



Dalhousie Co-op Redevelopment Application

Phase three engagement: revised application evaluation

Stakeholder report back: What we heard report
Summer 2017

Project overview

In December 2016, Co-op, in conjunction with Quarry Bay Developments, proposed a combined development permit and land use redesignation (re-zoning) for the site located at 5505 Shaganappi Trail N.W. (the existing Co-op site).

After the first detailed review of their submission and rounds of community engagement, Co-op submitted a revised application in July 2017. This revised application proposes four new buildings, along with a relocated gas bar. The tallest buildings are 22 storeys (75 metres) and 10 storeys (32 metres) in height. A total of 436 residential units are proposed along with a total of 12,500 square metres (134,549 square feet) of commercial space including office, grocery store, retail and other commercial uses.

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

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.

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."

For this project, we have taken a multi-phased engagement approach. Phase one engagement occurred in May 2017 with an online survey and phase two included an in-person visioning workshop in June 2017. Both of these phases informed the first detailed review of the application and resulted in the applicant submitting a revised proposal with changes made in response to the City's first set of recommendations.

The purpose of this third phase of engagement is to share the revised application and to gather input on the proposed changes and determine if there are still any outstanding community concerns.

More information about The City's engagement can be found at calgary.ca/dalhousiecoop. Please note that the developer has conducted their own engagement prior to submitting the application and more information can be found at boulevardatdalhousie.ca

What did we do?

Recognizing that summer is always a busy time, we offered many different activities and tactics throughout the month of August for people to review the application details, ask questions of City staff and provide their feedback. These included:

Community sounding board

A large sounding board was placed in front of the Dalhousie Co-op Store from August 16 - 23. This board shared all of the information panels that have been shared online and at the in-person events and asked people to provide their feedback on the sticky notes provided. It also shared details of other engagement opportunities. Over the week we received 46 comments on the sounding board.

Pop-up event

The City project team attended the Dalhousie Community Centre on August 22 from 3:00 – 6:00 p.m. At this event we had information panels to share details of the revised plan and City staff on hand to answer questions. The public was also provided with the opportunity to fill out comment forms. At this event we spoke with 38 citizens about the project.

Open house

An in-person open house was held on Monday, August 28 at The Dalhousie Community Church from 4:00 – 8:00 pm. 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 and leaving comments on three different engagement boards. We had 101 people attend this session and received 6 completed feedback forms and 47 comments on the engagement boards.

Online engagement

An online survey was made available from August 9 through August 30 on the project website calgary.ca/dalhousiecoop. Citizens were provided with the information shared at the in-person events and were asked to provide their comments on the application by answering questions. These questions were the same as those provided at the in-person session and are provided in the next section of this report. We had 1,161 visits to the site in the month of August and received 89 completed responses.

Comment forms

We had comment forms available at the Dalhousie Co-op Customer Service Desk from August 9 – 30 with a drop box. People without access to a computer would be able to pick-up and drop-off their completed form here. We received 12 completed forms.

Overall we had 286 participants in the third phase of our engagement program and we received 548 ideas and comments.

What did we ask?

In an effort to evaluate whether the changes have adequately addressed community concerns and determine what the outstanding concerns are in the community, we asked the public to provide feedback on the subject areas identified below by answering the following questions;

Pedestrian Connectivity and Safety

Community Idea/ Concern: Citizens told us they desired an improved journey to and through the site.

Applicant's proposed change: The applicant has created more direct pathways, moved plazas and changed vehicle entrances to improve the pedestrian interface throughout the site.

1. Do you feel the changes to the plan have addressed the community input about pedestrian connectivity and have improved the pedestrian interface? Please advise why or why not?

Development Fit

Community idea/Concern: Concern that the new development will not be visually appealing and will be too high for the existing community.

Applicant's proposed change: The applicant has separated buildings to provide better sunlight and visual permeability and changed orientation of buildings like the gas bar and car wash to improve the site plan.

2. Do you feel the changes to the plan have addressed the community input about development fit and have improved the development plan? Please advise why or why not.

Vibrant Gathering Spaces

Community Idea/Concern: Community feels there is a lack of local, small-scaled businesses and vibrant places to gather.

Applicant's proposed change: The applicant has brought the plaza to the interior of the development to create a community gathering place.

3. Do you feel the changes to the plan have addressed the community input about vibrant gathering places and creates a well-functioning gathering space? Please advise why or why not.

General Application

4. Do you feel the changes to the plan overall have addressed the community ideas and concerns shared with The City? Tell us why.
5. Do you have any outstanding concerns about the application that you feel have been missed?
6. 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.

Public Engagement

7. How satisfied are you with the opportunity to provide feedback?

8. What worked for you about the feedback opportunities provided to you? Is there anything we could do differently to make it better?

How did people hear about engagement?

A comprehensive communications plan was developed to inform the community about all of our engagement opportunities. The tactics included:

- A project specific website (calgary.ca/dalhousiecoop) that shares information and background about the Dalhousie Co-op redevelopment application. The website also includes a summary of previous engagement activities and notice about upcoming activities taking place in the community.
- Digital ads ran from July 17-August 28, 2017:
 - Impressions: 219,892
 - Clicks: 845
 - Click through rate: 0.38%
- A twitter campaign was used to create awareness of all engagement activities, which included:
 - 5 tweets from @cityofcalgary twitter account (@cityofcalgary twitter account has 229K followers as of August 2017).
 - 4 tweets from @nextcityyyc twitter account (@nextcityyyc has 2664 followers as of August 2017).
- Targeted Facebook campaigns were used to encourage awareness of the open house and online survey. They included:
 - July 19-August 2: Dalhousie events awareness
 - Paid reach: 4,658
 - Paid impressions: 14,095
 - Clicks to website: 162
 - Post likes: 18
 - Post angry: 1
 - Post comments: 4
 - Post shares: 1
 - August 9-20: Dalhousie Co-op online engagement
 - Paid reach: 4,275
 - Paid impressions: 13,405
 - Clicks to website: 166
 - Post likes: 6
 - Post angry: 1
 - Post laugh: 1
 - Post comments: 6
 - August 21-28: Dalhousie Co-op open house promotion
 - Paid reach: 4,033
 - Paid impressions: 12,241
 - Clicks to website: 99

