



# Dalhousie Coop Land Use and Development Application

## Online engagement and visioning workshops

Stakeholder Report Back: What we heard  
May/ June 2017

### Project overview

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 5505 Shaganappi Trail NW (the existing Co-op site). The development proposes four new buildings, along with a relocated gas bar. The tallest buildings are 22 storeys (78 metres) and 8 storeys (30 metres) in height. A total of 444 residential units are proposed along with a total of 13,633 square metres (146,744 square feet) of commercial space.

It is the intention of Co-op to develop the site with these additional uses, including residential units and offices, while always maintaining the operations of the existing stores on the property, including the grocery store. It is also a requirement of Co-op to keep an adequate level of parking available for customer use during the construction period.

### Overall engagement strategy

A comprehensive engagement strategy has been developed to facilitate multiple touch points and ensure inclusivity for all who want to provide input and learn about the Dalhousie Co-op Redevelopment project. For this project, we have taken a multi-phased engagement approach. Phase one engagement occurred in May 2017 with an online survey. In phase two of our engagement, we conducted an in-person visioning workshop in June 2017. Both phases of engagement are shared in this report. Note that the developer has conducted their own engagement prior to submitting the application and more information can be found at [boulevardatdalhousie.ca](http://boulevardatdalhousie.ca)

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."

In alignment with City Council's Engage Policy, all engagement efforts, including this project, are defined as: purposeful dialogue between The City and citizens and stakeholders to gather meaningful information to influence decision making.

As a result, all engagement follows the following principles:

- Citizen-centric: focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens.
- Accountable: upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement.

- Inclusive: making best efforts to reach, involve, and hear from those who are impacted directly or indirectly.
- Committed: allocating sufficient time and resources for effective engagement of citizens and stakeholders.
- Responsive: acknowledging citizen and stakeholder concerns.
- Transparent: providing clear and complete information around decision processes, procedures and constraints.

## Community visioning engagement

In April and May 2017, The City was active in the Dalhousie Community conducting engagement on the overall community vision. The City explored how growth and future development could happen in a meaningful way by asking community members to identify issues, opportunities and outcomes.

The issues, opportunities and outcomes identified by the community that could be related to this site and we would like to highlight in this report were:

Issues	Opportunities	Outcomes
Maximum building height of any new development should respect the existing scale & character of the community	More entertainment/gathering spaces, outdoor plazas in new development (small coffee shops, outdoor patios).	Maximum height of any new development should be 30 m (9 to 10 stories). OR Maximum height of any new development should be 40 m (12 stories).
All redevelopment potential should be taken into consideration with respect to increase in population and traffic.	Enhance entrances to community, create gateway at Dalhousie Drive/Shaganappi	Local commercial services that are easy to walk to
Don't want to lose small-community, safe, family-orientated feel to the community	Improve walkability of community, create sidewalks on every street and connect Dalhousie to surrounding communities.	Can we increase density within existing development context? Instead of massive contextual change.
New development should provide the appropriate amount of parking.	Construction of new buildings must consider quality of construction/materials & design!	Stop building ugly shopping areas where we have to walk around a large parking lot

*\* note that the above comments are verbatim (as provided by participants)*

This was a process that was separate to the engagement on the Dalhousie Co-op Application, however all of the input that was collected through this process has been shared with The City project team and the developer. This information was also used to help inform the Co-op workshop. Further detail on this process can be found at [calgary.ca/Dalhousie](http://calgary.ca/Dalhousie)

## What we did

### Phase one: Online engagement

In May 2017, we asked citizens to complete an online survey. This survey was available from May 15 – 25. This survey was intended for The City to gain an understanding of community values, aspirations and concerns regarding the Dalhousie Co-op site and its surrounding urban context today and in the future. The insights gained from this survey used to inform the design of the June workshop. This was also shared with all participants at the June 13 workshop.

### What we asked

1. What are the top three POSITIVE things you like about the Dalhousie Co-op site and its surroundings today? What do you value most?
  - a. Good quality development
  - b. Community facilities and amenities
  - c. Access to diverse retail, dining and/or entertainment
  - d. Transit access and service
  - e. Universal accessibility (easy and safe for kids and seniors to move around)
  - f. Community character and uniqueness / sense of place
  - g. Walkability and bikeability
  - h. Parks, green space and street trees
  - i. Parking availability
  - j. Neighbourhood location / access to other parts of the City
  - k. I feel socially connected
  - l. Access to other parts of the city
  - m. Community involvement / sense of community pride
  - n. Variety and diversity of housing options / housing affordability
  - o. Other (please specify)
2. What are the top three NEGATIVE traits or attributes of the Dalhousie Co-op site and its surroundings today? What is not working? Building A
  - a. Inadequate transit infrastructure / service
  - b. Lack of green space
  - c. I don't feel safe crossing streets
  - d. Lack of housing options / too little development
  - e. Cut-through traffic
  - f. Lack of community amenities / facilities
  - g. Inadequate bicycle and pedestrian infrastructure and connections
  - h. Traffic congestion, safety, and noise
  - i. Lack of local, small-scale businesses
  - j. Low-quality development
  - k. Vacant or empty property
  - l. Lack of parking / overflow parking on streets
  - m. Too much density
  - n. Safety, crime, and lighting
  - o. Other (please specify)
3. Think of the Dalhousie Co-op site and its surroundings as it changes / redevelops in the FUTURE. What are your top three POSITIVE traits or aspirations for the area? What do you most want to see happen?
  - a. Less crime / more safety

- b. Infill development of vacant / under-utilized spaces
  - c. Better access to transit / better transit service
  - d. Redevelopment of car-oriented retail
  - e. Distinct community character and pride
  - f. Improved road safety, traffic calming, and safer street crossings
  - g. Public spaces and places to gather with friends and family (the destination)
  - h. More small-scale, local businesses
  - i. More vibrant, mixed use areas
  - j. Better connections to the community (the journey)
  - k. More varied / affordable housing options
  - l. More diverse community
  - m. Other (please specify)
4. Think of the Dalhousie Co-op site and its surroundings as it changes / redevelops in the FUTURE. What are your top three NEGATIVE concerns for these future area changes be? What do you not want to see happen?
- a. Change / loss of community character
  - b. Crime increase / lack of safety
  - c. Increased cut-through traffic
  - d. Impacts to property value
  - e. Construction impacts (temporary)
  - f. Spillover parking
  - g. Co-op site redevelopment that isn't connected to the community
  - h. Car-oriented growth / redevelopment
  - i. Low quality redevelopment
  - j. Redevelopment incompatible with community character (doesn't fit in)
  - k. Redevelopment with too much density or height (too big)
  - l. Worsening traffic congestion, safety, and noise
  - m. Other (please specify)
5. In what capacity are you answering this survey?
- a. Community association member
  - b. Commercial tenant or employee
  - c. Office tenant or employee
  - d. Resident
  - e. Other (please specify)
6. Is there anything else on your mind regarding the Dalhousie Co-op site redevelopment that you want to share?

## Visioning workshop

A workshop was held on June 13, 2017 at the Dalhousie Community Centre. We had 39 members of the community participate in the workshop. We had 6 groups of 6-7 participants at the session that collaborated together to create their community-based concept plan. At the end of the session, we had 6 community-based concept plans developed.

These workshops began with registration and light refreshments and then presentations by:

- The City of Calgary on the workshop purpose and the Municipal Development Plan;

- Calgary Co-op on the proposed development;
- IBI Group (workshop facilitator) on the pre-event survey results, a 'Neighbourhood Centres 101' and the workshop process and game overview.

To review a copy of the presentation that was delivered at the workshop, please visit [calgary.ca/dalhousiecoop](http://calgary.ca/dalhousiecoop)

At the workshops, participants did a group exercise that involved using a game board of the site plan and placing tiles on it that represented the various uses, like a grocery store, residential space, parking, gas bar, offices, medical clinics, etc., to demonstrate what layout they think works best for the site. Participants were provided with a list of site constraints and 'cheat sheet' for what each game tile represented. Please refer to [Appendix A](#) for the constraint sheet and game board.

The purpose of this exercise was to delve deeper into the issues, opportunities and outcomes that community residents want to see with the proposed development. This workshop was an opportunity to gather more detailed input into what the community would like to see in the development, what potential drawbacks there are from the development and what they thought works well on the site.

At the conclusion of the game, each table group shared their table theme/name along with their top three highlights and considerations.

## Fast lane drop-in session

At our workshop on June 13, we created a 'Fast Lane' version of the workshop, where citizens who were unable to commit a full three hours to the workshop, could review project information, speak with Community Planning representatives and provide their feedback. We had 16 people attend for the drop-in session.

## Comment form

### What we asked

At the conclusion of the in-person event, participants were asked to fill out a comment form with the following questions:

1. Is there anything else that you think the project team should know?
2. How did you hear about the session?
 

a. Signs in the community	e. Calgary.ca
b. Through my community association	f. Social Media (please specify):
c. Through my councillor	g. Other (please specify)
d. Email invitation	
3. The session was a good use of my time
 

a. Agree	d. Somewhat disagree
b. Somewhat agree	e. Disagree
c. Neither agree or disagree	f. Other comments:
4. I am satisfied with the opportunity to participate and provide input.
 

a. Agree	c. Neither agree or disagree
b. Somewhat agree	d. Somewhat disagree

- |   |                      |
|---|----------------------|
| e. Disagree   | f. Other comments:   |
| 5. I received enough information to provide meaningful input.     | d. Somewhat disagree |
| a. Agree  | e. Disagree          |
| b. Somewhat agree   | f. Other comments:   |
| c. Neither agree or disagree                                      |                      |
| 6. I understand how my input will be used.                        | d. Somewhat disagree |
| a. Agree  | e. Disagree          |
| b. Somewhat agree   | f. Other comments:   |
| c. Neither agree or disagree                                      |                      |
| 7. The format was an effective way for The City to collect input. | d. Somewhat disagree |
| a. Agree  | e. Disagree          |
| b. Somewhat agree   | f. Other comments:   |
| c. Neither agree or disagree                                      |                      |

## Why did we do this?

The proposed development is not only a significant change for the community, but it incorporates several proposed uses (grocery, office, residential, retail, gas bar, etc) in various buildings. Due to the size of the site and the various uses proposed, the development has the potential for many possible site orientations and layouts. We identified the need to solicit feedback not only on common concerns such as parking, traffic and building heights, but also on the location of buildings, connections through the site and orientation of various uses. This level of detailed feedback is difficult to obtain in an open house format.

Since this is a complex development, it is important to communicate that each iteration of the site layout involves trade-offs and weighing of alternatives. For example, if a commercial use is not seen as appropriate in one location, then a different location may cause a change to the location of another use. Soliciting feedback that involves the weighing of alternatives and trade-offs allowed us to understand what the ideas, preferences and aspirations of the community are for the development.

