourage residents of the buildings and the community to use the park together.
- It is not desirable to have high buildings that will block the sun throughout the majority of the day. These are the backs of buildings and will not be attractive – very unattractive and like putting a park in a laneway.
- Nice dream but have you seen all empty ground level space that at Uni City? So, likely you will end up with vacant retail on the park or painted over massage business windows. Neither promote community at all. The only possible idea would be to have the Coop cafeteria facing this direction...perhaps this could actually draw in both seniors and parents/young children.
- Keep the office space on the park side gas bars and other retail on the LRT side for the very reason listed above, the park is for residents not transients to litter, and promote the sale of sex & drugs. Also keep the retail area behind a wind/snow fence or some method to catch garbage blown in the wind, the park is already full of Wendy's wrappers, it wil just get worse if all the retail is closer to the park and not protected from wind strewn debris.
- I think cafes and retail stores would be great facing the park, ideally the side facing the park would be complimentary and encourage people to use the park and the new spaces going up
- Lively, interesting businesses should face the park. Putting marginal businesses there (like University City) will just make the park less inviting.
- If you want 'nicer' traffic in the park, put in some shops that encourage family trips (ie: frozen yogurt, ice-cream, upscale coffee shops, etc.). If you have liquor stores and c-stores and are near a c-train station (which this is), there may be increased transient and non-resident use of the park.
- Loading docks should not face any part of the the park.
- is that a roadway leading to the pedestrian meeting plaza? Where do the cars go from there? What are the circles in the park on the left? Why is the path through the park so curved? Will pedestrians just walk in a straight line?
- loading area, less traffic is better if we have to develop this area. Again, greedy decision has no good result to this community.
- It would be undesirable for the gas bar, drive through and convenience store to face the park. Other uses are fine. Concerned about the tall buildings casting the park into deep shadow for most of the afternoon and evening.
- Maybe the trees close the park off too much from the residential and commercial buildings. Maybe the park needs to be more of a central feature. Perhaps principal exits could be park-facing and retail kiosks or food stands could also be permitted to exist on the park side making the area between the buildings and the park a higher traffic area.
- I have no opinions on this.

6. The site is immediately adjacent to the Brentwood LRT pedestrian bridge and serves as pathway for many people walking to the station from all parts of the community. Imagine walking to the station through this site from different directions.

What kind of things make the walking connection to the station good? How can this walking connection be improved?

- Sideway sidewalks at the base of the ramps that direct pedestrians to a safe meeting place for any vehicle pick ups
- Design the walkway in a way that improves safety (lighting, etc). 2. This site plan does not promote pedestrian travel between the buildings. They are islands in a sea of parking. People are clearly meant to either walk from the LRT to the Co-op or drive to the rest of the buildings. You can't even access the park without encountering cars.
- A +15 route from the park area through the Co-op, connecting all the residential buildings, and over to the train would be amazing. Especially if the parkside access of the +15 had a cafe at the base of it.
- A clearly defined sidewalk is all we need
- A covered path would be definitely welcomed.
- A covered pedestrian plus 15
- A direct access to the pedestrian bridge from the neighbouring building on the second or third floors so that those living there have easy access. Adequate sidewalks in the parking lot for the residents of the other buildings to safely access the pedestrian bridge.
- A glass shelter with similar materials as Brentwood station across the over road walkway to/from coop to station
- A path needs to be in place to connect the station to and through blakiston park.
- A pathway or green area in the centre of the property would accomadate pedestrain traffic. No path is seen cutting through the property making it dangerous as pedestrains would have to cut through the parking lot and increase their risk of being hit by a vehicle.
- A paved path through blakiston park to the development would be necessary. It would be nice if the route from northmount through the community through the park didn't require walking through too much of the parking lot (ie: sidewalks)
- A plus 15 style covered bridge would be great - much like the one going in by Chinook.
- A rain cover
- A variety of amenities on the +15 level of the development will help to liven the atmosphere.
- A walkway/bridge could be considered to connect the bridge to Blakiston Park. It might make the commute faster to those living further into Brentwood. Also, it might be an efficient idea to extend the ramp that leads up to the C-train station to the left/west so that it goes over each of the parking lot exits. That way, traffic can continue unimpeded, reducing the risk for potential automobile/pedestrian collisions, while making it easier for people to reach the different businesses in the area.
- Access appears good but if we didn't develop the land with useless buildings then we wouldn't have any problems at all
- adequate lighting
- Adequate sidewalk space and good lines of site for cars to see pedestrians.
- allow inter connection with bike path and series of shetered bike storage