- Post likes: 10
 - Post comments: 1
 - Post shares: 1
- A postcard mail out was conducted and sent to 10,470 residents in the surrounding community.
- Six large traffic signs placed throughout the community at high-traffic intersections, to push people to the website and our in-person events
- Information was shared with the Dalhousie Community Association, which they passed on to members of the community.
- Advertisements in the *Dalhousie Digest* community newsletter, were placed in the July edition.
- Sending emails to the 80 community members subscribed to our email list, sharing workshop information and encouraging sign-up.
 - 5 emails were sent between July 13 and August 30, 2017
 - July 13, 2017: List of August events, sent to 80 recipients, 58 opened, 13 clicked
 - July 24, 2017: What We Heard Report from June now available, sent to 80 recipients, 62 opened, 37 clicked
 - August 10, 2017: August events reminder, sent to 81 recipients, 59 opened, 31 clicked
 - August 22, 2017: Pop-up event, open house and online survey reminder, sent to 80 recipients, 52 opened, 16 clicked
 - August 30, 2017: Last day to complete online survey, sent to 80 recipients, 49 opened, 13 clicked
- Approximately 10,000 postcards were handed out at check-out in the Dalhousie Co-op store throughout the month of August.
- 50 posters were distributed throughout the community and hung in areas such as community bulletin boards.
- Co-op / Quarry Bay shared information about the workshop on their website boulevardatdalhousie.ca and to their email distribution lists.
- Councillor Farrell's office distributed information to area residents through their email subscription list and website.
- Future communications for the project will continue as the project progresses via email subscription and website.

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 has been received in phase three of engagement will be used to inform our second 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

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

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

- Citizens are concerned with the proposed height of the buildings and feel that it does not fit with the current community character
- Citizens would like to see more small local businesses in the area
- Citizens are concerned about the potential impact that additional density would have on traffic

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 for each subject area. 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.

Pedestrian Connectivity	
Theme	Detailed explanation and sample comments:
Citizens feel the proposed changes have improved pedestrian connectivity	Citizens feel that the changes made to the site have adequately addressed community input and improved the pedestrian interface and connectivity.

	<p>Sample Comments:</p> <p><i>“Yes from what I can see this has been addressed.”</i></p> <p><i>“Yes very pedestrian friendly. Should be easily navigated by pedestrians.”</i></p> <p><i>“The improved pathways, along with the new pedestrian overpass to Northland Mall, have been a big improvement.”</i></p>
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Development Fit

Theme	Detailed explanation and sample comments:
<p>Citizens are concerned with the building height</p>	<p>Citizens feel that this has not been addressed and that the proposed building height is still too high for the area and does not fit with the existing community character. Some made suggestions for a maximum of 10 – 12 storeys.</p> <p>Sample Comments:</p> <p><i>“In reading the “What we heard” document, there was significant feedback on building height. Why is this feedback not being incorporated into the design? Why are there still 22 storey massive structures? That's TOO HIGH.”</i></p> <p><i>“No I do not think that the concern that the complex will be visually appealing or will be too high have been addressed. We do not need another 22 or 10 story building in this community. It is too big a complex for the neighbourhood.”</i></p> <p><i>“The applicant's changes seem minimal and did not address the communities concern about height. There is more that could be done.”</i></p>

Vibrant Gathering Spaces

Theme	Detailed explanation and sample comments:
<p>Citizens would like to see the plaza concept improved.</p>	<p>Citizens like the addition of a “gathering place” and it has addressed some community input, but would like to see the proposed plaza improved.</p> <p>Sample Comments:</p> <p><i>“The plaza will not be a true plaza if cars are driving through it to the parkade. I don't want to see children getting run over.”</i></p>

	<p><i>The plaza needs to be totally separate from vehicles. Could vehicles drive under the parkade at the West side of the plaza?"</i></p> <p><i>"Will it just be a big concrete area with a few trees or are there going to be benches, tables where one could meet friends for a coffee on a nice day"</i></p> <p><i>"To enhance the gathering spaces, is there a plan and/or budget to provide public art works/sculptures within these spaces?"</i></p> <p><i>"It seems like that the meeting place is the middle of the entrance to the parking garage"</i></p>
Citizens would like to see small scaled businesses	<p>Citizens desire more local and small scaled businesses in the area and would like to see these included in the future development.</p> <p>Sample comments:</p> <p><i>"No. Where are the spaces for small businesses?"</i></p> <p><i>"Are there going to be small-scale businesses here or just the usual ubiquitous Starbucks? No way to tell if this aspect has been addressed."</i></p> <p><i>"What Dalhousie lacks are small coffee shops and local community pubs."</i></p> <p><i>"The point of how small scale businesses will be incorporated has not been clearly addressed."</i></p>
General Application	
Theme	Detailed explanation and sample comments:
Citizens feel there is inadequate parking on the site	<p>Citizens feel there is inadequate parking on site and the spots allocated for commercial will be used by residents. Some citizens also do not like underground parking for shopping.</p> <p>Sample Comments:</p> <p><i>"Won't be able to shop at Co-op anymore as there won't be any parking"</i></p> <p><i>"Parking nightmare look at Brentwood mall apts !"</i></p> <p><i>"Underground for Co-op customers is an unsafe option!!"</i></p>

	<p><i>“I feel there will be a significant issue with parking, I can only assume the buildings will offer one parking per suite and most suites will have two cars, these will be continually parked in the Co-op lot and consumers will have a hard time parking. The development at Brentwood Mall with the four towers has created this exact issue, when I go to any services in the mall; new and old, I cannot find parking and I think the same will happen here unless you can somehow restrict it but I do not see how”</i></p>
<p>Citizens are concerned about the impact of additional density on traffic</p>	<p>Citizens feel that adding density to the area will further exacerbate the transportation network and will create traffic issues.</p> <p>Sample comments:</p> <p><i>“The amount of high density high rise areas also planned within a short distance of this development means there will be traffic density problems in Dalhousie the City of Calgary will be unable to deal with.”</i></p> <p><i>“There is nothing you can do to alleviate the terrible congestion this is going to create.”</i></p> <p><i>“Shaganappi traffic pattern is already bad after putting in the bicycle lanes, now with 436 residential units fitted into that corner? The traffic will just get worse!”</i></p>

What are the next steps?

City staff will conduct a second review of the revised proposal based on technical feasibility, City policies, public input, and landowner rights and provide feedback to the applicant. Feedback gathered through this phase of engagement will be used to inform this second review.