Furthermore, it educated participants on the tradeoffs and weighing of alternatives involved in developing a site like this. This allowed their feedback to be more meaningful, as it represented a decision made in the context of constraints, alternatives and tradeoffs.

Finally, we wanted participants to provide feedback on the development that wasn't overly constrained by the current proposal. We wanted citizens to understand that we didn't simply want to know their opinions on the proposed development, but how the proposal could be improved. By participating in the board game, residents could go beyond commenting on the proposed development and explore alternatives for the layout of the site.

For these reasons, we developed a board game that would allow participants to express their preferences, ideas and aspirations through a spatial planning exercise. The board game helped us obtain feedback from the community on aspects of the development such as:

- a general desired layout of the site in terms of building orientations, connections and interfaces;
- the appropriate interfaces with the existing adjacent development;

- the appropriate interfaces with adjacent public spaces;
- the desired connections for vehicles, pedestrians and cyclists;
- the appropriate locations for taller buildings;
- the desired aspects of the development that may be missing such as public gathering spaces, affordable housing, seniors housing, etc;
- the preferred orientation of commercial uses (clustered together, oriented around a large parking area, oriented along a retail street, etc.);
- the appropriate location of various uses (grocery store, office, residential, retail, gas bar, liquor store, etc) within the site, in relation to existing adjacent developments and to one another;
- the desired orientation and layout of parking (surface or underground, general size and location of surface parking lots).

## How did people hear about the workshop?

A communications plan was developed to inform the community about our engagement opportunities, which included:

- A project specific website ([calgary.ca/coop](http://calgary.ca/coop)) that shares information and background about the Dalhousie Co-op Redevelopment Application.
- A coordinated engagement website ([Calgary.ca/Dalhousie](http://Calgary.ca/Dalhousie)) that shares information about all community planning engagement that is occurring in the Dalhousie community.
- Information was shared regarding at the Community Visioning events in May directing people to sign-up for Dalhousie Co-op email list and fill out the online survey.
- A targeted social media campaign to create awareness and drive people to fill out the online survey and registration to the workshop.
- Bold signs placed throughout the community at high-traffic intersections, to push people to the website and to complete the online survey.
- Information sharing with the Dalhousie Community Association, for them to share information to these communities. The Dalhousie Community Association shared information in their newsletter and on signs placed in the community.
- Co-op / Quarry Bay sharing information about the workshop on their website [boulevardatdalhousie.ca](http://boulevardatdalhousie.ca) and to their email lists.
- Councillor Farrell's office sharing information to area residents via email and online.
- Sending emails to the 75 community members subscribed to our email list, sharing workshop information and encouraging sign-up.
- Future communications for the project will continue as the project progresses via email subscription and website.

Our feedback indicated that this is how attendees learned about the sessions:

	Signs in the Community	Through my community association	Through my councillor	Email invitation	Calgary.ca	Social Media (Twitter)	Social Media (Facebook)	Social Media (No specification)	Other (specify)
How did you hear about the session?	9	6	1	9	4	0	5	0	3

## How is public input used?

Public input is the vital ingredient in developing a recommendation to Calgary Planning Commission. There are also three other factors that are equally considered:

1. Market viability: to understand what is economically realistic for the area.
2. Professional expertise: to understand best practices and to know what's technically possible.
3. City of Calgary policy: to understand what rules exist or may need to change, and to understand concepts in relation to other City of Calgary policies.

The community input that we have received through phase one and phase two of engagement will be used to inform our first detailed team review of the submission as we make recommendations back to the Applicant. All phases of engagement will inform the eventual recommendation to Calgary Planning Commission and Council.

## What we heard

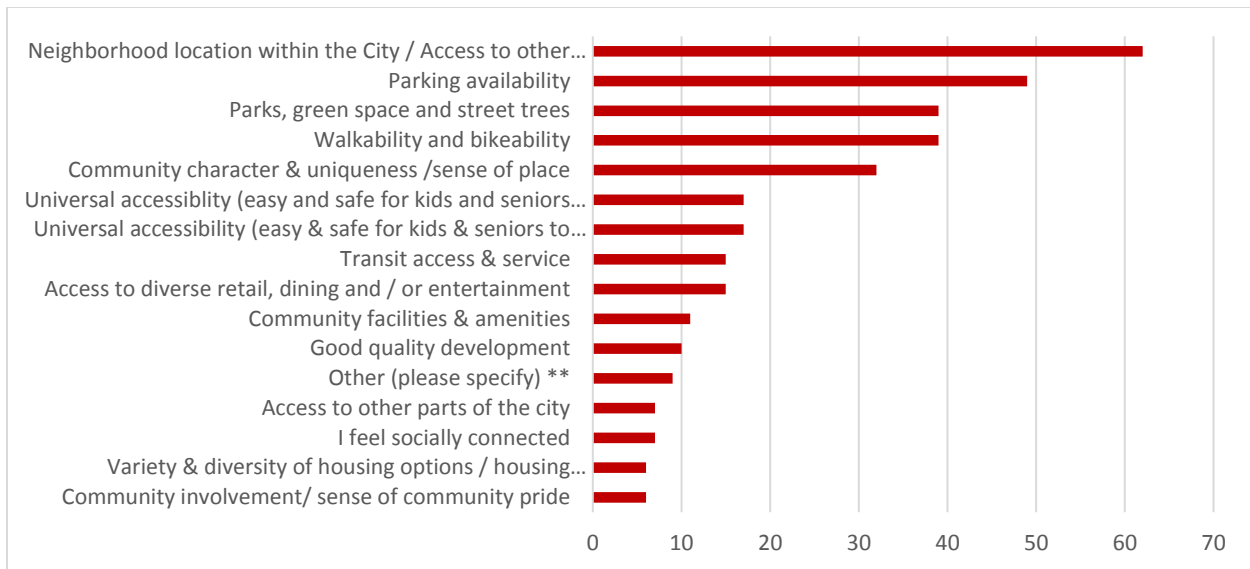
### Phase one: online engagement

116 citizens completed the online survey. 96% of these respondents described themselves as residents of the surrounding communities.

### Gains now – what the community likes about the Co-op site today.

Question: What are the top three POSITIVE things you like about the Dalhousie Co-op site and its surroundings today? What do you value most? (Select up to 3)

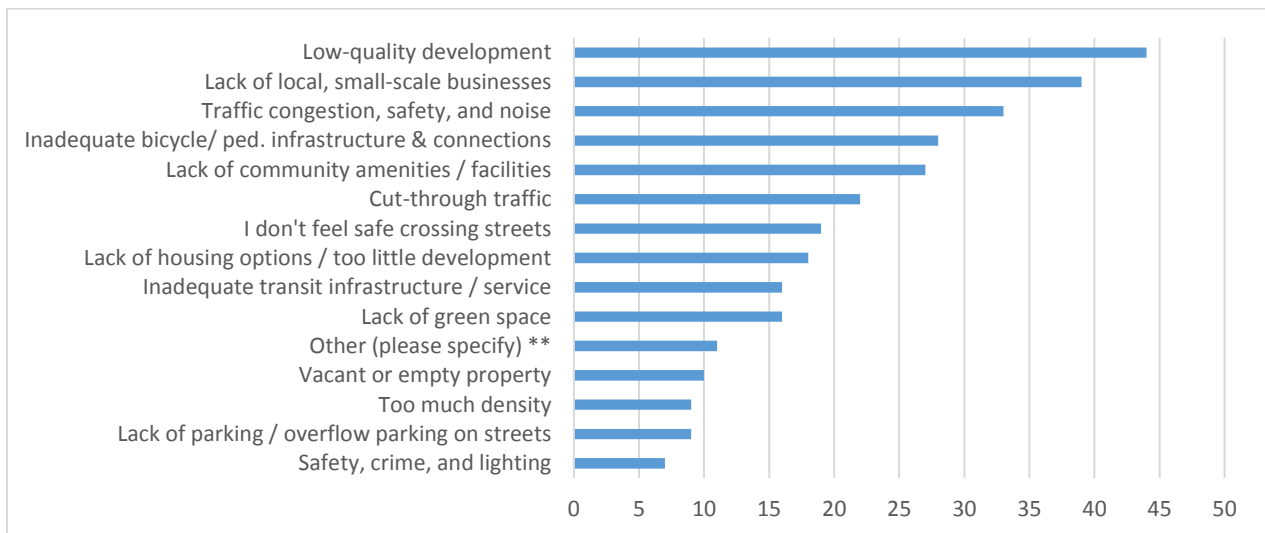




**\*\*For "other" please see verbatim section**

### Pains now – what the community dislikes about the Co-op site today.

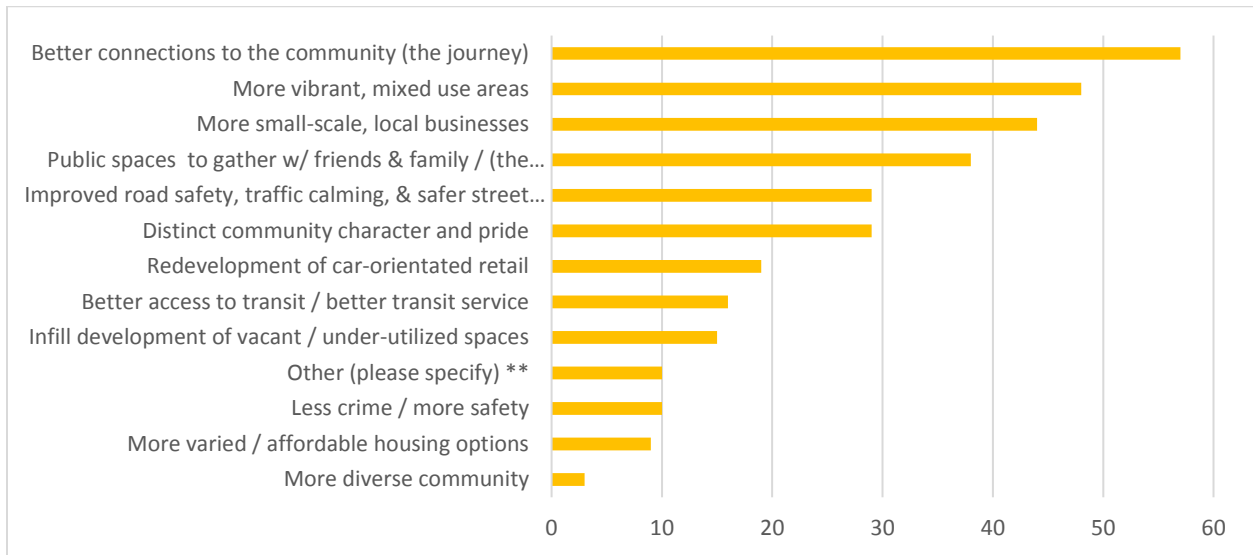
Question: What are the top three NEGATIVE traits or attributes of the Dalhousie Co-op site and its surroundings today? What is not working? (Select up to 3)



