



# 16 Avenue (North Hill) Co-op Redevelopment Application

Stakeholder Report Back  
What We Heard Report – November 2017

## Project overview

In August 2017, Co-op, in conjunction with Quarry Bay Developments has proposed a combined development permit and land use redesignation (re-zoning) for the site located at 540 16 Avenue N.E. (the existing Co-op site) in the community of Winston Heights-Mountview. The development proposes five buildings including a supermarket, liquor store, financial institution, office, gas bar, car wash, and 115 residential units.

It is the intent of Co-op to develop the site, with these additional uses, including residential units and offices in multiple phases, keeping the current Co-op store and existing businesses open until each of its replacements 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.

## Engagement overview

The Engage Spectrum level for this project was '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.

The City-led engagement strategy was developed to facilitate multiple touch points and ensure inclusivity for all who wanted to provide input and learn about the project by providing in-person and online opportunities for participating.

It should also be noted that the applicant conducted their own public engagement prior to the submission of their application.

### In-person engagement

An in-person open house was held on Wednesday, October 25, 2017 at the Winston Heights Community Association. At this session, we had project information and City staff on hand to answer questions. Citizens were also given the opportunity to share their comments on the application by completing a feedback form. We had 171 people attend this session and received 46 completed feedback forms.

### Online engagement

An online survey was made available from October 25 – November 5 on the project website [calgary.ca/16AveCoop](http://calgary.ca/16AveCoop). Citizens were provided with the information shared at the in-person open house and were asked to provide their comments on the application. We had 1,129 unique visitors to the webpage and received 118 completed survey responses.

## Communications overview

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. On-going tactics employed throughout the life of the project have included:

- Project specific website ([calgary.ca/16avecoop](http://calgary.ca/16avecoop)) that shares information and background about the 16 Avenue Co-op redevelopment application. The website also includes a summary of previous engagement activities and notices about upcoming activities taking place in the community.
- Sending emails to the 98 community members subscribed to our email list, sharing on-going project information and engagement details.

The following communications tactics were employed to promote participation in our various engagement opportunities:

- Twitter and Facebook advertisement campaigns
- Postcard mail outs to surrounding area residents
- Signage was placed at the existing North Hill Co-op store
- Advertisements in the community association newsletters
- Information was also shared to external email lists via the Councillor's Office, Community Associations and the developer

## 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.

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

- Citizens expressed excitement and general support for the proposal and look forward to a new store opening.
- There were varying opinions on the closure of the 17<sup>th</sup> Avenue/ 5<sup>th</sup> Street access point, Some citizens are concerned by the closure and the effect this will have on 16<sup>th</sup> Avenue traffic. However some citizens are glad this closure will eliminate cut-through traffic in the nearby community.
- Citizens are concerned there will be inadequate parking on site for residential and commercial purposes.

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](#).

## 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 you 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.

Do you have any ideas or concerns about the proposed Co-op Redevelopment application to share with the City?	
Theme	Detailed explanation and sample comments:
Citizens are in general support of the proposed development	<p>Citizens like the proposed concept and are excited to have a new store. Citizens are also glad that the store will not be closing during construction.</p> <p>Sample comments:</p> <p><i>Nothing but positive comments. At age 66, I'm contemplating downsizing from a house in Renfrew to an apartment. It would be very convenient to have a resident right above a full grocery store! And right on a transport corridor.</i></p> <p><i>I think it is a great redevelopment of the property &amp; will look forward to being completed.</i></p> <p><i>Good to see that the proposal is compliant with both ARPs affecting the development.</i></p> <p><i>I think this is great. That area needs revitalization and I'm looking forward shopping at the updated Co-op.</i></p>
Citizens support the closure of the 17 <sup>th</sup> Avenue/ 5 <sup>th</sup> Street access point	<p>Citizens support the closure of the access point at the 17<sup>th</sup> Avenue/ 5<sup>th</sup> Street and feel this will eliminate cut-through traffic.</p> <p>Sample comments:</p> <p><i>As a resident of 17th Ave NE I believe the removal of the 17th Ave access is a great thing. 17th Ave is already a busy road and rarely are people adhering to the playground zone speed. With the additional traffic that may stem from the redevelopment it will help the street traffic is the access is pushed to 16th ave.</i></p> <p><i>I love that you have removed access from 17 Ave. People need to realize this is a small residential street and it's not</i></p>

	<p><i>appropriate to allow people to cut through in front of our homes.</i></p> <p><i>I currently live on 17th Ave NE and do not want the rigs driving through 17th to the Co-op as they currently do.</i></p>
<p>Citizens are concerned about the closure of the 17<sup>th</sup> Avenue/5<sup>th</sup> Street access point</p>	<p>Citizens are concerned about the closure of the 17<sup>th</sup> Avenue/5<sup>th</sup> Street access point and feel this will affect traffic on 16<sup>th</sup> Avenue.</p> <p>Sample comments:</p> <p><i>An entrance off 5th St would be beneficial for residents living to the North &amp; NorthEast. WE are accustomed to entering the Co-op off of 17 Ave; not having to go onto 16 Ave first, especially at peak traffic times.</i></p> <p><i>Would like access by vehicle from the north - not just from 16th Ave. I come in from the west &amp; then 4th right now.</i></p> <p><i>it concerns me greatly that access is only from 16th Avenue. That's Canada's #1 highway - should we have "less" access/entry to such a major throughfare?</i></p>
<p>Citizens are concerned by parking</p>	<p>Citizens are concerned that there may be inadequate parking provided on the site.</p> <p>Sample comments</p> <p><i>the main concern I would have is ensuring there is adequate parking.</i></p> <p><i>Not enough surface parking - underground parking means bottlenecks in and out at rush hour.</i></p> <p><i>I am concerned with lack of parking.</i></p>
<p>Citizens are concerned by potential construction impacts</p>	<p>Citizens are concerned by the potential impact of construction on traffic and parking.</p> <p>Sample comments:</p> <ol style="list-style-type: none"> <li><i>1. Don't want any lane closures on 16th Ave during construction.</i></li> <li><i>2. Limit construction traffic through neighbourhood.</i></li> </ol> <p><i>Is the City going to give the developer "rules" to follow during construction regarding construction vehicle routes,</i></p>

	<p><i>and lane closures? For a 2 to 5 year construction timeframe this is important.</i></p> <p><i>a phased development will extend the duration of the development. Every effort should be made to keep the development as short as possible to minimize community disruption.</i></p>
<p>Citizens made suggestions for the development</p>	<p>Citizens provided multiple suggestions for the development around things such as space programming, specific retailer, target market for housing and interface.</p> <p>Sample comments:</p> <p><i>it would be good to make the area family-friendly - restaurants, shops for hanging out, etc. Like the areas to hang out in newer development like St Patrick park - community areas for families to spend time with their kids w/o feeling obligated to spend money to stay.</i></p> <p><i>Senior housing needed in community not more liquor stores</i></p> <p><i>Articulated facade is required. Direct grocery entrance for pedestrians in Winston Heights should be priority. Bicycle parking in prominent location by entrance.</i></p>

**Next Steps**

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

Administration will be sharing all engagement results with the Applicant and we will be using your feedback to inform our recommendations to the Applicant.

Any revised versions of the proposed plan and updated project information such as commonly asked questions 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/16AveCoop](http://Calgary.ca/16AveCoop))

Once Administration is ready to make their recommendation for the application, all input gathered through all phases of engagement will also be used in reports provided to Calgary Planning Commission and City Council.