Changes to the proposal will be negotiated based on The City's review of the proposal and feedback from the public.

We will return to the community in the fall to share the final application details the City’s recommendation and summary of all engagement. This will be prior to presentation to Calgary Planning Commission and City Council.

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

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.

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.

<p>Question 1: Pedestrian connectivity and safety Community Idea/ Concern: Citizens told us they desired an improved journey to and through the site.</p> <p>Applicant's proposed change: The applicant has created more direct pathways, moved plazas and changed vehicle entrances to improve the pedestrian interface throughout the site.</p> <p>Do you feel the changes to the plan have addressed the community input about pedestrian connectivity and have improved the pedestrian interface? Please advise why or why not?</p>
OPEN HOUSE – COMMENT FORM
There's really only one pedestrian access W-E across parking lot. What about N-S?
Somewhat, but pedestrain connections through parking lot still seem weak and plaza shared w/ parking garage access is not favorable. I am also very concerned w/ impact of increased traffic on pedestrians or cyclists crossing Shaganappi trail at Dalhousie Drive. Priority should be placed on protecting active modes mobility & safety by slowing vehicles down. Also consider this for pathway x-ing on Bell North road.
Yes, no. Some reduction in road crossings, no coherent connection between the pedestrian plaza and the green space
No, the heatpaths showed desire for pedestrian pathways and only one is provided right through the middle
ONLINE ENGAGEMENT
Yes. Appears all the concerns have been met.
I don't think you will ever solve pedestrian issues without a major rethink of vehicular access. Dalton Druve and Dalhousie Dr is a nightmare for both drivers and pedestrians. And I cannot o
Imagine a full intersection further south on Shaganappi either.i think that the buildings should not be overly high. And the highest point should be furthest from the Dalhousie Drive section.
Yes, pedestrian pathways to improve safety and convenience; green spaces for aesthetics; retail/business mix will make this an enjoyable environment.
yes - by adding the pathways and changing the entrances.
no we do not need more congestion and people in our community. the road system is not adequate to handle the traffic now. I really don't care what you do I don't want it.
No - as a community member i don't like having to walk through the while development to access co-op
No opinion.
Yes very pedestrian friendly. Should be easily navigated by pedestrians .
A bit
Yes

The improved pathways, along with the new pedestrian overpass to Northland Mall, have been a big improvement.
Yes, the pathways link all area
I can not tell from the drawings/pictures... is there access to the Co-op area from the pathway alongside Dalhousie Drive? At present, we walk down the hill behind Dalmead Cres, cross at the lights, and take the pathway to the Co-op. The pictures only seem to show the pathway ending at a doorway to the tallest building which makes access from that corner difficult. Are we to walk all the way around? Cut through the building? Also, putting the gas pumps between the grocery store and the liquor store are going to cause more pedestrian problems, not less.
It appears that some of the "pedestrian issues" may have been addressed, but again as has been stated at every session the issue is a "cumulative" one with the other proposed developments that are slated for the immediate area. They have to be coordinated or improvements could end up being cancelled out by poor decisions of the other development.
Without seeing the proposed plan I am unable to respond to this concern
Like the pedestrian overpass but the approach seems to go out of its way to be as far away from Dalhousie as possible and to accommodate bikes. It's an extra cold and icy walk across in winter.
Yes
Yes from what I can see this has been addressed. I would like to confirm that there is a walkway through the big 22 story building. Something is shown in blue on one of the maps. Is this a walk through of some sort? It appears that there is a walkway for pedestrians coming from the corner of Shaganappi Trail and Dalhousie Drive from the perspective diagram but labels would be helpful to be sure. It is definitely needed for pedestrian flow.
I don't think that the revised plan addresses the pedestrian connectivity at all. I fear the end result with very high buildings will resemble the Brentwood towers-very cold, dark spaces, specially in the winter months. I still feel the proposed development is too tall for this area - buildings will tower over anyone accessing the area, either on foot or by car.
Yes I feel pedestrian connectivity is managed well in this new design. The sidewalk system within the property allows for easy pedestrian traffic flow. As an added bonus, the building bordering Shaganappii will act as a jaywalking deterrent (even though the pedestrian bridge has been built, many people still jaywalk).
Yes , access for pedestrians looks good from what is shown .
It is better, but could still be improved. Specifically, there should be pedestrian access to the complex from the NE corner (where the buildings have been broken up since the original plan).
I believe so, however, there is no mention of the Northland Mall redevelopment. I would hope that the City planning department is looking at these two developments as a whole. Will there be a grocery store in the Northland development? These two new projects will finally justify the installation of the pedestrian bridge over Shaganappi Trail joining the two properties as it is very poorly used at present. (I count the number of pedestrians I see on the bridge as I drive by - only 13 to date since its installation). These two sites fit the plans for increased density as they are removed from traditional single family dwelling neighbourhoods and will not adversely affect them except for increased vehicular traffic. They are also situated so that another LRT stop could be constructed on the Red Line to accommodate the increased density. These plans also support the City of Calgary's plans to build pods of high density residential around LRT stations. This makes good sense.