**\*\*For "other" please see verbatim section**

## Gains later – what the community hopes happens in the future.

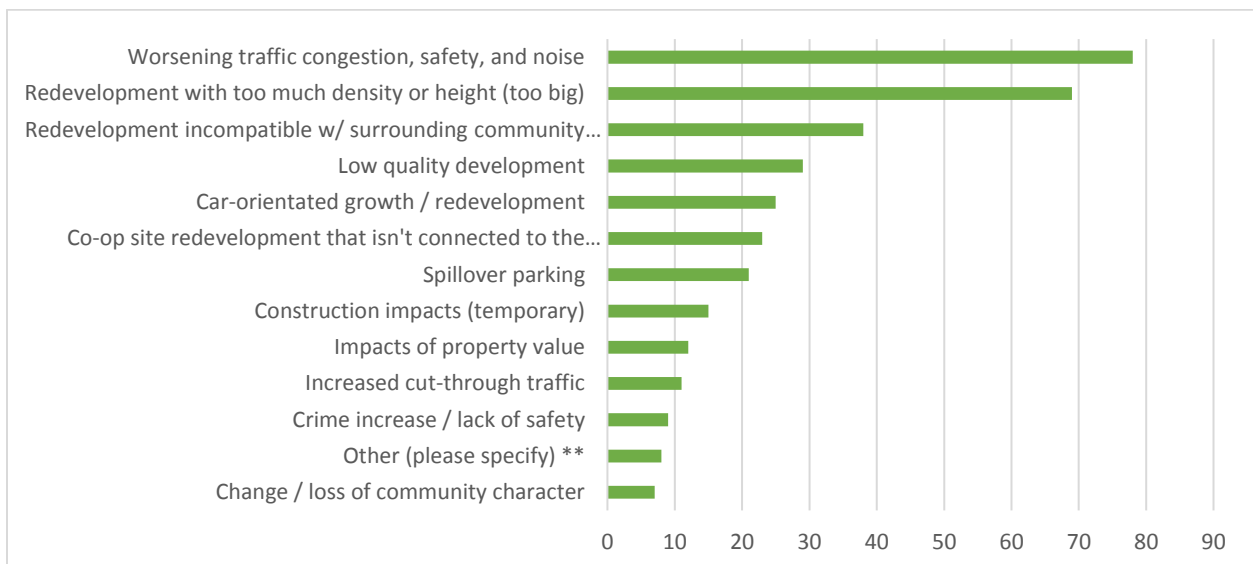
Question: Think of the Dalhousie Co-op site and its surroundings as it changes / redevelops in the FUTURE. What are your top three POSITIVE traits or aspirations for the area? What do you most want to see happen? (Select up to 3)



\*\*For "other" please see verbatim section.

## Pains later – what the community does not want to happen in the future.

Question: Think of the Dalhousie Co-op site and its surroundings as it changes / redevelops in the FUTURE. What are your top three NEGATIVE concerns for these future area changes be? What do you not want? (Select up to 3)



\*\*For "other" please see verbatim section

## Key themes from comments

The key themes that emerged from the online survey were:

Community values:

- Neighborhood location within the city and access to other parts of the city;
- sufficient access to parking;
- Parks, green space and open space.

Community concerns:

- new development will have a negative impact on traffic (increased congestion);
- new development will be low- quality (not visually appealing) and/ or buildings will be too high and not fit in with the existing community;
- lack of local, small-scaled businesses;
- Cumulative impact of all new developments to the community.

Community aspirations:

- desire for new destinations including vibrant gathering spaces and mixed-use areas, to get together with friends and family;
- improved traffic and road safety;
- Desire for an improved journey to destinations such as better walkability, bikeability, streetscape, and connections to the community.

## Visioning workshop

### Community-based concept plans

The following development concepts were created at each table at the community workshop. The 6 concepts are shown below with a summary of their community-based concept plan.



### Workshop 1 Table 1

Apartments: 440 Units  
Shops: 67,000 sq ft  
Offices: 44,750 sq ft

This concept placed the Co-op grocery store, gas station, and car wash in the southeast portion of the site. A variety of uses were proposed above the grocery store, including shops, restaurants, community garden, and housing. A cluster of mixed-use buildings were placed along the north edge of the site and two more on the west and east-central areas. The concept included daycare, affordable housing, and seniors housing. Building heights through the development

are consistent from 6 to 9 storeys.



**Workshop 1 Table 2**

Apartments: 440 Units  
 Shops: 67,000 sq ft  
 Offices: 55,750 sq ft

This concept placed the Co-op grocery store in the northeast portion of the site, incorporating 12-storays of residential units above it. Two additional residential buildings with a retail podium are located on the east-central area. The car wash, gas station, and bank were located on the west edge of the site from north to south respectively. The south and north west areas featured office buildings with retail below. Day care, affordable housing, and social housing were

included in the development. Maximum height was 13-storays on the grocery store building.



**Workshop 1 Table 3**

Apartments: 440 Units  
 Shops: 78,250 sq ft  
 Offices: 55,750 sq ft

This concept placed the Co-op grocery store in the southeast corner of the site, including 12-storays of residential units above it. The gas station and car wash were located at the southwest area. Four mixed-use buildings with retail, office space, and residential units were clustered in the northeast portion of the site. Two additional apartment buildings with retail below, restaurants and shops consolidate the northwest area. Surface parking was clustered in the northeast and southwest areas, close to the

centre of the site. Daycare, affordable housing and social housing were included on this concept. Maximum height was 13-storays, in the form of residential above the Co-op grocery store.



### Workshop 1 Table 4

Apartments 440 Units  
 Shops: 67,000 sq ft  
 Offices: 44,750 sq ft

This concept placed the Co-op grocery store in the centre-west portion of the site, with apartments above, and kept the gas station and car wash close to their original locations. A new cluster of mixed-use buildings, including retail, office, and residential was proposed for the southwest area. In addition, two groups of similar buildings were placed at the north and north-centre areas along proposed new streets. The bank is located on the northeast area, between one of the north mixed-

use buildings and a concentrated surface parking area at the northeast corner of the site. The concept included daycare, social housing and affordable housing. Maximum height was 9-storays at the Co-op grocery store.



### Workshop 1 Table 5

Apartments: 440 Units  
 Shops: 67,000 sq ft  
 Offices: 44,750 sq ft

This concept placed the Co-op grocery store in the southeast of the site, with offices above. The gas station, car wash, and liquor store were clustered at the southwest corner with surface parking available directly. A series of apartment buildings with retail below, the bank, and additional surface parking were located at the north edge of the site. The concept included affordable housing and seniors housing. Maximum height was 9-storays

throughout the group of buildings located at the north area.



## Workshop 1 Table 6

Apartments: 440 Units

Shops: 33,750 sq ft

Offices: 44,750 sq ft

This concept placed the Co-op grocery store in the south-centre of the site, with apartments and community garden above. The car wash remained in its original location, while the gas station and liquor store were shifted to the southwest corner. A new bank location was proposed at the southeast corner, contiguous to the grocery store. A group of 3 apartment buildings are concentrated at the north-centre area, including retail and

restaurants; one additional residential building was proposed northeast of the grocery store. Office space was condensed into a single building with retail below at the northwest corner of the site. Daycare, affordable housing, and seniors housing were considered on the concept. Maximum height was 9 to 12-storeys at the apartment buildings.

## Connections and open space commonalities (heat maps)

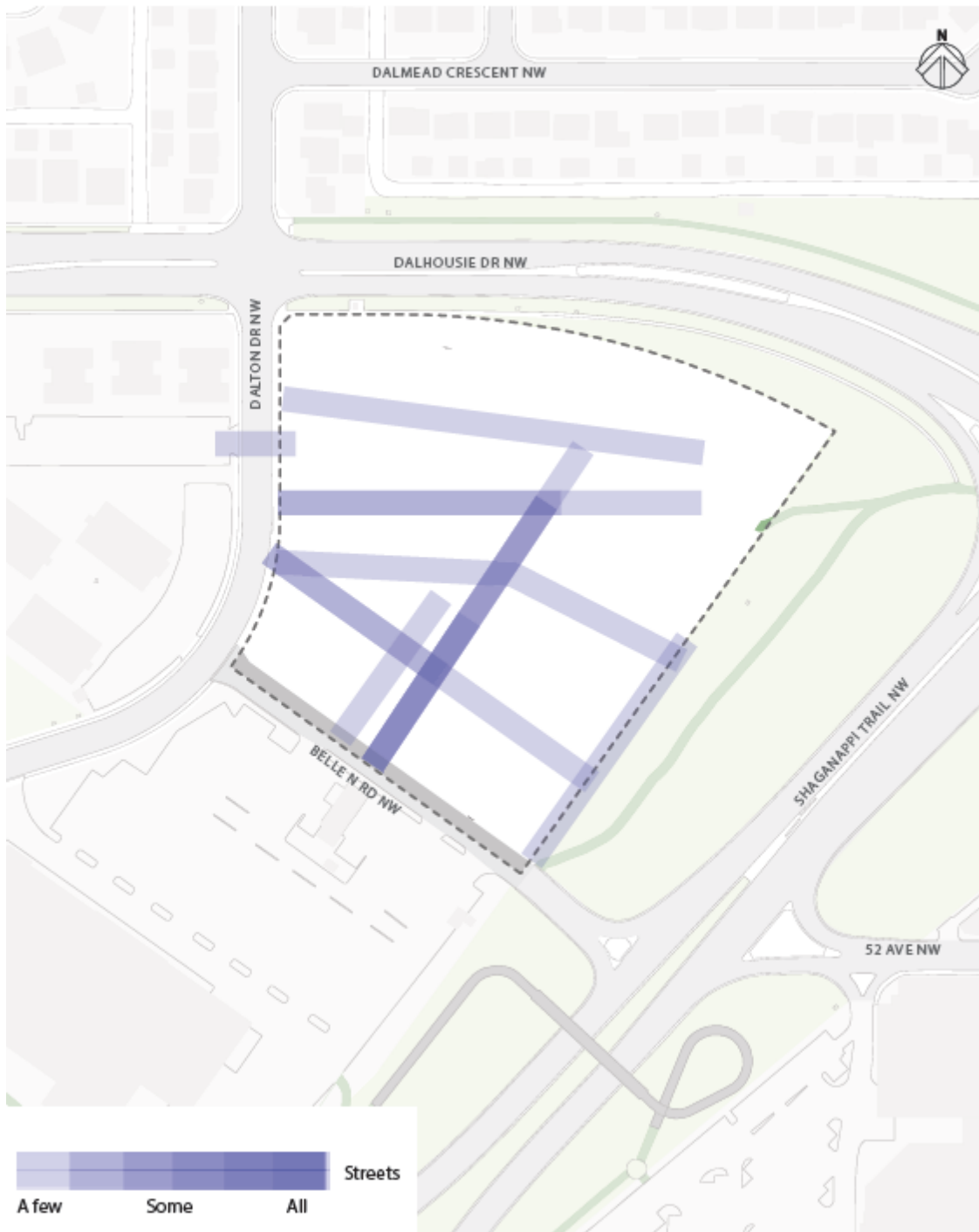
The concept plans developed by each table were analyzed to find commonalities within the groups and to help determine important development characteristics shared by the community. These analyses looked at the following aspects of development: connections (vehicle and pedestrian), location of parks, plazas and active retail frontages.