- An elevator!!! Art work! Less "calgary concrete", more boardwalk-style interest.
- An enclosed path from the coop to the station.
- Anything that separates pedestrians from vehicles so that one group does not delay the other.
- Anything that would be convenient for our local commuters
- Appears to not be much different than it is currently with the exception of it being attached to directly to the coop
- Appreciate that the walkway has rather direct access to the supermarket. When the weather is bad, a c-train user can dash in to make their last minute purchases, instead of first walking through a big parking area.
- Artwork, little coffee stalls,
- As long as there is a sidewalk along Brentwood Road from Brisebois then I am fine. I don't want to have to walk through the development to get to LRT
- As we do not use the LRT, it is hard to answer this question. A lot of people walk to and from the station as well as to do some shopping. When the park has been refurbished, it will make a difference.
- Aside from improving the decaying station, the walkway should be covered. +15 to the existing University City buildings would also be nice. There should be an elevator on the north side of the station.
- at-grade access to the station would be great instead of having to walk up a large flight of stairs or a long ramp. Make it like Dalhousie station or crowfoot station so access is at grade.
- Attractive well lit pathways.
- Avoid interference with cars and buses, covered overpasses.
- bank should be with co-op, right next to c-train access. liquor store should be separate
- based on this drawing i do not see any issues.
- better bridge access as most people j-walk to get to brentwood station anyways because they think that the curling staircase takes too long.
- Better pedestrian access so that you don't walk through a parking lot to get there.
- bike/pedestrian paths and sidewalks make it better. Traffic, gulleys/ditches make it worse.
- Bridge needs some rehab and revitalization
- Bridge to LRT should connect into the shopping area without going down stairs
- C train will be jammed with 500 hundred more people living in those condo buildings
- Cafes with healthy foods for lunches and dinners.
- Centrally assessable and weather covered c/w escalators
- City to maintain its pathways in winter !!! Pedestrian first mindset when designing. Paths suitable for strollers, wheelchairs etc. as well as walkers -no steps. Downlighting on paths for winter months
- Clear and direct paths. I've seen some cases where a sidewalk is put in and it weaves a bit or it goes to an area away from the main destination. As a result everyone just walks straight line and wears down the path in the grass.
- clear signage, designated walking paths, designated elevator.
- Clear, dry, level and well lit pathways. Foot traffic to/from the LRT occurs all times of day and should be safe regardless of time
- Connection could be improved by providing pedestrian access between the LRT overbridge and Brisebois Rd on the west side of Brentwood Road
- Connection is sufficient
- could be underground maybe

- Covered (allowing light to come through), not sloping (slippery in winter), fast elevators and escalators on each site, plenty of covered parking on each side (and possibly several layers of underground parking).
- Covered and well lit
- covered or partially covered like the plus 15 in the core.
- Covered walkway would be amazing on cold morning commutes! Walking through the site would be a welcome improvement to what commuters currently have to do. No question from the residential buildings on the site a covered walkway would be great. From the pathways and the park around the site it would be a short easy walk to the pedestrian bridge through the site.
- Covered walkways with protection from rain and snow would improve the walkway.
- Crime will increase
- Current overpass is FREEZING in the winter - very windy - needs plexiglass windbreak sides like Canyon Meadows overpass. This is Calgary. Need more than 1 path through Blakiston park or people will make their own path and damage vegetation. Would be great to have covered/sheltered walkway from edge of park straight to LRT (again, because Winter).
- Currently, with the traffic turning into the co-op and Wendy's, I see many near misses between cars and pedestrians who are crossing. I am concerned this proposal will exacerbate the problem. Currently, it is only a matter of time until someone gets hit.
- Dedicated sidewalks and + 15 walkways to station (avoiding interaction with traffic)
- Definitely well lit pathways at night. Wide walkways, and varying types of paths like brick paving stones, cement, slate, etc.
- Designated/ differentiated/separate from parking lot walking corridors. Green with trees and bushes and grass.
- direct connection to park and enhance with landscaping and lighting
- Direct path to walk from the neighborhood would be key. Residents shouldn't have to walk farther to get to LRT
- Diverting the intersection for cars and the gas station away from the entrance to the pedestrian bridge would reduce wait-times and traffic build-up as pedestrians try to reach the bridge. I also worry about the dramatic increase of people trying to use the train at Brentwood Station. The other NW stations (Tuscany, Crowfoot, and Dalhousie) already cause most trains to be filled by the time the train reaches Brentwood Station in the morning.
- Do not add any more residential development.
- Does the pedestrian bridge go directly into the Co-op, if so great!
- Dont build the new building.
- Dont require this.
- Easy & direct access from station to Blakiston Park. Good lighting, safe.
- Easy access by walking or cycling with the least amount of vehicular traffic as possible.
- Enclosed skywalk into 2nd or 3rd floor of building, good for winter
- Enclosure walking area
- Enough walking paths and clear path when walking through the coop parking lot
- Ensure it is a covered walking connection, as it is unprotected from the elements and is miserable to cross in the winter.
- ensure wide enough sidewalk along Brentwood Road for people walking from Brisebois.
- fine as proposed
- From looking at the plan, there doesn't seem to be a really "community friendly" pathway that would encourage people from the adjacent community to use the pathway to access the LRT. There may be but it is hard to tell.