I feel though it looks nice as a design, it is over built with no or little visible surface parking. Murray Pay Member
No. The first I heard about this was a card mailed to our house in Edgepark 2 weeks ago. This is terrible plan it will cause sever congestion and would cause us to essentially lose the coop store as we would avoid this congestion night mare. In addition the design looks ugly; good for conjested Toronto but not Calgary
no
Pedestrian interface is irrelevant after that stupid bridge you recent put in that does not have stairs, so you need to walk half a klick to cross the street.
somewhat
It looks as though there will be connecting walk ways and high profile cross walks so it appears the pedestrian interface has been addressed.
Yes, this is fine.
I have no comment on this question
You haven't negated the fact that the traffic will increase substantially because of this redevelopment, and that will naturally have an impact on pedestrian safety. I still don't see any focus on the road / traffic / safety infrastructure outside of the immediate development area (these vehicles will not just magically appear bur will be travelling through the neighbourhood - impacting 53rd st / Dalhousie Dr etc.)
Parking appears to be very much more limited, even with the reference to underground parking which I assume is for residential, and perhaps office related uses. It also appears their is pull in on street parking on the west side of the development, which I believe will be quite problematic, given this road also serves in/out for Cdn Tire store and gas bar, AND possible future large residential development further west of this site
No. The presentation to Dalhousie Drive is awful, just a solid wall of building and shadow. Why is the elevation not activated more with more pedestrian friendly connections through to the shopping area. It looks like it's only accessible from the South?
Yes pedestrian accessibility and movement through the site looks better. While commercial viability is not within the scope of public input sessions, a non-negotiable outcome must be a viable COOP store/gas bar/liquor store. This requires easy, safe access by vehicles as well as ample parking - preferably on the surface - for shoppers. If this is compromised, people will simply drive to competitive stores which do provide such access and parking, e.g. Superstore. Pedestrians can't carry enough groceries home to ensure a profitable operation on this site. This consideration must be front of mind in considering the balance of access modes.
I would suggest that part of the development should be for a senior complex similar to the Pheonican with common area, library, gym and meeting room. The population is getting older and a complex as that would suit many aging population
No comment.
Concerns: 1. 22 stories is much too high. 2. very limited parking for the grocery store as proposed
I'm not sure
Most journeys to the site require arriving by car, pedestrian connectivity should be improved from the parking area this has not been improved.
I believe chasing "pedestrian connectivity" and other such catch phrases is a term that belongs back in the 19th century. Individual transportation will not be uninvented. all developments that are pedestrian friendly in the long term will suffer sever economic losses.

Really hard to tell from the one singular image provided.
Yes - I like the gas bar and car wash being moved away from potential pedestrian areas.
I'm a non-car-owner who bought my home on Dalton Dr because of easy access to the train station. I hope that crossing Dalton Dr is safe for people walking to the train. There don't seem to be lights or a crosswalk there. People on the "short end" of the slanted building are not going to want to walk all the way to Dalhousie Dr for a safe crossing.
We need proper walkways, and bike paths , no wonder the bridge is built way to far from the intersection and no body is using it. Is for the new buildings. Not agreeable with the project!!
If they build an apartment building here, also build a couple of parkades. For each apartment these days there are at least two vehicles. there are many vehicles using street parking as it now is.
It looks good to me. I'm happy with the changes.
Pedestrian plaza entry on Southwest corner seems good although they do walk through a busy gas station upon entry. Squeezing pedestrians through the entrance between the garbage/recycle rooms and carwash next to where the grocery trucks back in seems like a bad idea.
Somewhat. It's not clear to me that there will be easy movement through the site and to the pedestrian overpass over Shaganappi. I also often want to cut diagonally across the site to the intersection of Shaganappi and Dalhousie Dr, and it looks like this will be more cumbersome.
Not sure as I didn't see the previous plan, but anything that can be done to improve/ preserve/ prioritize pedestrian and cyclist access and safety would be great.
No idea. What were the specific changes?
Not really, not a lot has changed at all in the new plan.
I am just coming in at phase 3 here. This website doesn't seem to clearly lay out the "before and after" of the pedestrian interface. Judging, however, by the development concept, it seems fine.
As long as pedestrians are able to transit the site I see no issues. This is not a major pedestrian route
Yes. Pedestrian connectivity issues appear well addressed.
I believe the changes have addressed some of the community input, but am still concerned that plans make the site work equally well in winter as in summer. ie: grade of roads and sidewalks ensure safety for cars and pedestrians. Sidewalks cut out for wheelchair accessibility must also be safe for pedestrians during icy periods.
I think it looks great....keep me informed
No comment
No input.
I believe if you go back to the information pulled from the red/green dots of stage 1 the emphasis was on the internal community walkways that replace the lanes in 2/3 of the community and their need to be accessible throughout the year. NOT on the site since the process was focusing on the community at large.
With no other information other than "heat" diagrams how does one realistically evaluate pedestrian safety?

<p>Having been locked out of my attempt to give opinions and suggestions on the Dalhousie TOD developments I will continue there.</p> <p>The question that should be asked is what are the factual constraints of retrofitting a massive series of developments into an established residential community that is all ready 1/3 multi-family. To reach a valid conclusion more that 'stickie dots' and 'paper lego pieces' need to be employed. We do not need another million dollar fix such as the additional lane on 53 and Crowchild if careful pre-investigation would mitigate the difficulties. Without a fact based comprehensive plan developments in the entire area are not worth the stickie note they are written on. They will however directly affect the viability of each other's development and definitely alter the tone of Dalhousie as a community. Again proper development must work for all or no one benefits. And proper development requires individuals buy-in on agreed facts not flowers.</p>
<p>I do not like the plan of having such high condos. 22 stories is too high.</p>
<p>Yes</p>
<p>I am not able to assess if this has been addressed from the information provided on this site. The maps and text here do not indicate "plazas" or describe what improvements have been made to the "pedestrian interface"</p>
<p>Pedestrian safety and usability are very important to us.</p>
<p>I have not seen the earlier presentations and they do not seem to be mentioned anywhere on this site, so cannot answer.</p>
<p>Question 2: Development fit Community idea/Concern: Concern that the new development will not be visually appealing and will be too high for the existing community.</p> <p>Applicant's proposed change: The applicant has separated buildings to provide better sunlight and visual permeability and changed orientation of buildings like the gas bar and car wash to improve the site plan.</p> <p>Do you feel the changes to the plan have addressed the community input about development fit and have improved the development plan? Please advise why or why not.</p>
<p style="text-align: center;">OPEN HOUSE – COMMENT FORM</p>
<p>I still think 22 stories is too high for this neighbourhood. But I do appreciate the building being separated to accommodate more sunlight</p>
<p>I feel that the development seems closed off from the community - like the community is just seeing the outside walls of a box. Could street level offices/shops face out to Dalton & a plaza as well as in to the parking lot? Could the office buildings & town houses be revised on that the main level of both is shops/offices while the homes are on teh upper levels? More mixed, the townhouse buildings could look like this on teh main level. Use the south half of the main level for retail/office and the north half townhomes with their second level on top of the shops</p>
<p>No, its better, but it still looks and feels like the development turns it's back on the community in a substantial way. The massing needs to be much more broken up and density lowered somewhat. Need to ensure pedestrians & cyclists have good access through & to site.</p>
<p>The changes fall well short of the visioning workshop input. Especially between the heat maps and the plan revisions.</p>
<p>While I like the plaza style entrance on the SW corner it's resulted in a cluster of car 7 truck & pedestrian in SE corner</p>