The following heat maps illustrate where the concept plans converged and diverged on these aspects.

- Street heat map
- Pedestrian pathway heat map
- Parks and plaza heat map
- Street, path and enhanced crosswalk heat map
- Street and active retail frontage heat map

All heat maps are shared on the following pages.

# Street heat map

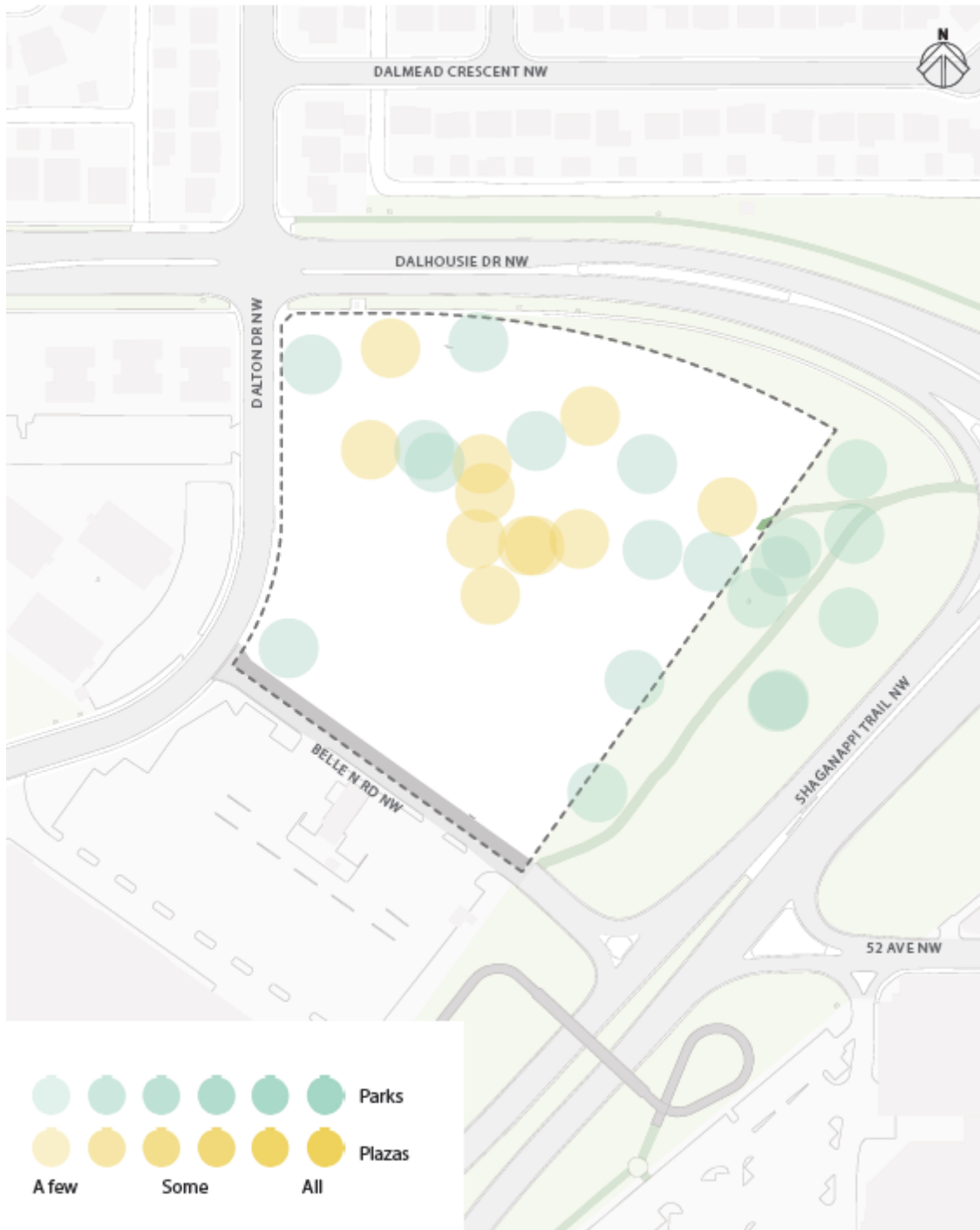


# Pedestrian path heat map

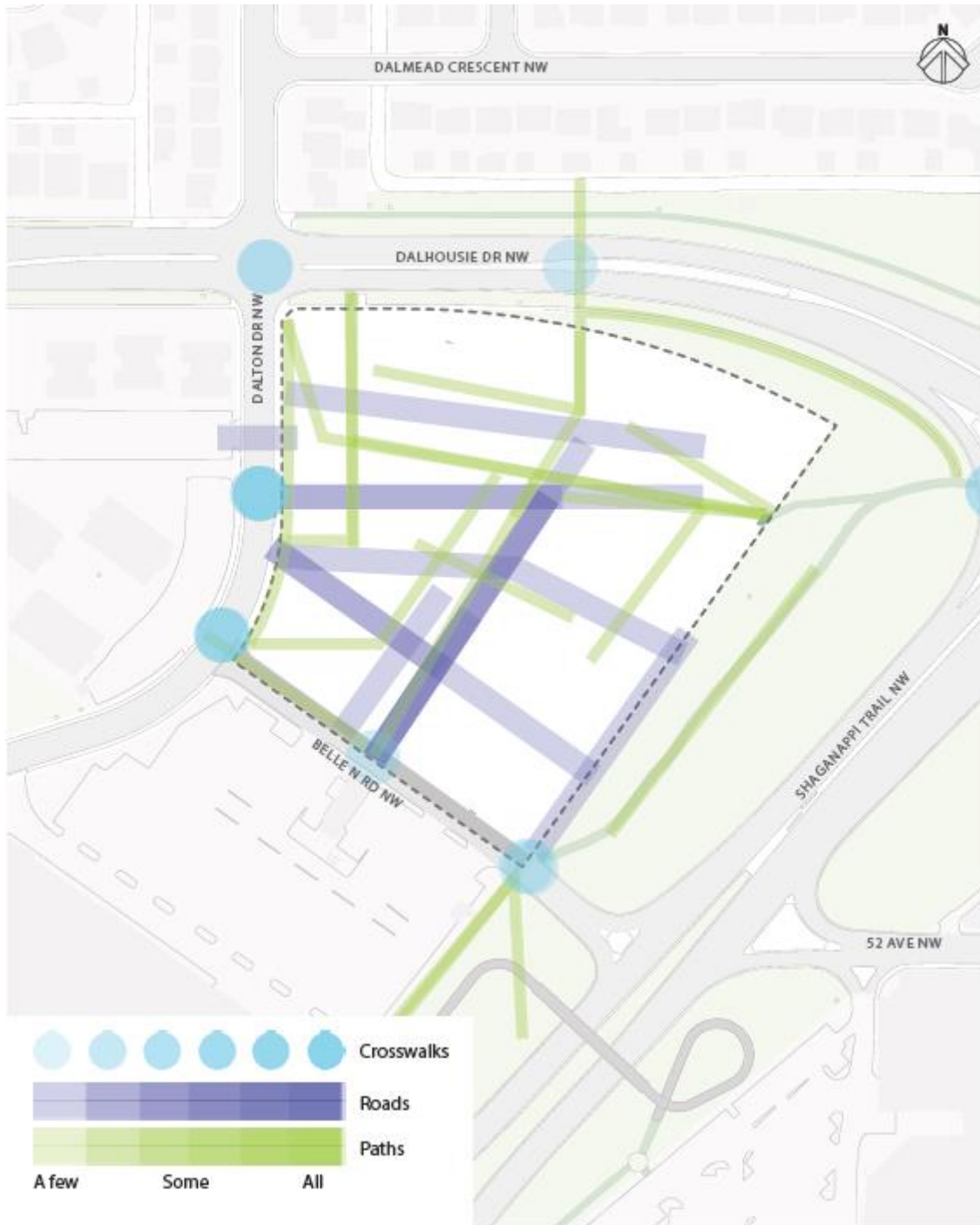




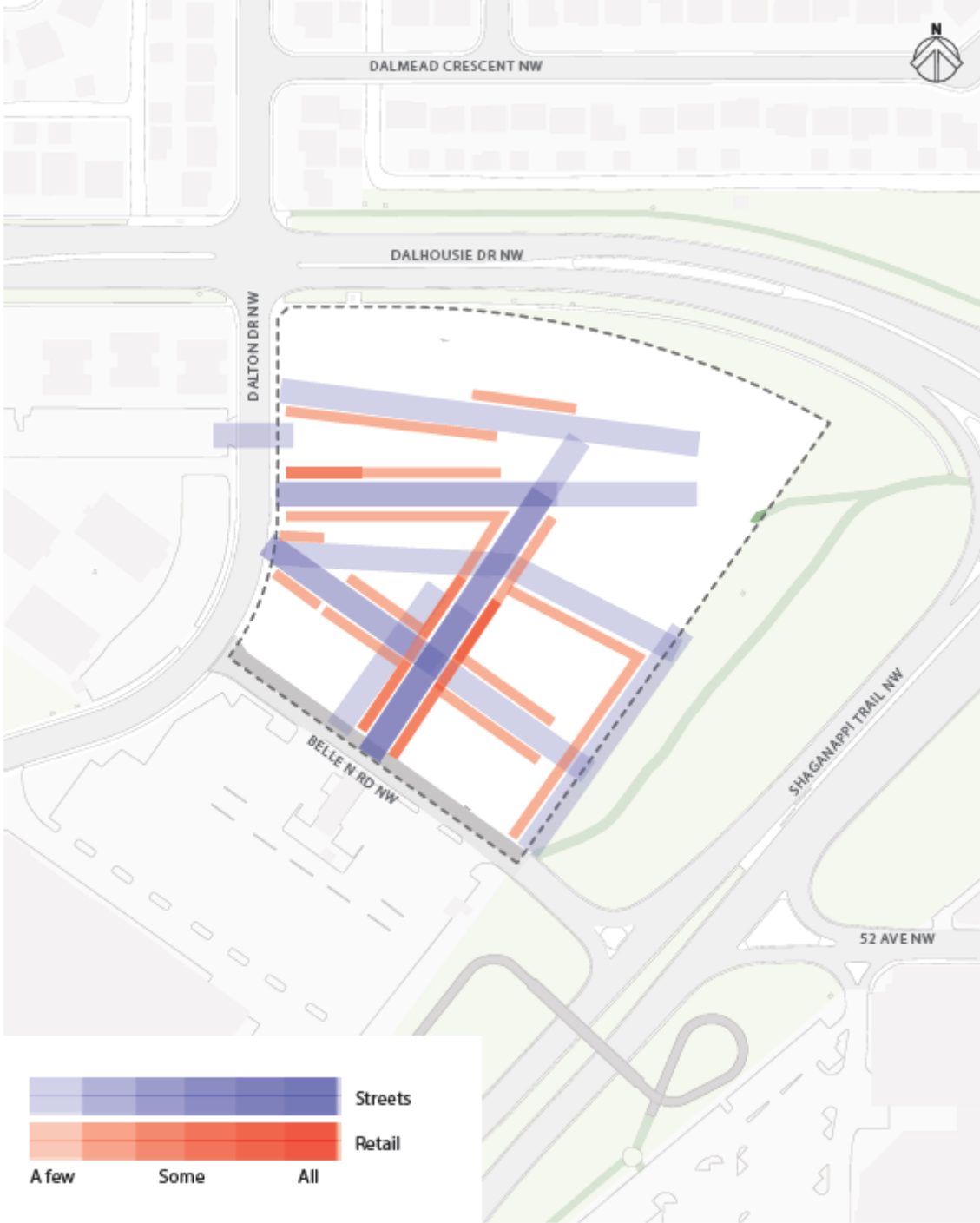
# Park and plaza heat map



## Street, path and enhanced crosswalk heat map

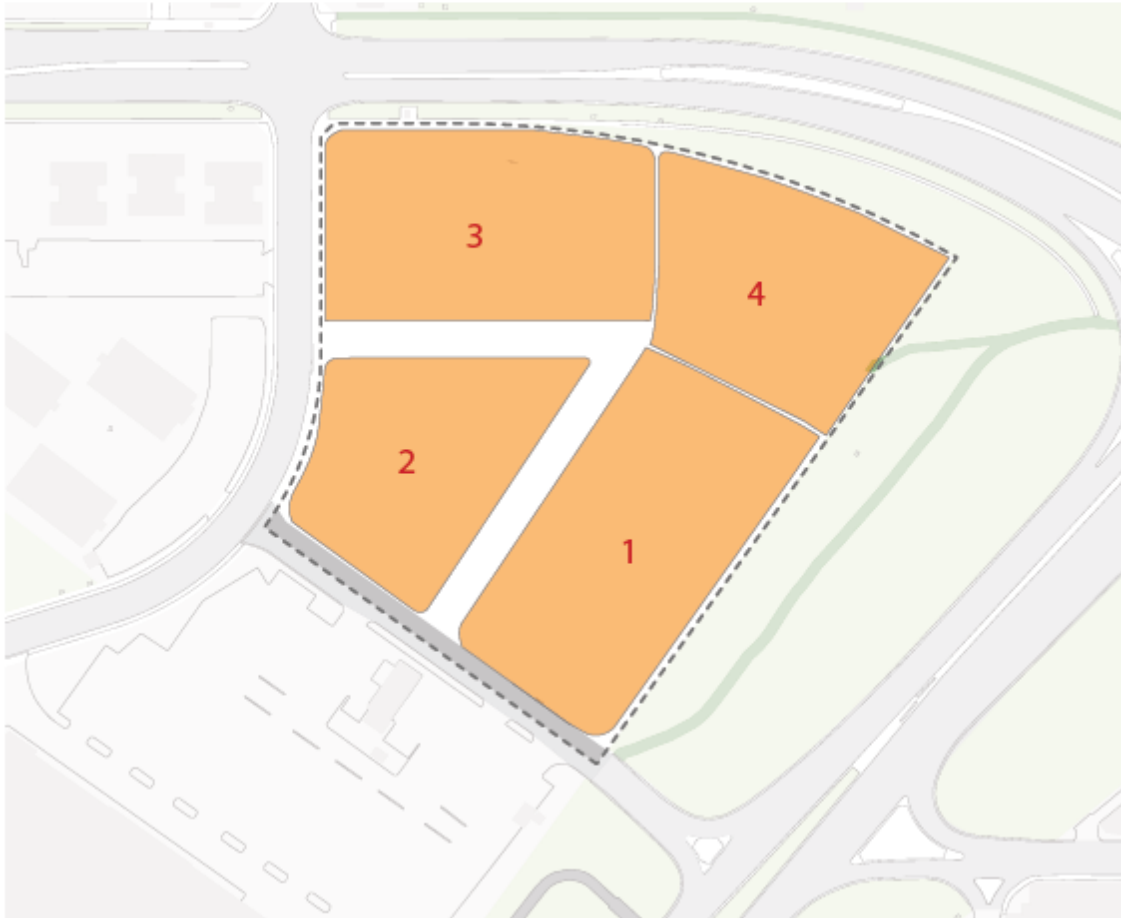


Street and active retail frontage heat map



## Concept plan focus areas

Concept plans were further analyzed by breaking down the plan into four spatial components.



## Focus area summary by table group

A summary of the development concept for each focus area (noted above) and by each group is provided below.

	Workshop Table 1	Workshop Table 2	Workshop Table 3	Workshop Table 4	Workshop Table 5	Workshop Table 6
<b>Focus Area 1</b>	Grocery store Car wash Gas station Apartments (160 units, 1-6 storeys) Affordable housing Seniors housing Restaurant Shops Bike storage Surface parking	Apartments (80 units, 5 storeys) Shops Office Surface parking	Grocery store Liquor store Apartments (320 units, 7-13 storeys) Seniors housing Affordable housing Daycare Office Bank Shops Surface parking	Grocery store Car wash Gas station Apartments (80 units, 9 storeys) Bike storage	Grocery store Office	Grocery Store Car wash Apartments (120 units, 1-9 storeys) Bank Surface parking

<b>Focus Area 2</b>	Apartments (40 units, 6 storeys) Seniors housing Shops Daycare Office Surface parking	Shops Daycare Office Bank Restaurant	Gas station Car wash Farmers market Surface parking	Liquor store Apartments (160 units, 1-5 storeys) Seniors housing Shops Office Restaurant	Liquor store Car wash Gas station Farmers market Surface parking	Gas station Liquor store Shops Surface parking
<b>Focus Area 3</b>	Apartments (160 units, 9 storeys) Shops Farmers Market Bike storage Surface parking	Liquor store Car wash Gas station Shops Office Restaurant Farmers Market Surface parking	Apartment (80 units, 1-5 storeys) Restaurant Shops	Apartments (160 units, 1-6 storeys) Affordable housing Office Restaurant Surface parking	Apartments (160 units, 5 – 9 storeys) Affordable housing Seniors housing Office Shops Bank Restaurants Surface parking	Apartments (40 units, 5 storeys) Seniors housing Office Shops Daycare Restaurant Farmers market Surface parking
<b>Focus Area 4</b>	Liquor store Apartments (40 units, 1-7 storeys) Affordable housing Office Shops Bank Surface parking	Grocery store Apartments (360 units, 13 storeys) Bike storage Surface parking	Apartment (40 units, 6 storeys) Shops Office Surface parking	Apartments (40 units, 6 storeys) Office Bank Farmers market Surface parking	Apartments (240 units, 9 storeys) Affordable housing Shops Surface parking	Apartment (200 units, 1-12 storeys) Affordable housing Shops Surface parking

## Table report backs

Below are the table report backs that were compiled by each table group from the workshop.

<b>Table Name/ Theme</b>	<b>What are the top three highlights (ideas, concerns, considerations etc.) of your development site that you would like to share with the group?</b> <i>(comments are verbatim – as written by participants)</i>
Co-op site lucky no. 7	Limited height - distribution of mass across area