- Gas stations, car washes, anything of an industrial nature
- good lighting
- Good lighting
- Good lighting and visibility
- good lighting, access for bikes
- Good signage and arrows for easy access. Perhaps an elevator would be nice for Handicap and elderly.
- Green, flowers, wall art via local artisans (not million \$ ones from Europe!) but local graffiti artists, maybe plaza stops for buskers with benches, swings under the trees, phone tree for charging electronics... mobile stop/flat surface to stop & work. Or in a different direction - fit zones - so u could work out on your way to work - running DT or catching the LRT. Or fit stops on the way home.
- Have a connection to the station on the west end of the LRT station, so people can walk from west Brentwood without getting hit by crossing three exits to get to the bridge. Add stairs on the NW of the Park and Ride so people can connect to the LRT/Bus station from crossing under Crowchild Trail along 40th Ave.
- Have access directly to the road via stairs, so that going through the building would not be necessary.
- Having appropriate lighting and visibility is essential to making this an idea walking connection. As someone who uses this train station on a regular basis, the idea of having it light up with higher traffic makes me feel safer
- having the apartments look over the park would be best and not have business back onto it with large dumpsters, docks, etc.
- Having the station plus 15 connect directly to the Co-op store and main residential building (as shown in the site plan) is perfect.
- Having this would make traffic less as many people can use the let system
- Having to detour around buildings will be very annoying, especially if the pathways aren't cleared of snow / ice in the winter.
- Heated +15 system
- I actually walk to the LRT station on a regular basis; I currently do not walk threw Blakiston Park. Better lighting is needed for safety reasons.
- I assume the sidewalk will be rebuilt and thus fixed.
- I can imagine it would be crowded by the front doors of the coop with shopping carts and shoppers, however I'd feel unsafe going to the back of the building. A wider sidewalk in front of the doors would help.
- I do not use that access therefore cannot comment
- I don't see a walking path other than through the parking lot or right in front of the store.
- I don't see it being much improved from existing. I think a lot of people will continue to use Brentwood road as it is fairly direct. Site also has access at only at two spots so it is not convenient to go thru site for people coming from northwest of site
- I don't think it can
- I don't use transit
- I dont want this plan . At all.
- I guess it's convenient that the connection appears to connect directly to the Co-op. If there is an underground parkade so close to the LRT connection, then they might as well be connected.

- I like that there is covered Plus 15 access to/from the LRT station in case of incimate weather. I also see many different ways for pedestrians to safely access the connection from various directions.
- I live in the community north of the university city building, I don't want to walk around these big building.. I would like to see a way thru coop into the park area between buildings 1 and 4
- I love the idea that we can walk off the LRT and into the Coop store.
- I think having access to and from the Blakiston Park area, as well as University City/ Brentwood mall without having to walk through a parking lot is preferable
- I think having this access to the station is great. Makes it really easy to jump on the C-Train when heading anywhere rather than jumping in your car
- I think it represents a good connection to the station
- I think it's fine
- Ideally there would be a direct way from the top of the ped. overpass down to the TOD plan pedestrian street and a line of sight straight though to the park. The pedestrian street would also continue NW towards Blakiston Rd though the proposed Gas bar providing a direct walking and line of sight route from the intersection of Brisebois and Brentwood Rd all the way to Charleswood Dr. The current coop proposal doesn't do much for pedestrians trying to walk through the development (in all directions) to get from the station to the rest of Brentwood. The only routes NW and and SE are the same that currently exist, along a narrow sidewalk on Brentwood Rd that has many driveways crossing it. The whol proposal would be better for pedestrians is their was a continuous line of sight from the ped. overpass through to the "plaza" entrance to Blakiston park. The could include a 20 story residential building on the current Wendy's site and another one on the other side of this "street" in front of the existing pedestrian ramp.
- Ideally, the walkway would run from the second (or higher) floor from the furthest residential building, connect with the Co-op and then continue across the road to Brentwood station ("kind of the plus 30 idea"). That way, passengers would not have to travel all the way down to ground level and exit a building, only to walk across a parking lot and then take stairs or ramp up again to walk across to the Ctrain station.
- If the city is struggly to decide what type of walking connection to the station, why even consider this redevelopment plan. The current status of the community of Brentwood is great and there is absolutely no need to create more residential units or commercial buildings so that the entire area is congested and the Brentwood LRT station be flooded with people. The best way to improve the walking connection is to stop this redevelopment plan and prevent the developers from building more residential units.
- If the pedestrian bridge was made to look nicer and updated
- if you have lots of trees or shrubs along the way it will be a pleasant walk
- I'm concerned that the space between buildings 4&5 will encourage loitering and prehaps feel unsafe to walk through.
- Improve sidewalk and overpass connections, station could be cleaned and repaired
- Improve the walking connection from the LRT by not having it truncate in a building. In an area that's supposed to be all about walkability, why would anyone propose a massive podium smack in the middle of a main pedestrian thoroughfare, forcing people around it.
- IMPROVED LIGHTS in this area including parking lots. The Dalhousie Station area is very dark Drive overy to Boston Pizza or Earls some nites there are NO lights in that mall side to the LRT just not safe fpr walking.. I have lived here in Brentwood for over 43 years and raised my children. This LRT location is dark and that BPark is very shallow and narrow actually. Its where

the homeless go to sleep in the summer months. unless this safety issue improves by trimming the Evergreen trees {they sleep under them} and more lights along the pathways are needed.