## 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.

Do you have any ideas or concerns about the proposed Co-op Redevelopment application to share with the City?
Some concern about access and parking during construction. Disappointed to lose 5th St Access from 17th Ave. Overall I'm happy with the application.
Concern re amount of parking. Will the visitors to the apartments use the parking that's needed for the Co-op & businesses? There needs to be a lot of visitor parking underground, I think. Happy that the Co-op will remain open throughout, although parking will be scarce.
An entrance off 5th St would be beneficial for residents living to the North & NorthEast. WE are accustomed to entering the Co-op off of 17 Ave; not having to go onto 16 Ave first, especially at peak traffic times.
It appears that moving around the site for vehicles will be 'tight', ie. there appears to be not enough room for vehicle movement. I can forsee cars being backed up at the main entrance, because those ahead are having to slow down at the raised section of road.
16 Ave pedestrian interface > is this really a place that people will want to walk? . Active uses to break up the frontage/shelter/articulation. 17 Ave interface > street-oriented @ grade units > rather than just back of house! Not dense enough! This site is so well connected > ask for more height/units & less parking.
Only access is 16 Ave. Thru (3)in possible 3 (out) 2 being in/out) only from 16 ave going East. Now access points - & this is congested at times. Increase traffic & less access. Semi truck entrances.
The glass wall on 16th is awful. Articulation needs improvement. Materials are sub-standard.
Is good. Please proceed.
Upgrading the commercial space is great & welcome. Concerns: - currently no high rise buildings in the neighbourhood west of 6th St which adds to value (better kept that way) - high traffic, more cars may lead to requirement for permit parking which is undesired
-I like the plan for the most part, design looks good. -How close is the liquor store to the school? -Why is the only access of 16th Ave - I usually access of the back of the lot and avoid 16th.
Like the plan so far. Would like to see if the exit at 5 St could be marked to provide right + thru/left southbound.
1. Pedestrian safety. Please built a pedestrian overpass somewhere between this developmetn and Centre Street. 2. Pedestrian safety/bike safety/dog safety in and around the parking lot - think about secure bike parking - dog area w/ someone to watch dogs, or a puppy store at grade level - daycare would help too. 3. Sustainability initiatives (ie. LEED) not present.
Massing, height, density and site design is solid. Need refinement. Better edge along 7th and 4 Streets.
Nothing but positive comments. At age 66, I'm contemplating downsizing from a house in Renfrew to an apartment. It would be very convenient to have a resident right above a full grocery store! And right on a transport corridor.
Not at this time.

Only that there is so many people in the area that it over do the existing streets.
Will there be any senior living acc?
Parking density seems low. 87 spots for 115 units. I'd like to know what CBE impact on Mountainview School will be. (Plan)
No. Traffic appears well handled with the internal boulevard & access to underground parking. Glad the gas station is retained intact. The size & scope seems appropriate for the 16th Ave corridor.
We love the Co-op. Please keep it accessible. It would be good to make the area family-friendly - restaurants, shops for hanging out, etc. Like the areas to hang out in newer development like St Patrick park - community areas for families to spend time with their kids w/o feeling obligated to spend money to stay.
Access only from 16 Ave NE - 4 St access would be an option without impacting the 17 Ave NE roadway.
-Concern how convenient will it be for customers to go from grocery store to parking. Now it is very easy, seems to be more different with proposed project. -Current Co-op grocery is small in size. New development should be a larger grocery-more selection for customers. -Co-op already has a liquor store on 4 St NW, do not need one in the new development.
I think it is a great redevelopment of the property & will look forward to being completed.
Yea! This is going to funnel an awful lot of traffic from Edmonton Tr along 18 Ave into the backside of this complex. Then all the traffic is going to re-access Edmonton Trail back along 18 Ave. There is a playground/school zone that no one abides now.
Seems like an over development. No access to 17 th Ave is good the route to the parking is very circuitous. Agree with mix use, perhaps car wash is too much.
Would like access by vehicle from the north - not just from 16th Ave. I come in from the west & then 4th right now.
I believe that there needs to be 1 access on 17th Ave or 4th Street for the population in WHMCA. This could also be truck access of Co-op trucks. I don't like the idea of travelling on 16th Ave to get into the Co-op. I <u>love</u> the new look. I can't wait for the new store! - Want a liquor store so we don't have to drive down to 16th & 2nd St.
-Think there should be delivery truck access off of 4th Street. To avoid surface lot traffic. -Residential/condo parking should have access off of 4th Street to avoid surface lot.
There is no apparent entrance from 17th Ave - this would give the community an easier access. This would help to reduce a lot of traffic on 16th Ave - Highway 1.
Good to see that the proposal is compliant with both ARPs affecting the development.
Delivery trucks s/b coming onto site from 4 St NE. Transports driving through the parking lot is not desirable. Overall plan looks good.
Yes. It concerns me greatly that access is only from 16th Avenue. That's Canada's #1 highway - should we have "less" access/entry to such a major throughfare? And it seems the transport trucks will have one helluva maze to access the loading docks - whew :-)
-Concerned on access for delivery trucks -Look forward to larger more accessible pharmacy -Look forward to larger more accessible gas bar & liquor store
1. Disagree with access for delivery trucks - even though they state deliveries are usually done by 8 am. 2. 16 Ave already very busy - having only entrance off 16 Ave adding to congestion especially rush hour traffic.
Access from 17th a must. Keep residence for Seniors, or 50 Plus. No kids!



The only access is from 16th Ave. Currently the access of 4th/17th is very useful during high traffic times or when coming from the north.
Access from 17 Ave would be beneficial, it might help with the timing of the light on 16th to make it less congested.
No - the main concern I would have is ensuring there is adequate parking.
Parking/traffic - less than one parking stall for residential units & traffic - push out of parking demands to adjoining community
Increase density
My concern is the route that delivery trucks will take. I currently live on 17th Ave NE and do not want the rigs driving through 17th to the Co-op as they currently do. I'm hoping that as per the design shown that <u>NO</u> changes will be made to the delivery system as shown in the site plan.
Not enough surface parking - underground parking means bottlenecks in and out at rush hour. With the block to north being subject to redevelopment, there is going to be congestion galore.
This is a great opportunity for this site to be brought into the 21 <sup>st</sup> Century and hoping it will spur further development and revitalization along the 16 <sup>th</sup> Avenue Corridor. While it's an older neighborhood there is a ton of infill redevelopment that has happened and this site will now fit with the new population and demographic – young professionals and families. I love everything about this and that it's not too tall or overwhelming for the area -- just make sure you get some really good small local businesses in there and help revitalize the area, we need more destinations!
I like the proposed plan. New Co-op supermarket to replace the old one, and 3 to 6 storey residential & commercial. Concerns: 1. Don't want any lane closures on 16th Ave during construction. 2. Limit construction traffic through neighbourhood.
Parking. Parking. Parking. 20 unit condo planned for 17th & 4th. Do we really have a voice - or is this just what is happening - learn to deal with it!
Parking concerns for the surrounding community.
-a phased development will extend the duration of the development. Every effort should be made to keep the development as short as possible to minimize community disruption. -any delays in any of the phases should have a separate approval process. Delays mean extensions with adversely impact the community. -parking seems insufficient. Having 87 stalls for 115 residential units is insufficient. Some of the residents will be forced to park in the neighbourhood. -entrances to the lot seem insufficient. There should be access to the West along 5th street or to the North along 17th Avenue.
I am concerned with lack of parking. I am not liking that there will only be 2 entrance/exits to all of this. This will create traffic jams on 16th Ave. This will inconvenience all those who live nearby. A liquor store is not needed. There will be long lineups for the car wash & that will jam up the small parking lot. There are not enough assigned parking spots for the apartment.
- <u>Must</u> provide EXIT onto 5 Street NE from the gas station. As there is <u>access today</u> onto 5 Street NE. - <u>Move, move</u> the 16 Ave bus shelter (stop) on to the West side of the car EXIT. Because right now it blocks the view of oncoming westbound traffic on 16 Ave. Another city <u>Dumb place</u> to put <u>current</u> bus stop!!
Happy with the general plan. Concerns with construction causing bottlenecks on 16th Ave + increase cut through traffic. Also concerned about increase of trades (construction trucks) speeding through neighbourhood (worst offenders). Would like to see more of the vacant lots developed on 16th ave.