	Spread out all mixed use to keep
	Accessibility & continuity of pedestrian movement
	Character of development in keeping with current Dalhousie streetscape allowing for community evolution.
Destination based amenities	Not higher than 12 stories - human scale, sunlight
	Something for everybody - shops & fast bike cer, etc.
	All inclusive, affordable variety, residences, market focus
The Pub Table	Keep more density along Shaganappi
	Pedestrian traffic / transit access
	One stop for residents nearby
Cumulative effect	Low-rise
	Pedestrian main street

	Inclusive
7 <sup>th</sup> Heaven	Height limitation (no more than 55 metre / 12 stories) Max expose to sun & view; 444 units is a concern;
	Augmented the green space & pedestrian corridor (integrate the two)
	Access (concern) challenge to provide access to all. Exit to Blvd's, Dalton Dr., Bell Rd (Seasonal access, planning with season in mind - snow clean). Cumulative effects of this development & other developments; Do not think 444 units can be accessed
The Promenade	Pedestrian movement must be safe, connected
	Strong concern about traffic management (more uses = more traffic).
	More landscaping and 'greenery' to compensate for surrounding trees that are getting old

**Comment and event evaluation form**

37 of the 55 participants (both workshop and drop-in) completed a comment and event evaluation form at the conclusion of the event.

**Key themes**

All feedback provided on the comment and event evaluation forms have been reviewed and used to create high-level themes. Some of the main themes that emerged were:

- Citizens are concerned with the cumulative impact of all new developments occurring in the Dalhousie Community and want these addressed comprehensively with specific references to traffic congestion and transit.
- Citizens want the site to fit in with the surrounding community and to contribute and/ or enhance the existing community character with more destinations and places to gather.
- Citizens want this site to be pedestrian and cycle friendly with strong connections through the site and into surrounding community.
- Citizens are concerned with the proposed building height of 22 storeys and have proposed a maximum height in the range of 9 – 15 stories.

**Event evaluation**

	Agree	Somewhat Agree	Neither agree or disagree	Somewhat Disagree	Disagree
The session was a good use of my time	17	4	2	2	2
I am satisfied with the opportunity to participate and provide input	20	5	0	0	2
I received enough information to provide meaningful input	10	6	3	3	3
I understand how my input will be used	11	8	3	1	4

The format was an effective way for the City to collect input	11	8	3	0	4
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*\*\*For other comments please see verbatim section*

## What are the 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 thus far has helped inform Administration’s first detailed review of this application and has been shared with the Applicant.

We will be returning to the community later this summer to share the results of the workshop including the preferred community concept, what we heard and how we have used this to make recommendations to the Applicant. We will also share revised versions of the proposed plan and inform you of the next steps in the application review process.

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/dalhousiecoop](http://calgary.ca/dalhousiecoop)).