- Improving the current bridge and walkway.
- Increase lighting in the area to increase security awareness.
- Increase width of staircase to allow more civilians to traverse comfortably.
- Internal connection to the Co-op is great!!! (No more carrying groceries across the parking lot in the rain!) However, walking to and from Wendy's just got a whole lot sketchier since, let's be honest, walking in front of the Co-op isn't usually a reasonable expectation due to carts, bins of pumpkins, etc. sitting out on the sidewalk. Thus, getting to/from Wendy's would
- Is there sidewalk access to the bridge from all directions? Doesn't look like it from this drawing.
- It absolutely must be wheelchair accessible from multiple directions. Lots of bike parking.
- It appears like there is a good connection from the park and the west end of the site. I will live in Charleswood and will be biking over to get groceries etc so an area to lock up bikes would be great.
- It doesn't.
- It is too cold to walk. Surface parking is essential
- It is unsafe coming of bridge at different times of day due to loitering groups of people and pan handlers.
- It looks good
- It looks good in my opinion. I like that it connects to the store, so while coming home from work, it will encourage more people to stop and pickup some groceries.
- It looks like the path to the LRT goes into the one building but it's not apparent where it comes out. As drawn it looks like the building is in the way of a straight line path to the park. People will always take the straightest line so it seems the path should be integrated into the front of building 3. Having a path inside the buildings is nice, but it should be open to pedestrians early and late, and have the exit defined, i.e. not feel like you get dumped out the back stairs. People wanting to head northwest will be faced with crossing the parking lot and the intersection from the site onto Brentwood Road, which seems likely to frustrate people and drivers. Perhaps an elevated walkway to the far northwest corner of the site would alleviate that issue. This would also be useful for bikes and maybe mean the bike lane could be removed from the street.
- It may be a security hazard to have the walk way be so accessible to the apartments. They may not be secure and the current plan may encourage more vagrants to frequent the area as it is sheltered and would give them lots of opportunity to pan handle.
- It seems that there are sufficient through-ways to access the Lrt from every direction.
- It wont
- It would be great if there was a grab and go deli/coffee shop in the pedestrian bridge. Lot's of lighting would be encouraged.
- It would be nice if it was covered
- It would need to be well lit, and I would like a police presence nearby
- It's already great! By building this horrendous building, it'll ruin Brentwood ! And lower Brentwood!
- It's already quite simple.
- It's an open, wide corridor that everyone can access. There is lots of room for pedestrians with strollers, wheelchairs, or carts to maneuver around. Adding extra lights for the evening would increase the perceptions of safety in the walkway.
- I've heard the Ltr bridge will be a covered plus 15? That would be awesome. We need a pathway system that better protects us from the elements, that is well lit and safe

- Keep a direct route from the pedestrian bridge to Blakiston Park for both walkers and cyclists.
- Keep the 15+ access to the Co-op complex
- Keeping in mind wind tunnel effect
- Landscaping and a pleasant environment.
- Leave a clear well lit pedestrian right off way in plain sight of the busiest parts of the development. Again, minimize crime and make walking as convenient and safe as possible.
- Leave it alone!
- Leave the LRT pedestrian bridge and remove the monster building 1. We need the blue sky.
- Less stairs. The current ones are steep and can get slick in the cold and wet weather.
- Less surface parking between residential buildings and the station would improve walkability. Improved public realm/multi-modal transportation corridors would also improve the walkability. Currently, the pedestrian bridge is a good connection but is not built for the human scale. Recommend a street-level crossing and traffic calming measures on Brentwood Rd NW.
- lighted walkways, greenery, benches for people waiting.
- Lighting must be good everywhere people would walk. Trees, flower pots, etc along the way. Benches? Maybe...
- Lighting, visibility from busier spots.
- Lighting. People would likely cut between buildings 4 and 5. The more thru ways for pedestrians, the better.
- Lights (for the winter afternoons and mornings and the late nights). Walkways that are proper and not sketchy dirt paths. Hand rails . Wheel chair and stroller accessibility.
- Lights in the evening for safety, benches for seniors , flowing in between buildings
- Looks awesome! Love the convenience from the ctrain
- Looks great. Will there be an elevator inside of the grocery store to help people with their groceries to make an easier trip to the crossing level? (Or escalator?)
- Looks like walking areas are fine; good idea putting the LRT bridge into the structure...
- Looks pretty good but I would like to see more of a buffer between parked cars and pedestrians. (I use this route often.)
- Lots of lighting
- Lots of lighting on the green space
- Lots of lighting, low shrubs and trees near the pathways. Wide pathways. It appears people coming off the pedestrian bridge will have to walk directly in front of coop to get to the east or back of the development. That's not ideal.
- lots of natural light... don't close it in too much
- Make it fully enclosed and ideally heated.
- Make it warm
- Make room for LRT people to park their bicycles
- Make sure access to Blakiston park from C-Train remains direct. I have been using daily for over 10 years now.
- Make sure it is well lit and not a place people would feel comfortable loitering
- Make sure it is well lit for safety issues.
- many train riders presently get picked up at the co-op parking lot. is there space for pickup/drop Off?
- Much wider pedestrian realm in all ways. Bridge should be wider, approaches wider.
- n/a