ONLINE ENGAGEMENT
Yes.
Taken in conjunction with the. Northland Village redevelopment and the Dells development, it is too much for the existing infrastructure. TRAFFIC TRAFFIC. TRAFFIC
No I do not think that the concern that the complex will be visually appealing or will be too high have been addressed. We do not need another 22 or 10 story building in this community. It is too big a complex for the neighbourhood.
The issue here that stands out in my mind is the architectural appeal. The visual aesthetics. I hope there is room in the budget for an appealing design!
Yes - I think the developer has responded accordingly. There are tall buildings in Dalhousie already - just around the corner from this proposed development. Dalhousie has always had a good mix of single family and multi family housing - this is not a change. I think the site plan looks visually pleasing. Kind of has a mountain theme based on the descending height of the buildings.
high rises and congestion do not fit anywhere in our community. as in other places like Brentwood the crime rate has increased, and we don't need high density and the b.s. that goes with it.
No. The building max for all should be 10, not 22 stories. 22 stories will dramatically impact the look and feel of the community
22 stories is far too tall for the community and even adjacent communities, such as Edgemont and Brentwood.. 10 stories seems like maximum. In addition how will this density of people impact traffic. This is quite far from Dalhousie LRT, especially in the winter. Shaganappi at Chowchild and Dalhousie at Northland already backup, how will this be mitigated what interchange improvements will be made?
Yes. The original view was very nice. This one is even nicer with the better sunlight. A matter of taste. Not everyone will like the design no matter what the developer does. This is so much nicer than what is there.
Yes
No. A 22 storey building is not in keeping with the neighbourhood. At all. This development is much too dense and too tall (specifically a 22 storey building). Also, where is the feasibility study with regards to all of this residential? Calgary is a very soft rental market. Dalhousie already has a lot of rental properties (near the LRT). There is more residential development planned for at/near the LRT (and perhaps, eventually, at a redeveloped Northland Mall). Where is the demand coming from?
I do not agree that the development has addressed the height and visual concerns. The buildings are proposed to be taller than what the Dalhousie vision document calls for (up to 20 storeys vs. 9-10 storey maximum listed in the Dalhousie vision documents) Additionally, from the renders provided it appears the largest buildings will ring the entire development, which makes the entire development look closed off and unfriendly. It is also a poor look for the community from major thoroughfares such as Shaganappi Trail.
I think it is too much housing for the amount of space and overcrowd the current streets.
No, I do not. The buildings may be separated but I do not see any pathways between them. The buildings are still too tall and completely block access to the Co-op area from the north and east to pedestrian traffic.
The applicant's changes seem minimal and did not address the communities concern about height. There is more that could be done.

<p>Still believe the towers are too high ! MORE IMPORTANTLY There is still the concern of the convergence of traffic to all these buildings in such a small area. The intersection of Dalhousie Drive & Dalton/Dalhart can't support this traffic since again it is not only the traffic for this development that is the issue. The other development will be generating traffic through the same measly little street.</p> <p>The increased traffic coming down Dalhousie Drive will be inevitable and any efforts to address it will simply push traffic onto the internal community secondary road of Dalhart Rd cutting through the north side of the Dalhousie community.</p> <p>Residents of these homes will end up being the "Collateral Damage" for all the efforts to mitigate the original traffic concerns. Drivers will simply try to avoid the chaos of the intersection by cutting through off of 53rd onto Dalhart through the community and into the development off the secondary road. Something for us all to look forward to !!!</p>
<p>The new plan does not address the biggest concern of the community regarding the excessive height of the development. The new plan seems to be focused on the developer not the need of the community!</p>
<p>No. The fact that the building is 22 storeys high just do not mesh well with the community. Dalhousie was developed as a low density housing units and the new tall apartment buildings just won't fit the design. People who live around that community will have its view blocked. Increased traffic will affect the communities near by.</p>
<p>Yes</p>
<p>No - there is considerable concern from the community and from forums that 22 stories is too high yet there has been no adjustment to this height.</p>
<p>On Edgemont not Dalhousie but that coop is our local. I'm wondering about the extra traffic to get on and off Northland Drive. Does the city have plans to widen road or add a turn lane? I am in favour of higher density.</p>
<p>The apartments are an eyesore. Boxes with windows. Can they not make them more visually attractive?</p>
<p>Yes</p>
<p>Yes, it is improved. However, the 22 story building is still ridiculously too tall. Obviously it is all about making money but if that building was more like 10 or 12 stories it would fit better with the community. The staggered levels are appealing though. In other words, the general style of the building is ok.</p>
<p>I still feel the new development is too high and the entire group of structures needs to be lowered by several stories.</p>
<p>See above-still think the buildings don't fit the area</p>
<p>No. It looks unappealing and too high. It will change the visual culture of the area, taking a more homely area and making it look more urban and metro.</p>
<p>I believe the site plan is very open and will be good at allowing light into the center space based on building heights and spacing. The overall layout would work very well to facilitate people flow.</p>
<p>Yes , the design of the project is good and will be a great improvement over what is located there now .</p>
<p>The layout is better - please don't use the ugly siding that they used for University City.</p>
<p>There are still so many options that I could not visualize what the final outcome will be. I only hope that the plans will be tasteful in design and create a comfortable area without wind tunnels and dark long shadows from the high rises.</p>
<p>No. This does not fit well in our overall community of Edgepark, Edgemont and Dalhousie. I do not want a down town sky scrapper to replace the nice store we have at present.</p>