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 input

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

## Online survey

<b>Question 1: What are the top three positive things you like about the Dalhousie Co-op site and its surroundings today? What do you value most?</b>
<b>Other comments:</b>
Ability to see the skyline. As a prairie boy I live in Dalhousie because I can see the sky.
Access to a grocery store
appropriate height / density of current buildings
EAsy vehicular access from within community; important services
I could only pick one because there is so little positive.
I don't feel the site, as is, has many redeeming qualities. It has good potential though.
I have a beautiful view of downtown
No high density housing
None of these are present.
Short walk from my home to quality food store
The Coop is where I am most likely to bump into my friends and neighbours and maintain my sense of community

**Question 2: What are the top three Negative traits or attributes of the Dalhousie Co-op site and its surroundings today? What is not working?**

**Other comments:**

Dalton Drive x Dalhousie Drive intersection fails for left turns out of the Coop/Canadian Tire

I am happy with the current Co-op site and do not have any complaints

I have no complaints

Inadequate transit. I take transit, and service, which was never great has been greatly reduced. The overpass to Northland Mall has no stairs and the West egress takes pedestrians well out of the way of the Coop where I like to do most of my grocery shopping and some banking

Its working just fine the way it is now.

Lack of a cafe, coffee shop.

lack of public transit connectivity

Lack of pubs

Lack of sense of place, quality urban design, and a design that prioritizes vehicles over active modes

Low cost housing

no problems with current site except that it looks somewhat outdated and needs sprucing up

Planning doesn't listen to any of this anyway, so why ask?

Surface parking is dominant

There's nothing really wrong, it's just old and small.

Unsafe to walk between coop and canadian tire

**Question 3: Think of Dalhousie Co-op site and its surroundings as it changes / redevelops in the FUTURE. What are your top three positive traits or aspirations for the area? What do you most want to happen?**

**Other comments:**

I want that area to maintain its current height.

improving traffic flow at Dalton/Dalhousie Drive intersection

Leave it alone

less traffic congestion

Less traffic in the area..development would only bring more congestion!

Maintain existing character / scale / density / height of buildings

Modern, updated grocery shopping

more park space...less housinhg

More today than ever, it is important to encourage community, offer programs that bring people together, public education of community participation, opportunities.

Pubs

Redevelopment that provides a sense of place and gateway features for the surrounding areas

Since planning doesn't care and only listens to developers, why ask?

**Question 4: Think of Dalhousie Co-op site and its surroundings as it changes / redevelops in the FUTURE. What are your top three negative concerns for these future area changes be? What do you not want to see happen?**



<b>Other comments:</b>
2 primary fears: inadequate parking; developer said TIA does not identify left turn out from Dalton to Dalhousie Dr as a current problem and they will not upgrade it. That left turn movement is a DAILY fail!!
and need secure places, neighborhood support to develop optimally.
Don't want to see development that doesn't address the street, doesn't encourage walking and transit use. Too many of the above options to choose from are typical NIMBY, belly-ache concerns for people only thinking of themselves. This encourages people to think of development in a vacuum. Need more examples of concerns to choose from for people who are thinking of the city vision/MDP and CTP goals like concerns development doesn't connect properly to transit service, development is not mixed use, development has too little density, etc.
Lack of "8 to 80" cycling facilities
Many similar developments proposed in same and nearby neighbourhoods
No transit infrastructure (area needs a ctrain Stn)
Noisy construction
Not enough parking for the Co-op lot and stores!!
Since planning doesn't care, why ask?
The existing apartments and homes won't have the beautiful view of nose hill anymore.
<b>Question 5: Is there anything else on your mind regarding Dalhousie Co-op site redevelopment that you want to share?</b>
22 stories is way too big.
Adequate traffic flow provisions and parking
Agree that site is a good candidate for redevelopment, just need to make sure that it does not cause negative impacts on the community traffic, crime rate and safety, and fits into the community.
All for the redevelopment, but to really succeed, eliminate the acres of parking lot. Push more underground and make the surface truly walkable! Green space for shoppers and residents alike
Already problem with two close up Intersection, this winter trouble with getting out from Dalton Dr to Shagganappi. There is already not safe to walk to bridge from Coop or Canadian Tire. Roads are not prepared for that congestion and two developments that would make it just impossible to get out to work.
before anyone builds or plans...you need to be sure they can handle the traffic and Dalhousie Drive cannot. westbound traffic turning left at Dalton Drive into the coop/canadian tire area is already backed up. a longer left turning light is not the answer. neither is assuming that everyone will take transit or walk or cycle.
Bigger isn't always better!!!!
Density to a degree is good but these developments need to be made and effectively connected to the surrounding community with GREAT walkability and substantial underground parking (we live in a winter city). Will there be grade separation between pedestrians and vehicles or crappy intersection based walkways?
Do not want this area over run with low cost housing

<p>Done well, the new development will revitalize the Co-op area and add to the value of residences in surrounding neighborhoods. However, it will need to be done in a positive, quality way.</p>
<p>Great idea but please do not build very high towers on the one side as it makes it seem very closed in</p>
<p>I absolutely don't like the developments going on in the area both at Northland and now this. It is already difficult to get in and out of the community because of Shaganappi Trail and the poor interchanges for Crowchild. That, coupled with too many unused bike lanes cripples Northland Drive, 52nd Street and has made Brisebois a race track for commuters off of John Laurie Blvd. Terrible city planning</p>
<p>I am a long-time resident (30+ years) of the community and although I am not opposed to redevelopment per se, I'm strongly opposed to the development of massive high rise complexes which do not respect the scale and character of the existing neighborhood. Although I like the idea of the building height 'stepping down', the tallest building should be 9 stories (30 meters) (this applies to any new development east of 53 St. and south of Dalhousie Dr.) Also, this proposal should be considered in concert with the 3 other proposed developments (Northland, the Dells and the Intercare seniors residence on Buckboard Rd.) with respect to increases in population, traffic, parking and school capacity.</p>
<p>I am concerned that there is not enough consideration on the cumulative effects of multiple higher density redevelopments occurring in a short span of time in the community. The process of community input and planning had been too superficial, failing to allow discussion on real, tangible concerns such as traffic and the integration of new developments fitting into the existing context of the community. The city MUST slow/stop the approval of redevelopments until a development plan for the area south of Dalhousie drive until an area plan and impact assessment has been completed.</p>
<p>I am very concerned about the additional traffic that this development will bring into the community east of 53 street. If such a development is approved, the city must discourage traffic from speeding through the community. How does the city plan to do this?</p>
<p>I don't want to be annoyed by the construction noise for three years.</p>
<p>I like the current peaceful surrounding, country like atmosphere and safe environment.</p>
<p>I like the proposed development and think it will be a huge benefit to the community. It will bring a modern feel to a community that is feeling a little dated</p>
<p>I love the idea of adding density. The drawing are not dense enough (to much parking lot.) I hope this site will include low income and seniors housing. I also hope it might lead to the addition of the missing Northland mall LRT.</p>
<p>I think the combination of businesses and housing proposed for the Co-op site is good as long as the height is kept to a reasonable height. I want to see this go through. I do not, however, want to see the development at the Dells go through as this along with the Northland plans for development and the already completed Varsity development along Crowchild is way too much for this area. Traffic is already RIDICULOUS on Shaganappi Trail and Northland Drive and Dalhousie Drive.</p>
<p>I think this will add a lot of benefit to our community. This land needs to be better used. It is a well thought out project</p>
<p>I understand that Canadian Tire is considering redevelopment. Would be ideal if both sites could be planned together. This is the only retail site in Dalhousie that can and should be redeveloped with additional small retail/cafe's etc. The proposed # of residential units seem reasonable for the site. Nice configuration with tallest structure adjacent to Shaganappi. I also understand that with this development we will lose the current one-way in/one-way out access from Shaganappi which I believe will compound the access out from Dalton/Dalhousie Dr.</p>

<p>I welcome more diverse development and feel that offering greater housing and retail options and access to residents of all abilities is crucial as Calgary grows. What I most value is keeping the walkability, pedestrian friendly access for all current and any future residents this development may bring.</p>
<p>I would like to see this redevelopment be a part of a comprehensive plan for the whole area which looks at planning, density, sustainability for Dalhousie and its neighbouring Brentwood and Varsity communities going forward for at least the next 20 years.</p>
<p>I wouldn't mind lowrise apartments in the area. I love Dalhousie because it is quaint and I can see much of the sky.</p>
<p>In light of other similar developments in our neighbouring communities (Northmount, Varsity, Brentwood, U of C), who will benefit from all the increase in density? Cumulatively, we are looking at 10,000+ people entering the community, if only to use the Dalhousie station for transit from the proposed and already approved developments. I used to live in an area where density was increased, and had a condo. The folks that bought the condos rented them out, and the builder went bankrupt before all the fixes could be done. Many of the renters didn't care about the building, their neighbours or the community, and we had lots of issues with illegal parking, vandalism and petty crime. It was frustrating because few cared about the place they lived; most were just passing through. I sold it to be able to move to Dalhousie in order to raise my family in a friendly, welcoming community. Building all these additional highrises is going to ruin the integrity of the community and take away many of the benefits of living here. I don't want what happened in my last community to happen to Dalhousie.</p>
<p>It is important to support community development in the best interests of all people involved. The traffic arteries on Shaganappi Trail and Crowchild Trail are already overburdened, especially at rush hours. If it is inevitable, put the development closer to Crowchild and Shaganappi, leaving the intersection of Dalhousie Drive and Dalton Drive as it is now. Also do not take away any green space except for the border to Shaganappi Trail</p>
<p>It is very frustrating HOW bad this area is for walking and cycling given its proximity to the U of C, transit and huge residential neighbourhood. Residents should be able to send children to the store to "pick up a few things", but the amount and speed of traffic combined with giant wastelands of parking likely deters most parents from doing this formerly-common thing.</p>
<p>It looks like there won't be enough parking.</p>
<p>Keep density lower and buildings not as tall. 12 storey max similar to Varsity</p>
<p>Like the idea of re-development but think the building is just too tall for the area. Concerned there will not be enough parking.</p>
<p>Love that there's a plan to densify, but... it's too focused on maintaining a massive parking lot at the expense of everything else.</p>
<p>Make sure there is not traffic congestion in the area due to the size of the development. Also incorporate more traffic circles in any road construction or changes to the existing roads. On a side note: Calgary should have more traffic circles instead of traffic lights or 4 way stops. It keeps the traffic moving and find it much safer.</p>
<p>One of my biggest concerns with the design is that the bulk of the parking is underground and must be accessed by travelling to the inside-most corner of the development. There will be lots of traffic through the (small) parking lot and in front of the stores to get to parking. Seems like a very poor design. Also, I am concerned about the amount of traffic accessing the site in general, especially using the Dalton Dr/Dalhousie Dr intersection. It would be preferable to have an overall plan for both Cdn Tire and Co-op space, together.</p>
<p>Shaganappi Trail is already high density, there are already slum-like residences in the area, the redevelopment of Northland Mall is making this area an undesirable place to live. Bike lanes have caused traffic congestion. Getting off of Shaganappi Trail onto Crowchild is a</p>