- Need a better connection north to the rest of existing community. Direct access through the development. Safe for cyclists, pedestrians and users of all ages. Should not have to meander through a parking lot
- need a more desirable path from the bridge to the west side of the park. the paths to the park is not inviting and open enough. one cannot see from the C-Train station that there's a park just across the bridge.
- nice to not have to dodge cars in the parking lot when crossing to the ctrain station
- No +15 and no surface parking lot. Need to be greeted by attractive public spaces, interesting shops, patios, greenery, and other things we see in Main Street areas.
- No better than current, walk through a parking lot to get to staurs
- No change is considered to be necessary.
- No comment
- No comment
- No comment.
- No comment.
- no fences around buildings
- No idea
- No need for improvement in my opinion.
- No opinion
- No opinion, I do not sue this station
- No trees, bright lights, safe sidewalks, wheel chair accessible ramps, well drained from ice forming, shortest distance
- Noise and chaos are really annoying. It is better to walk longer distance, if in a pleasant environment. Maybe a covered pathway for winter that will not be messy? More pathways in a park that lead to LRT station would be good. Who wants to walk on a dirty snow with a bus screaming in his ear?
- Non slippery stairs
- none come to mind
- Not enough detail in the site plan to comment.
- Not enough room for amount of traffic.
- Not having the big building would help
- Not having to walk in traffic areas, cars and people should be separated.
- not much is improved, you still need to walk trough a massive parking lot.
- Not much, isn't this just the old connection? It is unsafe and crime ridden. There should be an active use immediately beside the pedestrian connection so there are eyes on the street, improving safety. We need active uses close to the ped conenction. why didn't coop hire a planner to help them with this project? What a disaster.
- Not sure. Looks OK to me here but I am more of a walk it litterally kind of guy to get a better feel for the property. Looks ok to me though.
- Nothing
- Nothing about the proposed walk looks good, it is incredibly inconvenient compared to the current system, the only way to "improve" it would be to remove building 1 from the plan
- NOTHING about this plan improves access. This plan MUST BE SCRAPPED!
- nothing comes to mind
- On the surface on the site
- over agressive under planned developoment....community is against this developoment

- Overall the site looks okay. The only possible concern is that high density areas (e.g. the bigger buildings) need to have a route to the C-train station that doesn't go through the parking lot, or people walking will block cars and lead to possible accidents.
- Park and green bely
- Pathway lighting for nights and winters
- Pathway through the green space in front of the large condo or corridors through the retail space
- Paved and continuously cleared pathways with lots of lighting and regular security patrols. Move the sidewalk along Brentwood Road far away from the edge of the road.
- Pedestrian access looks good from the station, but lousy from everywhere else. You have to cross a parking moat to get to the buildings.
- pedestrian paths all the way to the boundary of the development.
- Pedestrian safety through out the plan is an issue. There is not a good pedestrian pick up/loading zone location created. This will add to the congestion concerns
- Pedestrian walkways
- People always take the path of least resistance. Is there a short cut that people will end up taking because the current paths on the perimeter?
- Plan has no community access through the site to the LRT station
- Planted walkway between building 4 & 5 is nice. Walking from the west and northwest people will likely cut through the parking lot noting that the Wendy's and gas station are in this area there is greater risk of conflict between pedestrians and cars especially since the drive through starts and ends where people would likely enter the property suggest controlling where people will enter the property by building a walkway from the park to end adjacent to the sidewalk that runs on the west side of building 5 and add a cross walk to connect them over the driveway in addition or alternately adding a walkway in the park to end adjacent to the sidewalk that runs on the south side of building 7 and adding a crosswalk over the end of the drive through
- Please eliminate the need to walk through a busy parking lot in icy winter conditions. Lighting and visibility for safety at night and early mornings.
- Plus 15 path through to Blakiston Park would be a bonus.
- Proper lighting for safety.
- Proper lighting. Direct pathways rather than meandering ones (people catching the train want the quicker option).
- protection from weather (not heated but a roof with open walls) makes reaching the complex more enjoyable.
- Provide pathways for walking through the area
- Provide wide unobstructed sidewalk along Brentwood Rd. NW. Design pullout for bus stops to allow vehicle traffic to flow on Brentwood Rd. Use landscape architecture to promote visual connection of development to Brentwood Rd. and Blakiston Park.
- Really like the join to the plus-15, could widen the sidewalk in front of Coop to provide alternative outdoor option for summer. Walking connection from the northeast is awkward, people would naturally want to go diagonally through the parking lot by the gas station and don't have a good place to cross entrance road (look at the desire paths burnt into the grass on the northeast corner of the existing site)
- reduce the 40 stories to 21 so there will be room on the sidewalks
- Residents of the tower complex will have more benefit than any other public located in the area.
- Safety and traffic
- Security and surveillance would make me more comfortable
- Seems fine