Traffic will be backed up on 16th.
I am concerned that it will be difficult for the current locals to get to the Co-op, without using 16th Ave. I do like the idea that current co-op will stay open until a new co-op space is open.
No - it's about time for the 16th Ave corridor to be densify with mixed-use.
Good idea to incorporate residential units!
Increased traffic & noise level in the area. Not a fan of a high rise. Don't think its necessary as there are enough condos around. Do not like the 5th Street access to Co-op is closed off.
-Sidewalks large enough for bikes/pedestrians -Street access to café, possible patio seating in summer > with noise barrier from 16th Ave or patio seating off 16th Ave -Would like to ensure a better street experience for pedestrian
what are the dates and times used for the evaluation of the shadow impacts thank you
All these CO-OP developments have so many blank walls. They are not pedestrian oriented. This is another missed opportunity for street-oriented retail/office/commercial units wrapping around the entire building instead of blank walls with a corner door here and there. Give people reasons to be on the sidewalks around the entire building. For example the four wall panels at the far left hand side; each one at grade should be a storefront window and have doors. Maybe even a clear (e.g. glass) awning.  This is a suburban design more suitable for Cross Iron Mills than what could be a future LRT line (North Crosstown BRT) and just east of the Green Line LRT. The eastern-most building should also be six storeys with the high capacity transit. There needs to be more employment here such as office space, so that the development has customers/activity during the day on weekdays, not just evenings and weekends.  There should be at least one driveway north onto 17 Ave NE, despite presumable neighbour opposition get more realistic. Could a vehicle access to 17 Ave NE make 16 Ave more pedestrian friendly by removing one of the driveways to 16 Ave NE? Add a driveway just west of the western-most Y-sidewalk on 17 Ave NE. Remove the middle driveway between the two buildings (west of the gas station driveways).  Someone, either the developer, or client, or consultant needs to read Jan Gehl.
The concept drawing on the website and information panel do not depict the controlled intersection at 16th and 5th, that is currently used to access the site. Does the proposed development intend to turn this into a left in/left out configuration as shown in the panel? Does this have the potential to push extra traffic onto 17th Ave NE  The tallest portions of the development seem to run North/South across the property, an although not extremely high is does place 6 story apartment directly across from the single story detached houses North of the site. Is it possible to configure higher elevations to the South side of the property and step down towards the north.  As part of the 16th AVE BRT does this proposal meet the density guidelines for a TOD site? Are there accommodations in the plan to support BRT and also allow for free flow of traffic on 16th, such as turnouts for buses.
I am concerned about the fact that there are 115 units proposed, but only 87 parking spots for the residents. I realize that this meets current minimums in the Bylaw, but in reality, every unit will have a car, and this will cause problems for the commercial parking.
There is a significant number of seniors who live in the area who depend on this co op store because they no longer drive. Thank you for leaving the existing store open until the new

<p>store is ready to go. This store is very old it needs to go. It is also too small. Everyone will benefit from the new store.</p>
<p>No. The current application has been carefully reviewed by the planning committee at the WHMCA and I have reviewed it myself as well. It is well thought out and carefully designed. The development will have wonderful long term benefits for the surrounding communities and hopefully will assist in the redevelopment of the 16th Avenue corridor. Impacts appear to be managed as well as possible, including the fact the store will remain open throughout the construction with the appropriate phases.</p>
<p>I do expect parking permits will be required along the North side of 17th Avenue for the residents in those specific homes, including prior to the demolition of the first building as parking space surrounding that area will inevitably become more limited. Coop may also want to consider a "good will" gesture to the homeowners along the North of 17th Avenue who will be forced to deal with increased traffic, parking concerns, construction, and ultimately a six story building to stare at. Landscaping should include large trees and bushes at the back of the building.</p>
<p>My only concern is that the old folks in the neighbourhood are going to way over exaggerate parking and traffic concerns. This is a major travel corridor with many major bus lines nearby. There is absolutely no reason not to increase density on this road. This is exactly where we should be doing this kind of big and bold redevelopment, and the city can't let a very loud minority decide what our main streets are going to look like.</p>
<p>Parking and traffic flow, getting in and out of the parking for shopping.</p>
<p>Great idea ... keep it going!</p>
<p>It appears that the access to this building will have to be from 17th avenue. Has the developer submitted a proposal of how this increased traffic will affect the surrounding neighborhood and Munro park? Despite the accommodation for the extra stalls (assuming they are underground) and excess capacity parking will be a street level. I think the project is probably too large in scope and some additional scale back might be needed.</p>
<p>I think it's a great idea to revitalize the neighbourhood and increase density in a balanced way. I would encourage some 3 bedroom units to accommodate families.</p>
<p>115 residential units is to many. Our neighborhood is becoming too high density. There will not be enough green space and too much traffic. Please slow the growth down.</p>
<p>I think this is awesome and really excited for a new Coop in the area as this one is old and dated and limited in its offerings.</p>
<p>Looking at the rendering, It would be nice to see more active frontage along 16th Avenue instead of windows and walls, especially considering this will be a TOD site with the new Crosstown BRT. Please also ensure a good pedestrian environment with wider sidewalks.</p>
<p>I think this is great. That area needs revitalization and I'm looking forward shopping at the updated Co-op.</p>
<p>I live in Winston Heights and I'm in favour of the redevelopment. I have one suggestion and one concern. The suggestion is to incorporate bicycle access and racks(preferably covered) into the design. The concern is the parking is only accessible from 16th ave, at times the most congested avenue in the city. I feel, without a second access to the adjoining streets, accessing and exiting the parking lot would be a nightmare. Living in Winston Heights, If I only had access to Coop from 16th ave, I would probably go to Safeway instead. Safeway has three main access/exit points and I would only have to cross Edmonton trail to get there.</p>
<p>I think that the residential portion of this development should front 17th avenue with similar streetscape to the developments in Bridgeland with private entrances off 17th avenue. I</p>

<p>would think that this would be much more desirable for residence of the development and for the neighborhood. I think that Mountview/winston heights is a very desirable residential neighborhood, however I do not find a condo fronting onto 16th ave very desirable at all.</p>
<p>Parking. We still have to drive to get groceries unfortunately. Please ensure there will be adequate easy parking. The render looks exceptionally walled off from the street. It has a fortress like look that seems to have all the back end/ blank walls facing the mainstreet? I really don't like how the stairwells face the street and provide no "eyes" or interaction. It kinda looks like a hospital. Where are the public amenity spaces? This is one of the ugliest buildings I have ever seen and it looks like it serves no public function.</p>
<p>This sounds great! This area could use more varied housing options to bring in different demographics and the additional amenities proposed.</p>
<p>As a homeowner on 17th Ave N.E., directly behind the Co-op, I am concerned about quite a few things. I am really worried about the parking for this development. With the amount of added businesses and living quarters , where will all these people park? Another concern I have is you say there will be no disruption to the operations of the existing Co-op store, but what about the disruption to our right to a peaceful existence in our homes. With all the construction that will be going on, this is a concern to us. Also, we have a nice view of downtown Calgary, but looking at the plans it looks like we will be looking at the back of a cement wall when it is finished.</p>
<p>Development concept seems to create a fortress along 16th Ave. I believe it is absolutely the right place for increased density, and support the concept in general, however the street interface with 16th Ave needs to be completely re-evaluated. It doesn't even look like there's a pedestrian entrance to the Coop from 16th. However, even if there is, the massing right up to the sidewalk needs to be made more human scale.</p>
<p>I am quite curious about what is going on. Was also relieved to see (from this page) that the Coop Grocery will remain open until new location is ready to open</p>
<p>Parking for all of this usage is my only concern</p>
<p>The photo does not show parking. Where will the residential parking be? and where will the coop customer parking be?</p> <p>The placement of the parking will decide traffic flow in and out of the area, on an already very busy street, a highway in fact.</p>
<p>There are houses located directly north of the site, will their parking become permit only?</p>
<p>16 ave is NOT a walking street as the traffic is too close to. The sidewalk has no barrier between the traffic, wet snow and or water being splashed onto pedestrians. Try and walk it on a wet or snowy day while trying to avoid getting wet. You show all the people walking and biking there. Doesn't happen Make it friendly.</p>
<p>There's not enough parking for everyone. Between the new Co-op and 115 residential units there's a severe lack of parking space. (I also went to winston heights to see the proposal as well) Additionally on this website give us some more illustrative information. How about blue-print-like images to give us and idea. There isn't much here to go on.</p>
<p>This is great! The co op store is old - needs a revamp. Plus, having new mixed use development is great to change the aesthetic of 16th avenue</p>
<p>There are only 2 entrance/exits planned for the Coop, liquor store, gas station, car wash, apartments/condos and other businesses. This is the Tans Canada highway and is always congested. This will be worse. There are very little parking stalls for the condos. There will be less public parking spaces for</p>