<p>nightmare. City of Calgary Planning is abysmal. Not optimistic that any of this will be effective or well planned!</p>
<p>Thanks for the opportunity to provide input. I feel that the largest building on the 3D diagram is out of place, and too large for the area. Perhaps if it was 1/3 less tall it would fit in better.</p>
<p>The 22-storey Coop building in the plans is much too tall for our family-oriented community. The proposal is NOT being considered in the context of other major projects for Dalhousie and the surrounding areas of Brentwood, and Varsity. It is just not right that there is no updated Community Development Plan yet for these three communities and that all the developments are being suddenly forced on our community. Can we get the plan first please? The City of Calgary has really let us down here. I believe that Calgary Coop is community-focused. I like the breezeway that has been proposed and that there are plans to include a small café on the site &amp; a garden, but I am concerned that at this point the public spaces will be uncomfortable (dark, shaded, not readily accessible) and unappealing. As some of us hope to grow old within our community, maybe I would like to live in one of these units at some point in the future so I hope that there will be a mix of income levels designed into the building. I am happy to see a fair bit of green in the proposal illustrations, but it still does not look like a friendly, welcoming place, given that it is a major hub of interaction in the community. I am not sure what the answer is. Have city council, the planning department and Coop looked into successful high-density spaces in Europe? I realize that increased density may be necessary but I am not confident that our planners have got it right yet, and I wish to avoid "Soviet-style dehumanized apartment blocks" - not so much the Coop proposal but the entire development picture here. For example, the Brentwood development is not appealing - dark cramped areas at the base and I would not be drawn to live there. I saw that the child day-care area is a small and stark and constantly buffeted by deep-frying odours vented from the restaurant next door. Bold colours do not make up for bad design. We must consider the needs and desires of the people who might want to live in the space and the current residents. I think we can and must do better planning in Dalhousie before the shovels hit the ground. Thanks for listening.</p>
<p>The building's architecture is ugly &amp; I don't think this will encourage walking/biking. Smaller shops and more of them (ie cafe, restaurants, boutique stores) would lead to a more vibrant space rather than a single large anchor tenant. Traffic at Dalhousie drive and especially on the merge exit to Shaganappi will be a nightmare.</p>
<p>The high rise will block views of Downtown. Density will increase and accessibility will decrease. If the housing is rentals and not resident owned it decreases surrounding property values. I am totally against the entire project unless it is scaled down and made into lower density resident owned units.</p>
<p>The intersection at Dalhousie Dr and Shaganappi Trail should be improved. Possibly a diamond interchange. (?)</p>
<p>The large bank of buildings in the photo appear too big and too tall for the area. It may be a better fit for the community to scale the height down. Addressing the unsightly, low quality housing currently on Dalhousie drive in that area would be a great initiative. I do wonder if this community response to the city about the development makes any difference however. When citizens are requested to complete surveys such as this one, one often wonders if it makes a difference at all. It seems as though the decisions have been made and the survey results are meaningless.</p>
<p>The proposed development is too high. It will block the sun to lots of residents. It will impact privacy of residents as well. 22 storeys is too large on a residential area</p>
<p>The proposed form seems rather car oriented and not in line with the area redevelopment plan. other than an increase in density there little to no improvement compared to current</p>

<p>conditions. I would like to see Dalton Dr NW and Belle N Rd NW become more pedestrian oriented.in this design the main buildings have little to offer for pedestrians.</p>
<p>The proposed redevelopment plans for both the Dells and this Co-op site are too high and not in keeping with the character or needs of the neighbourhood. Dalhousie has many sites that can be re-developed, and as such, we do NOT need to have sky rises in our neighbourhood in order to satisfy increased density. Spread the density among a variety of sites and you will never need to look at an ugly skyscraper in a bedroom community. It just takes better planning and a resolve not to give the developers everything they want. They do not live in our community or pay our property taxes. We do. Where is Dalhousie's Community Redevelopment Plan? I would think that plans to increase a community's density by 30+% would warrant an CRP done first, no??? Or are we flying by the seat of our pants and developing for development sake?</p>
<p>The proposed redevelopments that are being discussed for the Dalhousie community have a major emphasis on height and adding residential space. The height is completely beyond what fits in the community. Dalhousie is not a community of high rises. Secondly, there are multiple residential rental vacancies already in the community. If the existing infrastructure cannot be filled what makes these developers think they can entice another thousand plus people into the community. Going along with that, the transit and road infrastructure in Dalhousie is seriously ill-equipped to handle a huge influx of residents. Dalhousie is a community that is focused on providing a small town feel while still being in the city. Littering the community with high rises completely ruins the feel. People move here because they want a low-density environment, not to live in the shadows of towers.</p>
<p>The site needs to be re-done. It's hideous at present, but the redevelopment has to be in keeping with the character of the neighbourhood and its needs.</p>
<p>The surface-to-air parking is really bad. Build a parkade and seriously minimize surface area used for vehicles.</p>
<p>There isn't enough parking. Underground parking for a grocery store is not acceptable. If this is the only available option I will shop elsewhere.</p>
<p>Think Big like Bjarke Ingels</p>
<p>This is the wrong way of going about redevelopment. It is virtually impossible to answer the above questions without knowing what the overall plan is. In other words before any redevelopment is allowed an overall plan should be developed.</p>
<p>We already have too much high density development in the N.W. area (across from Dalhousie Station and Brentwood). The infrastructure of an older neighbourhood cannot sustain the increased traffic (not as many people use transit as the developers and city hope) as these areas of the city were never designed with high density in mind. I also feel less safe as more and more people spill into our neighbourhoods with bottle picking from our bins etc. This was unheard of until high density developments were built in the surrounding areas. I would only like to see low density redevelopment for Dalhousie with a lot of green space and park areas still available. There are reasons why people choose quiet, suburban neighbourhoods as opposed to high density areas and I think we need to be respectful of those choices as well. So I am in favour of some moderate redevelopment, but no more high density within the Dalhousie/Varisty/Brentwood areas as there is already too much.</p>
<p>We are concerned about the impact on our recreational facilities - already overloaded. As an access road Dalton Drive is really inappropriate - too steep and narrow, and used by many pedestrians.</p>
<p>We are excited to see some redevelopment of this location but our significant concern is the size of the development (too high) as well as the impact that the increased density will have on traffic and pedestrian safety in an already busy/unsafe intersection.</p>

What is the proposed access to this site? Is there any consideration for the volume of traffic and the rest of the Dalhousie Residents? Strongly opposed to low income/affordable housing for that site.
While the redevelopment renderings look to be an improvement to what currently exists on the site, the design is still auto-oriented. There is room to ensure better public realm design that fosters "stickiness" (the ability of a place to attract people and have them linger and enjoy a space) and sense of place for the community. Right now the parking lot is still the focal point of this development. This is in-line with the mistakes made by redevelopments like Oliver Square and the Brewery District in Edmonton. The density will help support retail but the car-oriented design still misses the mark on transit-oriented development, safety for pedestrians, and the ability to foster a sense of place for the community and site.
Will this have a negative impact on existing residential rental suites in the community? How will transit and school capacity be impacted? Another condo development is proposed across the street (former Northmount Mall) and near Dalhousie C train station. How will this cumulative increase in density and local population affect services and quality of life for existing residents?
Would be nice to consider how to make Northmount Village more of a destination and how the two sites might work together. Also that CDN Tire site right in front of the CoOp is not very nice - good to tie that into the mix. Shag is a major traffic artery so easy pedestrian connectivity will be important for the whole area. It's not good for pedestrians right now.

### In-person table notes

Note: These are general/ high-level notes gathered by the facilitator at each table group and are intended to capture participants' conversation during the board game activity

Keep the density along Shaganappi & Dalhousie Dr.
Pub style restaurant on site. w/ plaza (2nd floor pub?)
Make area one-stop area w/services
walkability - more direct walking through sites
Traffic concerns around the site
Possible shading of NE corner of site
Shadowing along Dalhousie Dr.
Lots of conversation around traffic/roads
Community garden along whole length of roof
Transit inside site rather than peripheral
Mix use residential = affordable + housing + seniors
Variety of shops of all prices
Would like greenery/trees throughout location
Do something w/greenspace on the east side (parking or park etc.)
Would like entertainment
Not all chain stores - family owned
Trade off for a city park site in the development in exchange for development along Shaganappi
Who is target market for condos? Families? Studio apartments?
Correct all pathways to the site.
Maximum 13 story above the Co-op

Add LRT near Walmart
Must we use 444?
I think we should increase density
Would like a pub
Sunlight is important?
How will sightlines be affected
Coop in location that's easier for people to walk to
Spreading out the density to reduce height
Consideration: liquour store, bank, car wash need street/car access; really want a pedestrian street & vibrant space
Envisioning the office space as small offices (doctors, etc.) so more likely to want to park underground there rather than at the Coop.
Seniors housing close to Co-op
Stacking parking - just not higher than the building it's adjacent to
Dalton & Dalhousie intersection = congestion
N on Dalton has steep grade - weather issues make it impossible to get up the hill
Don't believe the location is conclusive to walkability
Challenge is: enough access to the site
Not sure how traffic will be reduced in the area (entrance/exit points)
Very few daycares in Dalhousie
Participants wish the developments in the area were talked about together
Higher buildings near the Co-op corner
Single person power carts for Seniors *account for these in complete streets. The demographics are changing
Being inclusive
Bike paths needs to connect across Belle Rd.
Opportunity to make the corridor/promenade/green space
Increase access to sun
Dalhousie has schools, neighbourhood is established
Challenges (access to the Coop)
Dalton Dr will become a busy road
Access to all sites
Do we need to accommodate 444 apartments, do not have the footprint to accommodate & access; Might not have the footprint to accommodate all the 'minimums'
444 is a constraint
Don't make/build the development to 'turn its back' to the community
Community is surrounded by expressways
Site is optimistic, it lends itself to positive development opportunities
Development happening in the community; stop gross development
Cumulative effects of the plan/no concern for the city
Collective developments need to be addressed (one off basic developments are not good for community)
Parking # statistics, how/where/when do we do the survey?