- Shorter ramps. Connect into buildings.
- Sidewalks that are cleaned and maintained would be good. The overpass helps - covered overpass would be better. Ensure to walking in the parking lot - there are pathways.
- sidewalks, not unshoveled park paths make good connections. Keep all pathways clear for pedestrians, and keep bikes off pedestrian walk ways, enforce this.
- Since the residential population of the area would skyrocket, so would the property taxes, foot traffic to LRT would increase, begging would increase and problems already exist in this area. Walking this area used to be pleasant, small town feel and this plan seems to be turning this community into a section of downtown Toronto.
- Site map looks good. I drive, as do most calgarians. keep it real please - parking, parking.
- Snack bar
- Some landscaping and safe pedestrian passage without traffic.
- Stairs up the hill for winter. We walk for groceries and the hill gets very slick in winter.
- straight line (ie LRT access visible from other side of development)
- sucks
- The ability to take short cuts via the buildings (or underground parkade) when the weather is bad.
- The amount of people there at all times is a big concern. No sure if the bridges stairs etc are made to support that weight and traffic of people
- The bridge and access are identical in this layout. No change except for an increase in roadway traffic.
- The buildings seem to block the pedestrian flow from the LRT to the park. The buildings need to be oriented to block the wind from pedestrians.
- The connection is currently quite bad for those coming from the East and the North of Brentwood LRT because of the Coop gas bar and the (ugly) Wendy's building. Relocating the gas bar at the westernmost side of the Mall could be a huge improvement if the monstrous 40-storey tower were replaced by an enlargement of Blakiston Park.
- The connection is good enough as it is. If the city truly wants to improve the paths to Brentwood, they should reject this development plan as it will certainly make both Brentwood station and traffic congested.
- The connection to the community that most people use is pretty much a straight north/south path from the LRT bridge, past the gas bar to the park, this appears to be what is available in the picture, so that should be ok. Most people are heading for a pedestrian walk way that connects Brentwood Blvd and Blakiston Dr, so this needs to be the focus.
- The connection to the LRT is good as it is
- The developers should pay for part of the cost of building the Brentwood LRT station.
- the existing connection could be improved by being covered to protect from elements such as rain or snow.
- The large buildings of University City currently create a wind-tunnel effect that makes walking unpleasant. Adding more tall buildings will only worsen the problem. It also creates large shadows between buildings and in Blakingston Park, which greatly diminishes it's pedestrian appeal.
- The location seems fine
- the most direct line possible between the park and the LRT platform steps
- The over pass is good. Maybe a second one would stop people from jay walking to the bus stops on the other side of Brentwood road. Also better lighting at night.

- The pathway along the main road right now is not fully connected to the surrounding communities.
- The pedestrian bridge to the LRT station should be covered, and maybe heated. Development site should include covered drop-off and pickup areas for passengers.
- The plan appears to provide an improved walk to the station
- The Residential buildings need to form a street wall on Brentwood road NW and not be far back away from the road.
- The site does not welcome pedestrians from the west. It should encourage pedestrians from towards Brisbois with less emphasis on car access/egress. Building 8 (convenience store) should have active frontage on the west, south and north sides. Only the east side is active facing the gas pumps. Add a few floors of office space with doors towards the trees and door on the Brentwood Rd side. Maybe a micro space for a fast service food like subway or something could be squeezed in there. Orient the west side of the site more towards pedestrians by activating this building and removing the right-in, right-out driveway. Too many accesses to Brentwood Rd. This site layout ignores the sidewalk between Blakiston Park and University City-there should be a sidewalk on the north (park) side of the road to bldg 4 or against the grocery building along with active pedestrian oriented streetfront. No back walls.
- The site plan shows the bare minimum of design in terms of walking connections. There is a primary pathway between the park and the LRT overpass, but it passes directly in front of the entrance to the grocery store, which is often busy with shoppers, carriages, shopping carts, sidewalk displays, etc. and not sufficient for any large quantity of pedestrian traffic. Connections to any other point on or through the site feature poor pedestrian experiences (e.g. dodging traffic in the parking lot and at intersections) or lack of connectivity (e.g. residential buildings blocking efficient access to University City). "Technically" providing sufficient pedestrian access is not equivalent to good access, and good access is required to encourage transit usage and capitalize on the excellent TOD location of the site.
- The site plans provided in this survey are illegible to be able to clearly identify existing walking connections. However, based on current experiences, the existing single pedestrian bridge will be insufficient to safely accommodate the proposed increase in population density.
- The stairs are difficult for older people walking up or down them, but even as a younger person I have found the stairs to be difficult and very slippery during winter months. There should also be a crosswalk to the bus stop because the pedestrian bridge is not a viable option for those with difficulty walking, those in wheelchairs, or with strollers.
- The street level crossing of Brentwood Road is challenging. The speed limit should be lowered. The area between the back of the coop and the university city buildings seems like a huge barrier/wall between people and the transit station.
- The tunnel under Crowchild holds water in winter and is ridiculously icy. There were a good two inches of ice in there earlier this spring, and we had to walk across it. That's not the bridge, I know, but it does affect walkers, and it's brutal. Drainage was not put in the proper spots.
- The walking condition can be improved by not constructing towers that will increase foot traffic in a massive way. The buildings will change the way the park is used, as it will become a pass through more than destination. Do not have any building uses open up onto the park directly.
- The walking connection is fine the way it is, and this plan doesn't look to change it that much.
- The walking connection is really bad right now, lots more walking paths are needed.
- The walking connection leads into the coop. Great for Coop, not so great if you don't want to go to Coop. Connect to the park, to the community, and not only through a store.