<p>the Coop and business that exist now.          People that live on the street behind the Coop will not be able to park in front of their own homes as staff and customers will park there.          I am concerned about the major traffic issues that will arise during this construction in the area.</p>
<p>will the coop be bringing back a cafeteria</p>
<p>Access from 16 Avenue only will cause traffic problems. I realize the home owners on 17 Avenue do not want additional traffic on their street so some solution should be found.</p>
<p>I am concerned that the only vehicle access will be off 16th AV. Traffic can get backed up there easily, during PM rush hour, if there is an accident further West, or if there is construction. I think this parking lot has the potential to be a headache. It will possibly result in even more vehicles parking along 17th AV to avoid having to deal with 16th AV. Not sure it is a great plan for the delivery trucks to have to maneuver through the lot right in front of the entrance to the store (high foot traffic). Also not sure there is enough surface parking, unless the employees in the various buildings will have access to the parkade? Other than the parking/vehicle access concerns, I am looking forward to seeing this Co-op revamped.</p>
<p>I feel that the development is too close to 16 Avenue.          There is not enough gathering space and I feel that too much surface parking is included in the development.</p>
<p>Calgary has thousands of vacant residential units. It's unfortunate that the city is so willing to allow far more units to be built than are necessary to house the population.</p>
<p>A Library, the 12th Ave Library was taken from us. It would be nice to have one back.</p>
<p>Are the residential low end private rental? CHC or condo with a minimum available for rental? I dont mind that many more people coming to my community but want to know that there is some level of control on the type of people that will be living there</p>
<p>Overall this is a good concept for this location. The fact the site will have very little disruption to the existing gas bar and grocery store is great. As a resident of 17th Ave NE I believe the removal of the 17th Ave access is a great thing. 17th Ave is already a busy road and rarely are people adhering to the playground zone speed. With the additional traffic that may stem from the redevelopment it will help the street traffic if the access is pushed to 16th ave.</p>
<p>I love that you have removed access from 17 Ave. People need to realize this is a small residential street and it's not appropriate to allow people to cut through in front of our homes. For the love of god don't listen to all of the complainers and don't let them put access back in it takes 2 whole seconds to drive to 6th Street and enter the site from westbound 16th Ave.</p>
<p>We love our SMALL inner city co-op and would be extremely sad to see it be replaced by a massive store. Also very worried about the impact to local traffic and parking. Would be much happier to see the existing store renovated and remain a small easily accessible store for the local community.</p>
<p>Only one access to the property is a bad idea. Co-op is either turning it's back on the Winston Heights community or it's coming from the wisdom of the city planners. I like going there because it's convenient with the current easy access from the north. I certainly don't shop there because of stellar prices. I do not want to be driving on 16th Ave during rush hour or if there happens to be an accident that backs that major roadway up. Forget it! Where else can you find a major grocery store with only one access point?</p>
<p>This looks great. The old store was very dated and this will bring more shopping and amenities to the community. I live in Mount Pleasant and this is my primary grocery store. Very happy that this will add additional services to the area in one convenient location. I fully support this project.</p>
<p>I have concerns about a liquor store going in: safety; undesirables; would I have to walk past it between the grocery store and the bank for example?; ....</p>

It would be great to have various small local businesses in the redevelopment such as a coffee shop, bakery, etc. It would also be good to have a lot of bike parking if you want to have lots of various modes of transportation in the vicinity.

Of course traffic and parking in adjacent areas should be addressed.

None

I think the proposed idea is great! It will be a much better use of space, and much nicer to look at!

The literature provided within the webpage states that the store will increase by 11,000 square feet to 41,000 square feet. In discussions with city and co-op representatives, they claimed that the new store would be closer to 57,000 square feet. Please confirm and clarify the discrepancy.

On the drawings and from discussions with city representatives, we were told that the 5th Street NE access to the development would be removed. This is a major access point for all of Renfrew, and the removal of the access would adversely affect much of the pedestrian traffic to the store. Perhaps a direct access point to the development is not required for vehicles at 5th Street NE, but the intersection should remain open to allow pedestrian access for Renfrew residents pedestrian. Furthermore, this would mean that Renfrew residents would all be directed to 6th Street NE or Edmonton trail to access the development, increasing traffic in Winston Heights.

Finally, we were told that more detailed drawings were available at the community associations. This is an inefficient way to communicate with all of the stakeholders. All plans, drawings, and ancillary information should be made available on this medium, with time for further engagement.

1) The restriction of vehicle access to the site to the 16 Ave. side only results in greatly decreased access for the WHM community and forces anyone driving to the store from the Community to go all the way to 6 St. NE and onto 16 Ave. - this increases the traffic within the Community and focuses it onto 17 Ave and 6 St. It also increases the congestion and risk factors entering and exiting from a busy highway, while adding to the disruption of pedestrian traffic in at least 3 places along 16 Ave. Retaining an access route for vehicles at 5 St. from the community would result in better traffic flow to/from the Community and less congestion/risk/pedestrian disruption on the south side of the site.

2) The proposed delivery truck access on the NE corner of the new Co-op may meet "standards" but in reality would be a nightmare for truck drivers having to weave through the complicated parking area ( empty or full) - especially if more than 2 trucks were in the area at the same time.

3) The proposed alignment for vehicles turning into and out of the parking at the SE corner of the new Co-op building is very poor, with sight lines restricted for drivers turning both right and left. This needs to be at most a 90 degree turn out of the lot from the E, with no vegetation or structural components obstructing the view of the drivers and pedestrians in the area.

1) In spite of the statement on your site, current access to the site is clearly NOT maintained, requiring all community shoppers in vehicles to add to traffic on 17th Ave. and on 6 St. as well as the crowded 16th Ave. (and sidewalks there) to do their shopping.

2) It is detrimental to any residents above the new Co-op to have the only access to their



private underground parking through a busy commercial parking lot, complete with delivery trucks in the same corner of the site potentially further hindering access. A dedicated resident parking access in the NW corner of the site would be both appropriate and effective in resolving these issues.
looks good to my wife & I
Sounds great! Super excited for more density in the area while preserving the important co-op grocery store.
One primary concern related to pedestrian/bike access: we need a safer way to cross 16 Ave to access the Co-op from Renfrew. This grocery store is within walking distance of our community, but residents face safety obstacles when crossing 16 Ave. At the 6 St. crossing, you have to walk in front of four lanes of traffic, including cars that are turning and often don't see people coming. Plus there's no sidewalk on the west side of 6 St. If you cross at 5 St, especially on foot, you have to race to make it across before the walk light ends, and then the entrance to the store is at the same place cars are entering and exiting. I couldn't tell from the drawing if this will change. I know there are raised pedestrian crossings (bridges?) over 16 Ave at North Hill Mall and other locations further west. Could we have the same here? It would also benefit students who have to cross the highway to attend school, and help people living north of 16 Ave cross the highway when walking and biking to work. Basically, PLEASE take SAFE pedestrian and bike access into account with this proposal -- and consider a pedestrian/bike bridge! Aside from that, I am thrilled about this development. Thanks
Live in the area, think this would be great. Go ahead.
With the proposed number of residential units, that will increase the traffic substantially. That needs to really be taken into consideration as that will be quite the concern especially since there are many children that live in the area and go to the elementary school 2 blocks away. As well will this cause any parking issues to the current residences that are living in the area, will there need to be parking restrictions on the block beside it?
Is the complex going to include affordable housing for low income Calgarians?
I live in Renfrew and this is my local grocery store where I do my weekly shopping. Generally, I am in full support of this proposed redevelopment.
My only concern is that this proposal eliminates the current east and west exits from the parking lot and will force all traffic into and out of the property to go onto 16th Ave.
Currently, the lights at 16th Ave and 5th St are prioritized for traffic on 16th Ave (as they should be), which can make the wait to enter or exit the Co-op parking lot very long. When the lights do finally change, it is only green for traffic on 5th St for a very short period of time (only enough time for about 3 or 4 cars).
In its current configuration, this is fine because you have the choice to exit to the east or west and go through Mountview to get out. With this redevelopment, that will no longer be an option, so if approved, the city will also need to ensure that the lights at 16th & 5th are re-timed to allow for a decent traffic flow into and out of the Co-op.
Think it'll be great to have an updated grocery store at this location. The coop is quite old and run-down so I currently avoid using it
No concerns - just wanted to share that very happy to hear about this!!
The FAQ about shadows states "no shadows will be cast on nearby residential properties or Munroe Park during the dates and times used to evaluate shadow impacts". How long was this? What about over a complete year? Surely there is software that can predict the shadow cast year-round by any proposed structure/site.