This is terrible idea.
too hii
Yes. really enjoy the separated building concept.
No, scrap the entire plan and leave the site the way it is.
The development is too high---does not fit into existing community. Plus the exterior of the buildings look cheap,plastic and that it will not last.
I do agree that the area needs a face lift, however, I think that a development that is 22 stories is far to high for the community that it will be built in. 10 or 12 stories would be more reasonable.
They didn't do anything with the 22 floor height but the proposed development seems to be visually appealing to me. What architectural features will be incorporated on the east facade of the tallest structure as this will be facing the traffic and could give the appearance of a huge monolith if not properly designed.
The thousands of Dalhousie residents need a grocery store within walking distance.
The layout looks nice but I would prefer buildings be kept under 8 floors as the area is old, we have 2 high rise in Dalhousie now and I do not feel they add to the appearance of the community.
No. The 22-storey (75 m) tower is far, far too tall for this area. In mid winter, this tower will cast a shadow that is 270 m long. We live on Dalkeith Hill, about 100 m north of the proposed tower. We will be in the shadow of this proposed structure for much of the winter. The developer has done shadow calculations for the equinoxes, which underestimate the shadow length for half of the year. To me this is not an adequate representation and deliberately deceives Dalhousie residents. Suppose I get pulled over for speeding and tell the cop that I was going less than the speed limit half of the time. Would I still get a ticket? Of course I would. Other redevelopments in this area are much lower in height. For example the "Phoenician" on Dalhousie Drive and the "Groves of Varsity" on the other side of Crowchild. Redevelopment of the Co-op should take these examples as a template. These redevelopments are a much better fit with the Dalhousie community. The Co-op site is ripe for redevelopment, and building condos here sounds like a good idea to us. However, a downtown-sized apartment tower is not a good fit for Dalhousie. It is unfair to Dalhousie residents to build a structure that will block out the sun for much of the winter.
The one building is much too high for the Dalhousie area. We are a small community with one current high rise building (+10 floors) and that is plenty for our area. If we are to see a development at the Coop area, we would want buildings no higher than 10 stories.
Just too massive for a suburb, in fact I would say it's too large (tall and congested) for even the downtown core. 10 to 12 stories should be the maximum height for this corridor - this has consistently been highlighted by the community but equally consistently ignored.
Still too high, it appears that it will shadow Dalhousie Drive much of the time. In winter, this could lead to problems with road/sidewalk etc icing, particularly concerning as this is on a slope towards the traffic lights @ Shagganappi Tr.
This helps but the style is boring. Some pop feature is required or a showcase material at the main level. Something to add some interest to the elevations would be nice.
No, the buildings are still too high for the existing community, bringing too many people to the same living spot.
Yes changes are evident. The city objective of increased density requires "high rise" development. The elevation difference between Dalhousie Drive and the COOP site will mitigate the impression of towering buildings. The idea of having residential units with

entrances along Dalhousie Drive will also help with a sense of integration into the adjacent neighbourhood.
22 stories is too high for this residential zone. Building is still too high
The proposed development is significantly too large for the area. The buildings remain far too high and better suited for an area like downtown Calgary where there are already a number of high rise buildings. It is way out of place for a community like Dalhousie.
as above
Very concerned about traffic flow, and inadequate surface parking. Development plan should consider adding parking for condo residents on North and east sides of the development areas (currently green spaces / pedestrian pathways). What's stopping condo residents from parking on surface lot where Co-op customers should be able to park?
The applicant has made no effort to change the height of proposed buildings blocking the existing community of Dalhousie on the opposite side of Dalhousie Drive. Changing the orientation of the gas bar or car wash has no impact as these simply face the carpark area of Canadian Tire store. The negative impact of the development remains on the real estate value and blockage of view for Dalhousie residents.
Yes
NO. This change has not addressed the long shadows cast onto the neighbourhood north of the development. No home owner bought a property in the past to have it sit in shade for substantial amounts of time in the year. Has the developer even addressed how far the shadows will fall in December? Sunnyside has restricted downtown heights due to shading, all other districts should be entitled to the same right.
In reading the "What we heard" document, there was significant feedback on building height. Why is this feedback not being incorporated into the design? Why are there still 22 storey massive structures? That's TOO HIGH. This is going to be another "Crayola Village" (aka Brentwood) full of temporary renters and empty business spaces.
No the plan does not address the common concern of current residents concerning building height! The buildings being too high to fit into the existing neighbourhood. 22 stories is too high - please revise to 15 stories maximum. I understand Calgary needs to densify but I was shocked at the height of the buildings both in the initial and revised plans.
I didn't see the first version, but I think this is a great improvement over the ugly flat concrete we have now. I was sorta turned off by those brightly-coloured condos at Brentwood at first, but they grew on me, and I think these buildings might be nice in the same way.
I have seen the plan, and the tall part of the building will be shading my backyard, I am not happy about that. I want to see the sky not the building. When I bought the house I sold my life to the bank to pay the mortgage, because of the view and now is destroyed by a tall building. Hope the city of Calgary will decrease the property tax considerable because the price of the housing in the area will go down. 10 storey is more appropriate but 22 is insane. Build somewhere else, or build an hospital . This is what the city need, and more schools. 23-25 kids in one class is already too much, but after compacting so many families? Wrong thinking! !!!
The liquor store can close permanently as far as I am concerned. The height of the building is a mute point with me. My concern is parking availability and pedestrian crossings. I also think that Northland mall should be knocked down and townhouses built on the property. The mall is dead anyway. Walmart can be moved nearby, maybe put in dalhousie station mall.
I like the visual appeal of the site, especially that the apartments are against the road.

<p>Changing the location of the car wash may not have improved the plan but instead created more of a bottleneck. Cars at the current car wash sometimes spill out of the loop that is meant to accommodate them. If this happens with the new design it will block the road at the south edge. I understand this is not a city street but it certainly serves as one for traffic to pass through onto SB Shaganappi.</p>
<p>There could be a welcoming wooden stair (not concrete which looks bleak) entrance at the NW corner for pedestrians.</p>
<p>It's difficult to view this as anything but a parking lot with tight spaces sharing space with a gas station in the middle bounded by buildings largely turning their backs to the community.</p>
<p>The large blank canvass on the CStore facing Cdn Tire (it must be 30 metres across) looks like a great location for a mural - or more likely - graffiti</p>
<p>The height of the building is still a complete eyesore for the community.</p>
<p>I think the buildings are too high for the community. The low profile of most of the buildings in the area is part of the appeal of the neighbourhood. The one taller building nearby (the Fortress on Dalton Dr), is very jarring visually, and overshadows a lot of the surrounding buildings. I'm not convinced that the proposed buildings won't do the same.</p>
<p>Primary tower does still seem quite tall and will still block views for certain homes to the north of the complex.</p>
<p>No idea. Where are the changes specifically documented?</p>
<p>Again changes are minimal</p>
<p>Development fit seems good to me - I like the look of the buildings. I can see how some owners might be concerned about their view of Nose Hill being impeded, but the orientation of the buildings seems to ensure that it wouldn't be a complete block.</p>
<p>I find the proposal to be appealing. I strongly believe that Calgary needs to increase its population density and stop spreading outward. This development can turn an underutilized site into a home for many people without the need for heavy infrastructure investment</p>
<p>The development looks reasonable. Further enhancements would include details of a garden area and some distributed flower beds along the pedestrian walkways.</p>
<p>Mostly - preferable that buildings do not overshadow existing housing - to allow access to sunlight, but also to help keep sidewalks from remaining icy and unsafe.</p>
<p>While this is an improvement, I still think that the residential towers building is too high. I am not opposed to some densification, however these towers are going to be significantly taller than the other surrounding buildings. It will block sunlight, and be very imposing at the Shaganappi corner. The same goals can be achieved with fewer residential apartments so that the building has a smaller general appearance.</p>
<p>yes I do</p>
<p>I think the max heights should be no higher than 17 stories which is the height of the Fortress apt building. 22 stories is too high for this area. It will create a visual and physical barrier at the edge of the community.</p>
<p>Changes to the plan have NOT addressed my concerns regarding height of buildings. A 22 storey high rise does not fit in with the scale and character of the neighborhood!! The maximum height should be no more than 12 storeys. Also, adding 436 residential units has a great negative impact on the community in terms of infrastructure (especially traffic and</p>