- The walking connector to the LRT will be in a permanent wind tunnel. I live close by and already experience this with the ugly University City condos while walking to the LRT.
- The walking station is fairly old. Replacing or renovating the exterior of the LRT station and pedestrian bridge would do wonders in creating a more attractive and aesthetic neighborhood.
- The walkway looks and feels old, and may need upkeep work. Based on the drawing, it appears there will be a direct connection between building 3 and the walkway. An elevator there should be made available for persons who need it.
- The walkway on the north side of Brentwood Road needs better protection from the traffic.
- There appears to be only one defined pathway to and from the park at the northwest end of the Co-Op. More defined pathways should be provided, and they should all be cleared of snow in the winter. While the pathway entering the park at the west end of the development is necessary, I can't imagine that those walking from the LRT bridge would walk along a busy Brentwood Rd to use it. They will find the shortest route home by shortcutting through the parking lots.
- There are already a huge number of people using the existing infrastructure. Adding this many more people will create many more issues. Where are all of these people going to park? How will people even shop at Coop??
- There are already a huge connection between university city? I could not imagine when such a density area have any disruptions such as water, waste, transfers, flood like 2012. Did the planners have those in mind?
- there are no pathways through the park and through the parking lot. people will cut through, rather than walking around, and there are no sidewalks/walking paths through the parking lot. ie no way to walk from the train to the Wendy's without walking through parking lot
- there are no sidewalks on the west side, so walking to the existing businesses at the NW end is difficult.
- there are no sidewalks to walk on on the main road, and this provides safety, slower traffic, and potentially places to shop on your way to the LRT
- There is a ramp on the Co-op side but only an elevator on the bus loop side of Crowchild trail. A ramp on the bus side is needed.
- There is neither a dedicated pedestrian or bicycle access to the station. The plan provides for access from this development but not for the community that is also supposed to have pleasant and easy access to the station. The LRT station belongs to the entire community, not just this part of the development.
- There is no internal view of the proposed +15 connection thru the building to the north side. Though the space in front of the coop looks like it would serve the community well.
- There is nothing positive about the walking connection unless you choose to live in the huge hideous building. I don't know how to improve it but going from the LRT through a parking lot to get to Brentwood isn't desirable.
- there needs to be parking for pick up and drop off, also bridge is not very appealing.
- There needs to be room for car drop-offs and pick-ups for people using the LRT.
- There should be a greenway connecting the LRT to Blackiston Park. Currently walking from the bridge north along Brentwood Road is dangerous; the exiting coop access roads are not well controlled. The traffic light axis point is a good idea, though it should be timed with the Brisbois Drive intersection to help control traffic that already backs up at that point during rush hour. The crossing adjacent to the bridge should be well illuminated/controlled with good lines of sight around the trees to ensure visibility of pedestrians.
- There should be walking access through Blackiston Park to the LRT station, without having to walk extra blocks west or east. Also, I regularly walk across the Brentwood LRT pedestrian

bridge. The bridge provides no protection from weather. It would be improved if the pedestrian bridge were to be made an extension of the station, and covered in and protected from wind and snow.

- There will need to be steps from the park up to the parking. Can there be some kind of safe pedestrian access from the park, across the parking lot, to the overpass to the train?
- This is despicable, disgusting really, To make it better than your plan just leave it as it is.
- This is probably out of scope but the Brentwood station badly needs a refresh. Concrete is crumbling, metal railings are all rusted. There needs to be a ramp on the south side and elevator on the Coop site side. Access from the Coop site should be covered.
- This looks like better, safer access to transit
- This LRT station is already overwhelmed this additional congestion would only serve to exacerbate the situation
- To have residential facing the Park instead of the back of CO-OP makes good sense. It appears the LRT bridge connects directly to the development is good. To be able to walk through the CO-OP to the LRT makes sense, as there are still more miserable days in Calgary than good ones. Access is still welcoming along the street. Well done.
- Too much residential units
- Tree-lined cobble stone sidewalks with hanging flowerpots and creative lighting to encourage pedestrian use, (year-round), at night.
- Trees, etc. and interface of landscaping is of great importance to keep the flavour of a community called BrentWOOD.
- Trees.
- Unfortunately the location of the station in a 6-8 lane freeway median constrains connections. An overpass to the project directly is a great idea, especially for enabling LRT/grocery access. But the connection needs to continue directly into the park / neighbourhood in a way that totally prioritizes people walking or cycling.
- Use current walking pathways.
- Very well lit, security cameras, benches at either end of the bridge, handi cap safety and comfort.
- walking connection is improved.
- Walking connection would can be improved on wider walk ways and for bicyclist, maybe a lane in the middle for them or on one side.
- Walking connections look fine as shown
- Walking from the west is just as poor as today, having to cross multiple uncontrolled intersections to make it to the bridge. Improving this would be a direct West-East pathway through the parking lot, so pedestrians don't need to travel along Brentwood Road.
- Walking off of the bridge to the north west makes pedestrians cross several parking lot entrances, will have to ensure visibility and maybe pedestrian crossing lights.
- Walking through parking lots is not good. A semi-wide sidewalk connection to Blakiston Park would be great.
- walkway from Lrt to buildings and walkways above ground to avoid vehicle interruption
- We need more easy way to access to the station
- Well lit areas for night walking.
- Well lit attractive walkways
- Well lit, wide, access to wheelchairs
- Wheelchair accessible. Bike accessible. Think about snow and ice.
- Wide paths with few crossings for traffic