Uses, how can we have input, to what stores go where?
Shadow studies
Proposed 2000 people with no amenities
Seasonal aspects of Calgary?? Not taking into account into the session
No correlation with other nearby sites
Take into account that we don't want to exclude ppl in the neighbourhood
How long is "Belle Rd" going to stay open?
Dalton Dr. slopes down, its slippery in ice?
We did this in the absence of the sightline for ppl on Dalmead Crescent NW
Do not have ppl at the [Novlec[sp??] stop an/that live on that street
Development should not limit the view
Like the proposal, create a plaza feel inside of density
Tallest piece next to Shaganappi makes sense (section 1)
Gas station next to roadway makes sense to quickly get in and out
Use green space for development (Co-op, apartments)
Need restaurants
Shops on ground floor of offices, apartments
Not enough access via roads to new apartments
Residents would interfere with those people going shopping
Density going down would feel more welcoming - highest near Dalton Dr. and gets lower near Shaganappi Tr.
Layers of different uses to ensure businesses survive and thrive - it's a cultural shift from what currently exists.
Like parking on roof
Current proposal feels like you shut people out
Playground, dog park and park in green space
Plaza spaces
Pedestrian connections among parking
Seasonal farmer's market in surface parking space
Daycare on top of shops
Pedestrian walkways connect w/ plaza, transit, existing sidewalk
Needs to be a crosswalk on Dalton Dr - currently lots of jaywalking
Outdoor plaza space and park space may not be used much because of a short season of good weather
Is there potential for another LRT station near Shaganappi?
Liked the staggered apartment against Shaganappi
The views to the 'West' are important. West patios are good
Like shops under apartments
Shomes over Co-op for easy access
Want lots of small shops
Crosswalk through the area make the area walkable



Have small units of bike storage throughout the area
Increase in density = increase property value & appeal of neighbourhood
9 stories would be okay - # of units is okay, just not too high
Concerns over Shaganappi road closure
75m tall - too high - shadows (?)
don't want more than 400 apartments
Challenges to build lots of shops in the area - who will visit? Not a 'main street'
Need better access over Dalhousie Dr. from community
It's a 'done' deal
Concerns about how it compares to Brentwood - doesn't fit it community character, want these to blend into community
Not enough restaurants in the NW. like the spread of mixed use
Need a lot of Senior homes, aging population in YYC
Affordable housing is closing - concern for citizens
No crosswalk near the gas station - too dangerous
Restaurants on TOP (no inside) the grocery.
Unsure of farmers market - a lot of work to run
Want apartments broken up
Can we establish a +15 network around the land? Shop St, not like downtown; Restaurants throughout (?) - may not be possible - want to create a 2nd level of amenities.

### In-person comment and event evaluation form

<b>Question: Is there anything else that you think the project team should know?</b>
This was a good exercise as it produced a positive way for residents to be engaged in the process
Dalton Dr/Dalhousie Dr intersection is having problems winter time with traffic slippery uphill, narrowness of streets. How it would be redeveloped? Art places, activities, studios for people not just eat and sleep
1.) Watch traffic on Dalton Drive & Dalhousie Drive; 2.) # of units are a concern; 3.) Parking stalls inadequate - most people drive to get groceries; 4.) Prime opportunity for Seniors accommodation - therefore need low rise.
1.) The intersection at Dalton Dr & Dalhousie Dr NW must be improved; 2.) Pedestrian access priority - main street concept travels well; 3.) Cumulative effects with 3 or 4 more developments should be known; 4.) Is bike paths down roadside by Shaganappi not connected to bridge across Shaganappi (Canadian tire site)?; 5.) Pedestrian and bike paths all end in a parking lot presently.
The city should look into redeveloping the walk up condo's, west of the co-op proposal
Frankly, this exercise does virtually nothing to address the real issues that higher density re-development. This exercise discusses only appearances and design characteristics, not fundamental impacts such as traffic impacts or a plan to address cumulative affects of multiple developments. To look at cumulative impacts can highlight opportunities but also bring to light issues. Dalhousie Drive and Dalton Drive intersection needs to be addressed from a grade point of view.
A complete waste of my time! On the positive side I got to chat with several neighbours/friends in the session. On the negative side, any attempt at creative thought was

undermined by the parameters/rules set. Eg. Number of residential units was a given, all other uses desired by Co-op were given. What was there to discuss that could vary? The whole proposal is wanting to build too much on the given space.
Take into consideration the numerous sites that Dalhousie has available for redevelopment. No on site should be too large as we can increase density significantly by spreading development over numerous sites.
We need a Dalhousie/Varsity & Brentwood redevelopment plan stat!
Time to ask questions. No clear indication as to whether this project is for sure to happen or if it still has a lot of process to go through. Clear proposal as to how to deal with access in and out for the traffic would be next. The first access from Dalton Dr. coming of Dalhousie Dr. is dangerous as is , more traffic is going to increase the rush.
Needs to consider traffic feeding in / out into the development; Needs to consider any future development of Canadian Tire site.
Lets do this for the Birchwood Development; Consider a community wide session.
Better than Birchwood workshops
We like to walk - sidewalks & crosswalks in the right places; Dalhousie needs pubs, restaurants coffee shops. Crucial to slow down vehicle traffic, and maintain more than one entrance. More trees on site!
I am in favor of this development as it provides a greater opportunity for providing 'in place' amenities for the tenants. I think this particular land parcel lends itself well to high density development as it has a proper set back from a major road and is on the edge of the community and thus a higher building won't wreck the feel of the community.
1.) The ratio of parking stalls underground to apartments must be such that there is still adequate surface parking for shoppers. If not, the shops will not survive; 2.) You should start with the geotechnical reality since you are building on silts along an old drainage way. It is not on gravel so there may be serious limitations to consider.
Dalton Drive needs widening and a left turn lane added; Grade of Dalton can be problematic in the winter in terms of cars spinning out as they proceed north at the lights at Dalhousie Drive (going uphill)
Boulevard at Dalhousie drawings do not show how grocery trucks get out; Gasoline trucks look really tight to get in & out; Our table wanted to have a 1 stop centre for residents. Car access & transit access will be a big issue.
Participation in workshop does not mean endorsement of development; More emphasis needed on community wide input and planning.
I am not necessary in support of the project but if it goes ahead I am very concerned about the height of project and materials used for building cladding. Cladding needs to be in keeping with an inviting community space.
I think its fundamental it looks good much like the architectural renderings provided. Increase the amount of in community restaurants. Have mixed use spaces to play and hang out before you eat or shop etc.
<b>Event Evaluation Question 1: The sessions was a good use of my time</b>
<b>Other comments:</b>
[Agree] We shall see how the information is used
[Disagree] Absolutely not!
[Disagree] If I wanted to play with Lego I would have stayed home with my kids.. Let's have the tough conversations regarding all developments in Dalhousie
[Agree] Community involvement is very important
[Somewhat agree] It seemed like there was already a decided plan in place

[somewhat Agree] Didn't really have a lot of idea about what the session would involve
<b>Event Evaluation Question 2: I am satisfied with the opportunity to participate and provide input</b>
<b>Other comments:</b>
[Agree] I hope the various planning levels really listen to our input
[Disagree] I would have appreciated the time to critique the proposed development & perhaps have had input into some realistic solutions to the problems that exist - such as access, shadowing, density.
[Disagree] Issues need to be discussed, not feelings or how to put "lipstick on the pig"
[Somewhat Agree] Was this just an opportunity to placate community members?
[Agree] Glad to have the opportunity to learn about the proposal & to give my input
<b>Event Evaluation Question 3: I received enough information to provide meaningful input</b>
<b>Other comments:</b>
[Somewhat Disagree] Our table had to track down traffic expertise to see if certain plans were legal
[Agree] Very clever workshop design
[Disagree] Our hands were tied with what must be in the project, no real presentation to address the concerns that were raised in the survey which would determine how the development would take shape
[No option] No way to express concern over height of building as there were a minimum # of tiles to be used
[Disagree] I don't believe this format lent itself to meaningful input
[Disagree] Input cannot be meaningful if the matters being discussed are not meaningful
[Agree] Good representation from City Co-op & developer
[Somewhat Agree] I wish I had known more about the proposal & what was going to happen during the workshop
<b>Event Evaluation Question 4: I understand how my input will be used</b>
<b>Other comments:</b>
[Disagree] Have no idea how the ideas from 7 tables will be used
[Disagree] Not at all. Explained somewhat at end - looking forward to the email reporting outcome
[Somewhat Agree] I've done this before... this may be for public (media) purposes
[Somewhat Agree] Not sure that it will
<b>Event Evaluation Question 5: The format was an effective way for the City to collect input</b>
<b>Other comments:</b>
[Agree] Beats the heck out of residents yelling at developer. However 50-60 people does not seem like a representative sample of 10,000 residents
[Agree] And fun!!
[Agree] For those able to attend. Is there a way to do this online?
[Disagree] Depends what part of input the City is trying to get!







[Disagree] If the input being sought is on soft issues of appearance and not real, impactful issues than the session is effective; otherwise this session was a waste of time.
[Agree] Good format
[Neither Agree or Disagree] We will see how it will shape development. We considering one project where are 3 in close distance being developed. All of them would impact greatly access for all, should be discussed together.
[Somewhat Agree] I think the board game caused people to get off track - most are non-visual and got bogged down in 're-inventing the wheel'. I think it would have worked better for people to have to work with/modify the current architect's rendering of the site to avoid the 're-invention' thing.

## Appendix A: Constraint sheet and game board

### Constraint sheet – page one





This handout was given to each group to provide an overview of the tiles and what needed to be played on the game board.

#### Dalhousie Co-op Workshop - June 2017

Tile	Description	Supplied	Minimum to Use
	Each apartment tile represents a 4 storey apartment with 40 units. Ground-level units typically have front doors and garden patios.	14 (560 Units)	11 (440 Units)
	If you think your neighbourhood could benefit from Seniors or Affordable Housing, place these tiles on top of apartments. They do not add density.	2 & 2	0
	Farmers market can activate flexible areas such as parking lots, transforming them into temporary social spaces.	1	0
	Restaurants bring people together and help to keep the neighbourhood centre active throughout the day.	2	0
	Small plazas in neighbourhood centres can be gathering points or destinations for a walk - especially if beside a restaurant or other use that attracts people.	2	0
	Each parking tile represents 25 stalls, including space for drive aisles. These can be arranged as surface parking or stack them as parking structures.	7 (175 Stalls)	n/a

## Contraint sheet – page two

### Dalhousie Co-op Workshop - June 2017

Tile	Description	Supplied	Minimum to Use
	A new or renovated Co-op grocery store. This tile represents the full footprint of the future store in one-level.	1	1
	A new or renovated Co-op gas station. This tile represents the area for the gas bar, vehicle circulation space, and underground tanks.	1	1
	A new or renovated Co-op car wash. This tile represents the area for the car wash and vehicle circulation space.	1	1
	A new or renovated Co-op liquor store.	1	1
	Small-format streetfront shops, suitable for small and local businesses, supported by the 'anchor' of the grocery store. This tile represents an average of 5 typical-sized shops.	8	6
	Each office tile represents a one-storey space for about 40 jobs.	6	4

# Dalhousie game board