<p>Is "The Winston on Sixteenth" deemed to be sufficiently different from "The Winston Golf Club" ?</p> <p>Therefore not confused by visitors. Locals would presumably be aware there were two "The Winstons".</p>
<p>No but would really like the grocery store to be similar to the one downtown. The northwest is lacking in good grocery stores. It would be nice to have a little more up scale grocery store.</p>
<p>As a Renfrew resident I will be very glad to see an upgraded store with more choices. I have shopped at Beltline and Rocky Ridge COOP recently and been overwhelmed with how much nicer it is. I hope there will be 2 hour free parking underground and a wide entrance to the parkade as it will be busy. I also hope to see the street beautified with trees, plants and benches. I hope they include a deli too. I think COOP needs to organize and improve the Asian food sections. Right now it just says Chinese and mixes up Thai, Indian, Vietnamese and Japanese foods in a haphazard and confusing mix. Please improve this. I hope to see gourmet food choices and a nice cheese counter, seafood etc.</p> <p>I hope the store will have a very nice facade from 16th ave. Remember too that junior high students will be walking over from Colonel Macleod School. I hope sidewalks and crosswalks will be improved.</p>
<p>The residential tower element could use some material articulation. It's quite bland in its current rendition.</p>
<p>None. This grocery store needs a face lift. I think redeveloping that area, including the old trailer park is long over due.</p>
<p>I think this is great! I am excited for the change.</p>
<p>Hello. I have concerns about parking for the residential units. There should of be at least 1 parking spot for each residential unit.</p> <p>My other concern is the increase of traffic cutting through the neighbourhood during construction. There is already vehicles speeding through the residential streets and play ground zones. No lanes should be closed or narrowed on 16 ave for construction. And construction traffic should be limited to the major arteries like 16 ave and Edmonton Trail</p> <p>Thank you</p>
<p>My primary concern is about the increased traffic on 16 Ave. It's already very congested; and the current set-up for traffic going east or south out of the Co-op parking lot creates a backlog of cars within the parking lot during busy times.</p>
<p>I was concerned that this proposal would eliminate the current Co-op grocery store. I was thrilled to learn that "The existing Co-op grocery store will remain open and operational until the new store is completed and ready to open. There will be no disruption to the operations of the existing Co-op grocery store." This is a very wise and considerate decision. Thank you!</p> <p>In general, I am a huge supporter of inner-city densification and mixed use. So, with the understanding that the Co-op grocery store will remain during (and after) this project, I am 100% supportive of this application. All the best to Quarry Bay and Co-op with this exciting project : )</p>
<p>This looks like a fantastic looking project. Glad to see we are getting a new Co-op.</p>
<p>I own a home one block from the Co-op and my concern is residents and guests from the condos parking on neighbouring streets. If it becomes a problem, some streets should be designated with resident permit parking only.</p>
<p>No</p>
<p>I think this development is essentially a good idea; I had been afraid that the existing Coop would be closed for a significant amount of time, which would have made my life incredibly</p>



<p>more difficult. The assurance that it will be available until the new one is open satisfies my concerns.</p>
<p>This look so like it will be a good use of the space. Glad to see there are mixed uses proposed here and underground parking. I hope they have a landscaping plan that will include trees in the surface parking area and along the sidewalks.</p>
<p>Fantastic plan!</p>
<p>No</p>
<p>It looks great!</p>
<p>I have many concerns over this proposal.</p> <p>During construction our area will be without a local grocery store.</p> <p>This new proposal does not allow for ample grocery parking for customers which will render having a grocery store their useless except those living in the mixed use facility.</p> <p>Even though this is a main thoroughfare Farr in our city this is still our community that we live in and love, that still has a small town feel despite being so close to downtown.</p>
<p>What kind of parking will be available? With 115 residential units and 6 businesses, it's hard to imagine there will be adequate parking. I do all of my shopping here and in a perfect world, we would all walk. But reasonably... with arms full of bags of heavy groceries and the inclement weather Calgary experiences, how would I walk 10 blocks to do my shopping? And why would I want to.</p> <p>Also, this has been a hub for senior citizens. How will this impact them? We need to consider our more at risk and less mobile population.</p> <p>Thank you</p>
<p>Please insure there is enough parking. No redevelopment should be approved with allowing for at least 2 parking spaces for each residential unit as well as business parking.</p>
<p>I think the development is great. Wonderful to see increased density in our inner city neighbourhoods done in a responsible way. I like that the building is pushed forward to the property line to allow the houses on the street behind to continue to get the sunlight they currently enjoy. I think the residential towers fit well into the current landscape of this area of 16th and I'm looking forward to having a grocery store with more products and services in my neighbourhood.</p>
<p>I felt the density is relatively appropriate for this area, and development is in general an improvement for the site. However, I have a question about the site plan - it doesn't seem to correspond to the 2 renderings provided. I am not sure which is the more current version of the concept - there seems to be one extra access to 16th ave in the site plan, but not in the rendering.</p> <p>it also seems like one has to drive through a large portion of the parking lot to get to the parkade access. If the residential parking and the commercial parking areas are separated, it might be better to provide two accesses and the residential parking access comes off 4th street/5th street/17th ave?</p>
<p>What materials will be used for this? What will happen to the materials that currently there? Will these buildings be net zero buildings? And if not, why not??? LEED certified? Will there be bike parking spaces? Was there any discussion about roof-top gardens or community spaces? Will any of the units be for low-income or senior living?</p>
<p>My only concern (from the limited information displayed here) is that there does not appear to be much parking. Especially if there are apartments attached to the Coop. If there is not convenient parking close to the entrance/exit to the grocery store, i likely will not shop there.</p>