school capacity). Along with the proposed development at The Dell, the huge influx of people is far more than the community can comfortably absorb.
The entire complex turns its back on the existing community--a walled fortress that has even reduce the community access to 2 driving lanes and walks that are constrained by the site contours.
However, since the latest Co-op presentation took place on August 28 where I erroneously expected concrete factual information, and it would appear from the City Timeline that the very last input from residents is August 30 question whither anything in a seemingly prearranged outcome will change. After being a dynamic and involved community for over 50 years and have cooperated on many developments the Dalhousie community deserves more than "there, there" and a pat on the head.
The separation of the buildings is good.
The 22 story building is much too high to fit into our quiet bedroom community. You have really let us down here.
No - I do not feel this has been addressed. There was no decrease in height to either of the residential buildings. Height of the building was a significant concern for each table group at the meeting I attended. 5 stories was frequently suggested as an appropriate height for that site as each group shared their concerns.
See above.
Question 3: Vibrant gathering spaces Community Idea/Concern: Community feels there is a lack of local, small-scaled businesses and vibrant places to gather. Applicant's proposed change: The applicant has brought the plaza to the interior of the development to create a community gathering place. Do you feel the changes to the plan have addressed the community input about vibrant gathering places and creates a well-functioning gathering space? Please advise why or why not.
OPEN HOUSE – COMMENT FORM
The plaza will not be a true plaza if cars are driving through it to the parkade. I don't want to see children getting run over. The plaza needs to be totally separate from vehicles. Could vehicles drive under the parkade at the West side of the plaza?
The plaza is not pedestrian space if shared w/ motor vehicles entering/existing a parkade
A wide section of sidewalk facing the parkade entrances does not constitute an engaging pedestrian space
It seems like that the meeting place is the middle of the entrance to the parking garage
ONLINE ENGAGEMENT
Yes. I am satisfied that there is going to be more than enough gathering space.
No I do not think that it will create a gathering place. The space that is proposed for it is tucked into the corner where the resident buildings are is at a place that most users of the Co-Op store will use.
Yes this was a concern during the table top discussion. I hope this will give the area a feeling of a square or piazza.

It isn't up to the developer to provide small-scaled business space. This is not currently a community gathering place - so why does the new development need to provide one outside of their own residential needs? There are parks along the street that may be impacted in their use - might need to update the playgrounds.
there are " vibrant "places around now and I don't see a lot of use in them.
No. Where are the spaces for small businesses?
No.
The community gathering place is a nice touch. About the small scaled businesses, I'm not sure this can be addressed until the tenants are in place once the project is completed. I like the potential for professional offices, doctors, dentists etc.
Yes,we need more business in this area
I do like the idea of a community plaza, but it is easily missed if ringed by massive apartment buildings, and risks being hard to access, being masked in shadow for much of the day, or hard to keep clear in winter.
I think that this is just a cement pad! I think a gathering place needs shrubs, trees, benches, picnic tables.
I don't think it does. I very much doubt the plaza in front of the taller buildings will be used by the community visiting the location for the purposes of grocery shopping or fueling the car. And the "plaza" added off Dalton Drive and the SW corner are sidewalks; they won't be used for "gathering".
The plaza is a great start. Hopefully there will be advantages for small, local business owners to lease space.
No . . .the reduction of light will make concrete gathering spaces uninviting. Who will want to gather there. Have you seen the concrete "gathering spaces" at Brentwood. Hardly inviting or being used. Simply shaded wind tunnels under the highrises. A Joke !!!!!
Does the developers really believe the Dalhousie and surrounding communities will just move over to gather? The only people that is benefited from this project is COOP and the developers. I don't think the project helps the community at all.
Hard to determine without a list of retailers or a drawing of the site.
Not sure about plans for gathering places- is the library moving over? Otherwise just a dormitory with ability to buy groceries and other necessities.
Yes
The plaza change is good. Will it just be a big concrete area with a few trees or are there going to be benches, tables where one could meet friends for a coffee on a nice day?Are there going to be small-scale businesses here or just the usual ubiquitous Starbucks? No way to tell if this aspect has been addressed.
No
If the ground floor of each building is to house small businesses then this design will be an excellent gather space. There is adequate patio room for people to gather and chat.
Yes , revised plan seems to be better for flow of traffic and pedestrians into as well as for exiting the proposed development.
No comment.
It is very important to create a vibrant gathering space for the people living, working and shopping there - recognizing that we live in a cold climate. Aspen Landing shopping centre has created just such a space with convenient surface parking as well as underground parking. This shopping centre is very successful in a commercial sense as well as a lifestyle sense. Why not use the best attributes of this centre in the design of this development.