- wide pedestrian connections, active (eg. storefront-type uses adjacent to pedestrian connections), vegetation and landscaping, wheelchair ramps, no surface parking (or at the very least - clear, delineated pathways through the surface parking), buildings arranged so that desire lines from the adjacent communities/residential/commercial are not cut off... ensure active modes connections are direct, safe crosswalks, safe feeling (eg. no CPTED concerns), parkade entry is not in the middle of a pedestrian desire line (should enter into a building), all active modes desire lines are accommodated, ensure pedestrian connections to bus stops are also good, places to stop and eat and drink coffee en route to station would be beneficial
- Wider sidewalk in front of coop
- Width clear of obstacles. Views to the park. Entrances into shops. No views of parking lots. No walking through parking lots.
- Wind protection I guess
- With this layout, expect people to be walking through the parking lots. I would rearrange the lots so that there are pedestrian pathways that lead straight to the LRT bridge from all directions.
- Wow. It's almost as if you have an idea in mind that you are fishing for evidence to support. Could that possibly be?
- Yes I do this frequently, it could be improved by ensuring access through the park and through the development, everyone walks a straight line right now past the gas station, but that means that it's not the safest for pedestrians, a connection to the LRT station and perhaps even a larger waiting area that is pleasant with bike storage area, would be great. Currently the co-op parking lot serves as a pick-up-drop off area and it does become congested, I would definitely think about that in the plans, even if it's not intended to be used for that purpose, the location of the station does mean that this will continue despite the new development.
- You're walking across a parking lot that is going to be very busy. Where are people going to drop off LRT users?
- Designated/ differentiated/separate from parking lot walking corridors. Green with trees and bushes and grass.
- it will be nice to walk through the plaza rather than dodge the traffic as is currently required
- Leave it alone!
- Reduce the wind effect caused by tall buildings. It's currently a windy walk around the University City complex.
- There needs to be a smoother accessibility to the C-Train station that doesn't require walking through a busy parking lot, especially from people coming from the
- Having a walkway that is separated from vehicle traffic.
- If the current pathway remains in position (upgraded plan) with a connection to the pedestrian bridge it should be suitable for community access.
- Musts: proper lighting to ensure comfort and safety; covered bridges and walkways; consistent design between project and walkways.
- Ensure that paths are built that local residents will use, rather than the current system which doesn't match people transportation routes. People will make their own paths if the constructed paths do not travel the shortest routes.
- Lighting and safety
- Senior citizens would probably appreciate an escalator or elevator for access to the c-train platform.
- The size of buildings 1, 2, 3 and 4 forces people to walk around it. Smaller buildings with more through points would make LRT station more accessible

- A green boulevard of about 2 metres should separate Brentwood Road from the sidewalk, as it does in much of Brentwood, e.g. Brisebois Drive. Much lower buildings (as for example along Kensington Road) will make the area much more people-friendly and welcoming.
- I use this station. I would avoid the proposed bridge (?tunnel) for safety reasons. At least in open space, I can assess challenges to my personal safety. I see the proposed "bridge" as a trap and threat.
- Provide barriers to the park that channel people through the designated park access, not through the private condo prpperties behind the current co-op. That tresspassing increases vandalism and theft, make the effort to have people use public route not private property. During the current Park refresh this was fine for the first few weeks until some city worker mistakenly opened a path to the private parking lots at the condos returning the illegal trespassing that had abated when they were forced to go around and take public roads/access.
- Ease of access to the pedestrian bridge, ensuring the entrances to the bridge remain safe and well lit, and are always accessible (i.e. doors don't lock and close if the bridge is accessible from the buidlings)
- A safe, vibrant site that is busy most of the time will make this a safe and desirable crossing.
- Adequate lighting. Enclose the over path to the station because it is very cold. Adequate drop off station on the co-op side.
- Will there be a street level walking area/path from Blakiston Park to the LRT Station? It is not clear. Will that require walking across the front of the grocery store? How about an internal walkway, perhaps on the second level?
- Access seems OK.
- It's too bad there isn't more direct access to the park, but I think this appears to be as optimal as possible. Perhaps a corridor could continue through or above the supermarket to the park.
- Provision for snow clearance would be the first thing to mind (where is snow likely to accumulate and be piled during clearing). Historically paths have been worn crossing to the complex through Blakiston Park from the north and that is likely to happen again.