<p>I am also wondering if the liquor store will be a Coop Liquor store? Because i would not want to lose the Coop liquor store that is currently on 16th ave at 4th Street NW.</p>
<p>Living in Winston-Heights, north of the existing Co-op, we go to the grocery, gas and bank by side entrances off of 17th Ave. We are very upset that we will now have to drive onto 16th to get in and out the new space for all of that .</p>
<p>Articulated facade is required. Direct grocery entrance for pedestrians in Winston Heights should be priority. Bicycle parking in prominent location by entrance. Any street furniture to liven up 16 Ave?</p> <p>Seniors housing - accessible units?</p> <p>Mixed use is great!</p> <p>Parking in rear of site and underground is great. Bus stop integration into building for North Crosstown would be great and promote what's in the ARP.</p>
<p>No. I think it will be amazing</p>
<p>I have many concerns with this proposed redevelopment in our area. I do not feel these large commercial structures belong here. The proposed buildings are too tall, and take away from the natural beauty of this neighborhood. These towers belong downtown in the core. Please do not disturb the esthetic of this wonderful area.</p>
<p>Hi!</p> <p>It appears that there is no vehicular access available directly from Mountview. Can you please add a driveway from either 17th Avenue or 5th Street NE?</p> <p>Also, are any of the planned driveways along 16th Avenue aligned with the traffic lights in front of the existing Co-op? It is not clear from the poster drawing.</p> <p>Thanks.</p>
<p>The plan closes off 3 existing access points from the north community of Winston Heights/Mountview, reduces surface parking and adds concrete barriers to the parking lot, which restricts movement.</p> <p>Forcing traffic to converge on one entrance off of busy 16 avenue will cause jams/backlogs especially since the traffic volume will increase with the addition of new retail/office, car wash and residential parkade.</p> <p>Frustrated patrons will shop at the SAFEWAY two blocks away where there is more convenient access/parking!</p>
<p>Why is it inward facing? This street will eventually be way more pedestrian focused. Even angle parking on a service road in front of the street wall would be better than this.</p>
<p>It appears that the entrance to the grocery store is facing away from 16 avenue, which would be a huge wasted opportunity. The city has created documents outlining plans for 16 avenue to become a pedestrian friendly main street, but if this goes forward as is, there will be a massive wall with only one small little cafe at the corner, making for an unpleasant pedestrian experience. It seems absolutely ridiculous to me that something like this would be even considered for approval, seeing as it is essentially a car-oriented strip mall with the buildings pushed up to the sidewalk to trick people into thinking it's pedestrian oriented. It shouldn't be too difficult to put an entrance to the store directly on 16, bringing much needed activity directly onto the street.</p>
<p>I find that the plans for this site will result in the total over-developed of the space which seems to be the case for all development in the City of Calgary. The site is woefully under</p>

landscaped leaving mostly concrete, again, as is usual with all recent development. Parking will undoubtedly become an issue. There are not even enough spaces for all the planned units, let alone people who visit them, leaving traffic and parking issues for the surrounding communities.
Our major concern is the lack of access to the Coop from Winston Heights. Pushing local traffic onto 16th ave is troublesome. After some discussion with your Transportation Rep the quote of increased traffic during peak times did not seem to warrant blocking the community off. The sketch provide of your site plan at the engagement session suggested there will be only ONE (another for the gas bar) entrance/exit for the residential/liquor store/coop onto 16th. Currently that access point onto 16th is difficult at the best of time, let alone if it was the ONLY one. Please reconsider keeping access to the Winston Heights community.
A large # of residents living north side of CO-OP (17th avenue - 32 avenue) are customers and should have access via north side and not have to go onto 16th avenue to access site. There will be too many cars and not enough easy access to parking above or under ground - access to underground parking not conveniently located
Bike friendly, parking and access.
I think this is an excellent proposal, the 16ave location is currently under-utilized. I'm also happy to see the size of the coop will increase.
More interaction with 16th Ave face. With main entrances on the west and east sides, the south side becomes sterile or billboard like as people walk/drive past. An pedestrian entrance or smaller non-competing retail outlets (clothing, coffee, pub) on that side would make the 16th Ave corridor less hostile and more inviting to people in and out of cars.
Looks like a good plan. I would encourage additional underground or covered parking. This would allow more dedicated additional green space or MR, enhanced bus stop/BRT zone, instead of just a parking lot on the west end of the property.
The south side of the building needs more fine-grained retail along the street. The large plaza should also be adjacent to the coffee shop, instead of the bank.
Are there any plans to ensure that access to the Co-op grocery store will be pedestrian/bike friendly from the Renfrew side of 16 Ave? A neighbourhood grocery store is ideal to access without a car for many people, but crossing 16 Ave is currently very unpleasant on foot/bike due to the amount of traffic on 16 Ave, number of lanes and long wait times for pedestrian crossing at the light on 5th Street. A pedestrian overpass may increase foot traffic from the Renfrew side of 16 Ave, as well as allow bus passengers heading east on 16 Ave an easy access to the grocery store. Additionally, residents of the new apartments will have a much easier time crossing 16 Ave to head west by bus.
I'm writing on behalf of Accessible Housing (you can reach me at [email address removed]) - we'd like to recommend that the City take this opportunity to ensure accessibility is integrated throughout this development. There are two upcoming developments in neighboring areas (Inclusio, in Capital Hill - which will feature 45 units of barrier free housing for people with mobility challenges; and the Delaney, in Mt. Pleasant, featuring 10 units of accessible housing). We know that residents in both these developments will use the Co-op Redevelopment for services like banking and groceries. Therefore, integrating accessibility will be critical - everything from sidewalks and ramps, accessible parking stalls, use of elevators, transit access and Calgary Access drop-off points etc. The redevelopment must consider wheelchair users in all spaces and places of this redevelopment. It is also worth noting for the City that the sidewalks along 16th Ave have some treacherous and unstable paving (i.e. around 16th and Centre) that may become an issue for scooters and wheelchairs going to and from this re-development.
We'd also like to recommend the developer seriously consider integrating several accessible

units into their housing development. With this prime location, and the increase in aging seniors who need barrier free housing that is centrally located, we believe there is a substantial opportunity here that should not be missed!

Parking: sufficient parking for residents (2 stalls per unit) and parking for daily business (bank, grocery store) must be available to ensure existing Winston Heights residents aren't impacted by this redevelopment.

Yes, we have concerns:

1) increased traffic - currently vehicles cut through the residential area after shopping at Coop, getting gas (since someone closed off the access from 5th St NE to 16 Ave several years ago), or using First Calgary Financial. This will only compound or more with residential & more businesses

2) increased parking - currently approx. 50 vehicles park each weekday on 17th Avenue & 4th Street NE, up to 50 per day (I have counted). This will compound or more with residential and more businesses. Plus, at the corner of 4th St & 17th Ave NE is a proposal for a 20 unit residential building - yet even more parking problems.

3) Congestion from vehicles

4) Noise from the car wash and vacuums - more exhaust from idling vehicles

5) Increased traffic through the neighborhood with more businesses and residential in the proposed development

6) No shadows? How is that possible when you're proposing a 6 story building?

7) More residences and commercial property mean more staff - both First Calgary Financial & Calgary Coop don't seem to have enough parking as they park on residential streets ALL DAY - from 8-5 pm every weekday -

8) More traffic- this surrounds a park with a playground, as well as this area encompasses a playground zone, which includes an elementary school - they have added some speed bumps but it doesn't help or deter speeding - children's lives are at risk!

9) We don't need another liquor store - there is one within 1 block of the proposed new liquor store - this also bring late night traffic and potentially undesirable people

10) More commercial property (and larger Coop) means more employees-clearly the existing store and financial institution cannot handle enough staff parking, making them park all day on the residential streets - we also already have congestion regarding parking from the Fanning Center!

11) We don't need another drive through car wash with vacuums - again, there is one within 1 block of the proposed site (16th Ave & Edmonton Trail Esso location)

12) We have had 2 shootings this summer already within the proposed expansion location - we don't need more people and undesirables

13) It's our understanding that once the City of Calgary completes the process of kicking out the residences of Mayfield Traylor Park (of course, after telling them in writing they would have

a new place to move their trailers to), there will also be a residential and commercial building proposal for that site - yet even more traffic through the Winston Heights/Mountview neighborhood.

Too high density, too much commercial and more vehicles are not what we want in Winston Heights/Mountview. This proposed area is surrounded by playground zones, a park, and a school. We already have too much traffic and too many parking issues.

We do not want support the 16 Avenue Co-op Redevelopment Proposal.

I recently heard through unofficial sources that at the Urban Design Review Panel this week, it was requested for there to be no surface parking for this project. I just want to comment that this seems to be a ridiculous 'ask', and is not what community members want.

Underground parking would make getting groceries like trying to get in & out of Chinook Centre! Who wants that?

It would also grind the entire project to a halt because the economic feasibility would not be there.

Don't push our Co-op out of the community altogether!

Impact on transit and traffic in the area. Will there be a plan for a greenery on the lot?

Who wants to live beside a highway? It's noisy, the view isn't nice even if it's of downtown. It would be terrible to be on your balcony and only be able to hear the noise and breathe in the toxins from the highway.

I do not have any concerns related to the proposed development. I support the proposed underground parking and the addition of residential units.

Improving the quality of pedestrian and cycling access should be considered.

16th Avenue is currently an eyesore and beautification should also be a priority. Existing trees should be retained where possible and new trees should be planted.

On the PDF it states present accesses to the site will remain. However, I could not make out the access to the NW corner of the lot. The proposal is fine but still needs access off of 4th Street for local area traffic. Otherwise it would be pushing the local area shoppers out on to 16 Ave to access the store - creating unneeded congestion on 16th Ave.

The current site gives the easiest and safest way for people riding bikes to go between Renfrew and Winston Heights. Initially, I thought curb cuts on 17th Ave would be a good solution. However, taking a closer look at the plans, a better solution would be a curb cut southeast of the carwash, connecting the sidewalk to the dead end on 5th Street. That should direct people riding bikes away from the parking lot, unless they're heading to the buildings. Making it easy for people riding bikes who aren't going to the main building to 5th St instead of 17th Ave should make it easier for everyone in the parking lot.

I know others are concerned about the south face of the grocery building and that the plaza faces the wrong direction. Presumably, someone smarter than me will offer solutions. There's been talk of liner uses, for instance.

I like the plan/shadow development for phases 5 and 6 (future DPs) in the proposed parking lots.

I'm concerned that buildings B and C do not meet the intent of the ARP. Specifically, the ARP says that landmark/gateway buildings should go at 5th St. I know it's a design criticism but I question whether the plans for the office building and liquor store meet the landmark, high quality requirement. I wish I could suggest something that would help. Perhaps they will be

<p>better landmarks if/when they get taller in phase 5, but if they aren't landmarks initially, they'll probably just be taller versions of what they are.</p>
<p>Today, parking and access to Co-op is easy and convenient, making it a choice place to shop. Will parking still be only "steps" away from the door? Many seniors use this Co-op - accessibility is very important. The map view provided doesn't give an overhead view to observe the layout.</p>
<p>I think the development plans look great. This is exactly the type of high density development we should be putting in the 16th Avenue corridor - and keeping out of the adjacent neighbourhoods.</p>
<p>I think the design looks great and the redevelopment of this Coop is long overdue.</p>
<p>Retail coffee shops &amp; restaurants should be positioned along perimeter of park with opportunity for patios in summer. Seniors accommodation should be in the lower levels of the residential designated buildings. Interesting pedestrian &gt; lighting/foliage is/should be a priority.</p> <p>Maintain highest part of structure on south east side of the Co-op store. Would like a staggered level building so it isn't a boring rectangle structure (tall co-op building). I suggest a mid-century modern theme to tie in with the original development date of the co-op.</p> <p>Too many 1-2 bedroom. Would like to focus on families. 2 – 4 bedrooms. Single story.</p>
<p>Do you have any additional questions about the application for the project team? Common questions will be used to help populate our Frequently Asked Questions section on the project webpage.</p>
<p>Suggest you bring two site plans to the open house. That's where visitors were congregating and only one city staff could talk with them.</p>
<p>Is there a built in provision for some below ground parking in the event that the surface parking proved inadequate later on.</p>
<p>It would be great to see more visualizations &gt; in the mews, along 17 ave etc.</p>
<ul style="list-style-type: none"> <li>-What is the target price point for the condos proposed?</li> <li>-What is the target market?</li> <li>-Is there enough demand? (the city needs more condos?)</li> </ul>
<ul style="list-style-type: none"> <li>-What is the remediation plan for the area?</li> <li>-there were several gas stations along 16th ave that are gone now and I would like to know what the long term plan is to clean up</li> </ul>
<p>I would like to see a staging plan for construction. Will the gas bar be opened during construction?</p> <ul style="list-style-type: none"> <li>- Could we encourage Calgary Transit to move their bus stop in line with the trees as it restricts sightlines at its current location.</li> </ul>
<p>All info clear at this stage. Looking forward to ground breaking.</p>
<p>Not at this time.</p>
<p>Where will the First Calgary Bank be located?</p>
<p>5th Ave closure? What transit plan is in place?</p>
<ul style="list-style-type: none"> <li>-Is the project net zero or LEED certified?</li> <li>-Would the team consider passive house requirements?</li> <li>-Has the design team performed solar studies to ensure residences to the North on 17th Avenue still maintain their current amount of sunshine?</li> </ul>



Senior housing needed in community <u>not</u> more liquor stores or redevelop RCMP & Midfield Park in a cross between long term care, assisted living and apartments and condos for 65+ adults.
How long will First Calgary Credit Union have to be relocated? Will the lack of access to the Co-op store impact Co-op's bottom line?
-I have shopped at 16 Ave Co-op for decades, so very concerned about change. - Very high density development, result in parking & traffic congestion.
What time line will it take to complete & when it will be started.
1. Traffic cutting through the neighbourhood. Is there any parking ie underground for this complex? 2. How many units will be low income, senior, rental, and condo? The community needs a mix.
Looking at social media comments, a poor job by every one to indicate that the grocery store will still be there.
What bank/financial institution will be on the development? What is the plan for the empty residential lot on the north side of the 17th Ave & 4th Street?
-Is underground residential parking secured? Restricted to Levels 2 & 3 (assuming Level 1 for store) -Staff parking for Co-op, bank, low rise offices? - Location fo bus stop - will It restrict driver visibility - can it be relocated to provide clear sight-line of westbound traffic on 16th? (ie. Move to west side of driveway) -Will timing of lights @ 5th Street be changed to allow eastbound traffic to turn?
Who is paying for this project?
I believe the VIA16 Urban Corridor ARP takes paints to project adjacent low density residential north of 17th Ave and it would be good to ensure that everything is, and stays, fully compliant.
Need more "interim" information about the banking situation. Mountview/Winston Heights residents seem to be penalized...they will have to travel quite a way "around" the community to gain vehicular access to Co-op. How will this travel impact the community? Or maybe they'll choose to shop at Safeway on Centre Street.
Who will be the contractor? I will enjoy the underground parking & bike stalls.
Great to know there will always be a Co-op food store available through construction.
-How long will the development take? -How will traffic be affected during construction? -Will the first phase open to the public prior to the entire project being completed?
First I heard about it was at the North Hill Co-op store a couple of weeks ago-not mentioned at Co-op AGM this past Spring. Apparently there was a mailout in the area served by the store. Expected to see Co-op at presentation instead. Concerned about adequate parking at location of existing store (second-oldest). What will the time-frame be of closure of old store and construction of rest of parking lot?
How fast can this be built.
Is there a timeline for redevelopment of the 17 Ave SE Co-op site?
My concern is traffic on 17th Ave.
When is the proposed construction stage to start and finish?
Is the City going to give the developer "rules" to follow during construction regarding construction vehicle routes, and lane closures? For a 2 to 5 year construction timeframe this is important.



-no entrance off 4th Street by 17th Ave -will there be any quick stop access -how long will it take for completion -when will it start -how will city deal with increased traffic congestion?
Why are there only 2 entrance/exits to this area?
Why are there so few assigned parking stalls for the condos?
I access Co-op via 18 Ave (often by bike) will this still be possible?
No
-How long construction would take? -How is traffic affected during construction?
Is the city thinking long/medium term about LRT on 16 Ave NE? Are they setting aside land for future stations like the 17 Ave SE BRT or Green Line LRT along Centre St. How will even higher quality transit complement a development like this, that will increase the number of pedestrians?
Also, how far will the proposed liquor store be to Colonel MacLeod School? Does it meet the minimum distance required, in terms of distance from a school/daycare, location where young, vulnerable children play? Will it be a Co-op Liquor store, or operated by another independent company?
When is the estimated time of completion?
How soon can they get started! :)
The plan boards indicate there will be a new liquor store. How is this possible given that there is already a liquor store within 500m? Is that store closing, or is the city looking to grant an exception?
How long will this project take from start to finish?
What is going on the roof of the coop? Can you provide a better quality site plan? The one provided is incredibly hard to read and should better depict your access points and include lights at 5th/ 16th. Will there be any pedestrian connections to the park?
Will this require closing any lanes on 16th Ave for any period of time?
I live at 5th st and 12 ave ne and find it a dangerous feat crossing 16th Ave at the existing light as people are backed up waiting in the gas lineup and you can easily be caught still in the intersection on a redlight blocking 16 ave lanes. Any redevelopment should be carefully planned out for traffic issues beforehand. Otherwise I am pleased with the redevelopment of the area.
What is the anticipated price point of these residential units? I'd love to buy one.
How long will this take to complete, from start to finish? Will there be closures of our street during the construction? What is the plan for the added parking that will be needed?
No, I plan on attending the open house, and hope that my curiosity will be resolved. Just wondering what the project will look like once done. Wondering how it will impact me - both the grocery store, and the inevitable traffic disruption while the location is redeveloped.
Parking
With the city's already high vacancy rate, will these residential condos be lower income housing? If the condos do not sell well what will happen to the respective developmental plan?
How many sq ft of retail Is COOP reducing the store footprint? How much parking is being assigned for retail? Truck traffic, deliveries safety ?

How many total parking stalls are there between the co-op and the residential units?
Why will there only be 2 entrance/exits and why are they only on 16th ave? Why are there so few parking stalls for so many business and homes? Does the city have plans to have staff to control traffic in the area during construction or will they not worry that large trucks and contractor vehicles will block and back up 16th ave and the few remaining coop parking spaces?
As above - Will the employees of the complex have access to the underground parkade to reduce the pressures on the surface lot? Also, why bother with a car wash on what is not a very large site?
Don't we have enough liquor stores on 16th Avenue?
Taking a left turn from The Coop onto 16th Avenue is a difficult proposition. Will the city make adjustments so traffic can enter and exit more freely? At Peak traffic times, cars are halted along that stretch of 16th anyways.
Parking I see more buildings what happens to parking
What other major grocery stores have only one access point? Please provide examples...
Is the new grocery store also going to be a Co-op? There are a lot of residents in the locale dependent on the current grocery store for their shopping.
No additional comments.
Is it yet to be determined, for whom the housing will be built? Executive? Low Income? Seniors? Mixed? I think I would like to live in one of the suites and go downstairs for groceries, and have parking (underground?, parking structure?) I am presently in Senior's housing in the neighborhood.
What are the timelines for the construction? What is also slated to be built across the co op? There are two parcels of land that are currently vacant.
Another comment: it might be a good idea to have an engagement session similar to what you have planned at the community centre within the co op. Lots of foot traffic. I personally don't have time to head over to the community centre.
None
No
I was unable to attend the open house and found it hard to understand, from the panels and images posted online, how pedestrian access and vehicle access and parking will work. That could be clearer. Otherwise, my only question is, how will you accommodate pedestrians and cyclists crossing 16 Ave to get to the Co-op, the bank, etc? Thanks
What is the duration of construction on this project? Will there be substantial road closures? Will the Coop be partially operating during construction?
No
Nope
1. Are the residences all rental units? 2. Are the "264 parking stalls will be provided underground" all for residents/employees/business, and the surface stalls for Co-Op and business visitors? 3. The second picture of the site in the panel PDF download is somewhat confusing. It appears to be from a viewpoint east on 1th Ave., opposite the gas station, looking west. The building (marked "building#" ) on the immediate right doesn't fit with the first picture or the site plan view. The space between the building and the rest of the project seems to be a street, not as shown in the site plan.

4. What is the spacing on the grid of posts shown in the Coop store area of the site plan view?
Is there going to be major construction affecting 16th Ave during this time? Addition of another set of lights or something like that?
What parking will be available to those wishing to shop at the co op and what disturbance will this cause for those who drive on 16th ave?
How did the project team determine the appropriate number of parking stalls for the residential units? What measures will be taken to ensure that residents and their visitors don't fill up the stalls to be used by shoppers?
The sign at the entrance to co-op is how I found out about this (thank you for that). Also, this is an excellent website, and I sincerely appreciate the time that The City of Calgary and the applicant have taken to inform and engage the public in this way. Very effective.
Hopefully it will not take to long to build. Looking forward seeing the finished project.
No
Is there a landscape plan? What does it include?
Will this site be easily accessible by those who are mobility impaired?
In regards to the new gas station, there needs to also have a diesel fuel. At present we have to go to the suburbs to get diesel fuel.
Could we have more images to see what it would look like?
I would like more information to be provided, such as upper floor main plans - no detail is needed, but some ideas of massing. the site plan should be more notated as well.
How will the parking be accessed from street level? Will it be located on the north side of the development?
How much more congestion is all of this going to cause on 16th Ave., especially with the 3 entrances in and out?
While we would love to downsize and stay in the this neighborhood, we do not think we have 5 more years to put it off if that is the expected timeline.
Will parking be available during construction for grocery store patrons?
What is the timeline to completion (construction) of the grocery store?
Why no three bedroom units?
Is any affordable housing being included?
What kind of bicycle parking will be provided?
no
Please can you find another location to build your massive structure.
Are there any windows/storefront access to the residential/Co-op buildings from 16th avenue? Walking past large expanse of Concrete wall is uninviting
Why does the city bother creating planning documents like the one for 16 Avenue, when clearly developers barely even have to consider the guidelines?
Has the project team been in touch with communities with respect to their Mainstreet Plans? I spent many hours attending workshops for mainstreets in this area and without exception people wanted building setback from the side walk, large sidewalks with lots of trees and benches to support walkability. No one supported five foot sidewalks hemmed in by the concrete walls of building on one side and the road on the other. From the online views it

looks like the latter is exactly what is being planned. We have a real opportunity here to make 16 Avenue walkable and to let landscaping and trees make a comeback. Look down the road at the Fanning Care Centre and continue the streetscape in that way!!
+How is the the flow of traffic coming from 16th, Edmonton trail and 6th street affected? How far does the traffic study include? We live on 6st and 20 ave so what impacts might we face with this development? Speed limits, parking congestion, transit? +there is often traffic congestion for people trying to enter the current PetroCanada gas bar. People turn north bound on 6st and attempt to cross traffic to get to the gas station (they hold up additional traffic behind them if there are people waiting for the light to change in the southbound lane. This can lead to traffic back up on to the transcanada so adding another gas bar even closer to the 6st intersection may add to the problems. Has this been considered and if so, what will be done to improve the safety at the intersection? +what is the house hold income you expect to be able to afford the attached condos? What is the target demographic? ie: upper middle class, young professional, students, affordable housing, retired. Will the lesser income demographic be considered so that original/current residents from this community can afford to live in the neighborhood they know. +What are the impacts to the people that live in the extended care facility near the coop? How are they being treated through this transition and how are you looking after their rights in the community they know? What is the specific plan to accomodate the elderly/disabled demographic that rely on the COOP. +Expected date they are planning on breaking ground. +What does our alderman think about the transition and how to handle congestion as this is the transcanada highway. Let's not forget the construction disruption, noise as we went through the widening of 16th ave.
Will there be a pedestrian overpass connecting Renfrew to the new Co-op complex and increasing accessibility for transit users?
I think there should still be an vehicle access point from the rear, perhaps off 5th Street. Without, there may be too much congestion getting out of the parking lot. This is already sometimes the case with vehicles waiting to make left hand turns out of the parking lot at the lights. Many, many vehicles currently exit the parking lot at the west end, and if there is no other egress point, they would all be lined up towards 16th av.
Have you considered the poor air quality for persons living off the highway? Have you considered the noise coming from the highway and how this would also effect people's quality of living?
Are there any plans to alter/improve pedestrian access from Renfrew?  The plans show crosswalks across 16th Ave at 4th St. A few years ago, a median was added at that part of 16th Ave. Is this an error in the drawings or is the intention to reopen that intersection for pedestrians? If the latter, what traffic control will be installed?  Will a lane of 16th Ave be used during construction?  The ARP says that landmark/gateway buildings should go at 5th St. Does all of it or only one building need to meet the landmark, high quality requirement? If the latter, which building? Main building on 4th or the office building, liquor store, and gas station on 5th? In other words, to what extent does this design meet the intent of the ARP?
What is the approximate time frame for each phase once the project is approved?