No. This is going to be a congested mess to avoid and end being slum plaza.
no
Love the idea of a Plaza inside the development.
This is not important.
no-people gather for a reason. Gathering space is too small for business and people need a reason to gather. Shopping at Co-Op will not draw people to a common space.
Residents need a grocery store. Save Co-Op
The plaza with small shops and coffee house will be an added benefit to the site.
What Dalhousie lacks are small coffee shops and local community pubs. The Dalhousie station has restaurants, stores, and a Safeway. Based on the empty building that has been several businesses over the years at the Dalhousie Station, I am not sure how many more businesses we can attract. As long as the developer can guarantee all business allotted spots are rented and do not sit empty, it would be an improvement to the current set up.
Concrete and asphalt - I guess this is the new definition of green?
I don't see the Plaza in the center /interior area, which appears to be all parking, which also appears to be limited (see above comment)ss
A parking lot in the middle of the buildings is not a community gathering place. If there is underground parking why not incorporate a park or community area in the middle?
There are two quite different points entailed in the community concerns. The interior plaza could enable gathering and be a bit of a focal point for the development; however, providing space does not guarantee a vibrant atmosphere and there is always a concern about "undesirables" loitering. - some further on how to make the plaza work as intended will be needed in the next steps. The second issue - local, small-scale businesses - is a bit problematic. I have walked a number of recent developments that provided space for these under high rise developments. I had to conclude successful examples are few; failures are many. Fortunately there are some businesses that have traditionally been associated with COOP. Let's focus on these.
As above.
gathering space is blocked off from community by the condo building itself. Considering the increased traffic this will hardly be accessible
No comment.
where are the spaces for local, small-scaled buildings?
Yes, it looks vibrant. But, traffic and surface parking issues appear to have been overlooked.
Is the suggested gathering space the car park area? High density in this area combined with lack of parking area does not allow for gathering space.
Yes
IF the developer is prepared to rent out small spaces at costs or a loss (covered by the larger tenants) then no, it does not address fundamental economic challenges (look at Dalhousie Station, which has had a substantive turnover rate for small and medium tenants).
It's a miss in my books. It's a giant parking pad. Visually unappealing. It doesn't attract me to go there and if I do, I'm not staying a long time.
The changes are an improvement over the original plan.
I can't really tell from this picture, but if the edges of the condos are "awnings" for ground-level shops then that is GREAT. Our neighbourhood needs walkability SO BADLY. The lack of a coffee shop with a patio, or ANYTHING with a patio, or benches or ANYTHING, is one of the very few things I dislike about living where I do.

People don't gather at shopping malls like they use to. Shopping is all online now.
It looks like it will work, especially if buskers are allowed to perform there and food trucks can park on the perimeter of the plaza.
My understanding is that the community gathering place is now a shared space which shares space with the only entrance/exit to a busy 590 car parking garage. That's a lot of "Car!... Game on!"
I was unable to find any plaza guidelines for Calgary but some plaza guidelines from Vancouver may be illustrative of why this location is not suited as a plaza.
"Design: A plaza will be unsuccessful if it is not well used because of a perception of unsafeness."
"A plaza should provide easy and direct access particularly for the elderly, disabled and young children." The traffic entering the plaza from both sides causes problems with these two points.
"Wind Downdrafts from surrounding high-rise buildings can cause user discomfort and should be prevented or reduced through specific design measures." This location is in a wind tunnel.
A parking lot is not a community gathering place, nor is a small courtyard beside a parking lot. Facing non-local businesses inwardly does nothing to address this concern. If anything it demonstrates a complete lack of understanding of this concern. This looks like a very unappealing location, to visit, and it doesn't match the surrounding area.
Support and opportunities for smaller, independent businesses would be better. We already have a great community centre.
I only go to the store and bank to carry on my business. It is of little consequence to me regarding the gathering space. My main concern would be the subject of loitering and inappropriate gathering by less than acceptable individuals.
It is still a car oriented development with a really big parking lot. Not even remotely close to what came out the design workshop.
I'm glad there's a little plaza there, but I don't think I've really seen people use those places to gather without some external organization planning things for that space. Otherwise, residents just seem to get annoyed about loitering.
There are no gathering places on this site today. Anything the development creates is an improvement. I assume there will be retail & commercial opportunities in the new development.
The point of how small scale businesses will be incorporated has not been clearly addressed. How will the proponent encourage the participation of new small businesses in the development? To enhance the gathering spaces, is there a plan and/or budget to provide public art works/sculptures within these spaces?
No there are not enough spaces with the increase in population of the site.
I am not sure how you can guarantee small business will thrive in a world where big box stores prevail. But it is certainly worth trying to make this area a gathering place - plan for all seasons, not just the summer.
This is significantly better. It would be wonderful to have a small businesses, a local coffee shop, shops, clothing stores, etc. (similar to Aspen Landing area). That is such a nice location to visit as a family to do errands and meet in the community. It would be really wonderful if we

could get good quality stores here to keep Dalhousie residents in the community for their basic shopping needs.
The community gathering place is essentially a parking lot. Not my idea of community gathering.
No concerns
NO. The project is expected to take 3-5 years, there will be no gathering places for patrons only for storage of construction material and vehicles. After such a time the site will not be a destination. Dalhousie Station still has trouble holding CRU's. It does have a few franchised food businesses but has lost several others over the years. There seems to be no market.
According to the literature, a well-functioning gathering place needs interesting activity around it, otherwise it becomes a bit of a wasteland. A coffee kiosk, or a special events area such as a farmer's market in the summer sponsored by Coop would liven things up.
The information provided on this site does not describe what this "community gathering place" will include. Will there be any community input in the businesses that will be a part of this development?
Maybe.
Question 4: Do you feel the changes to the plan overall have addressed the community ideas and concerns shared with The City? Tell us why.
OPEN HOUSE – COMMENT FORM
I think they've gone part way but not all they way
Still no improvement in traffic (vehicular) access. This is a must
Somewhat, but I think much more needs to be done, particularly around making the development feel a part of the community, ie. Face outward, not inward
No. as per above notes
Not really too much bldgs in too little
COMMUNITY SOUNDING BOARD
Won't be able to shop at Co-op anymore as there won't be any parking
If there are that many vehicles coming in, how do you handle the volume on Dalhousie Drive.
No, this is the best Co-op, and it could be better!
Too much condo development in this area. Who is going to live in all these units (look at Brentwood Development Vacancy) One building will lower real estate values. Dells, Coop & North land mall too much condo development for area
Visitors will take parking spots meant for customers shopping!
Parking nightmare look at Brentwood mall apts !
Too much building too tall toomany people infrastructure in area not built for all this
Underground for Co-op customers is an unsafe option!!
ugh... No! Traffic will be horrendous parking " " " No!
No infrastructure to support this development! No!!!
Parking nightmare! XXX
Still no improvement in traffic (vehicular) access. This is a must
Maximum 12 storeys - similar to height already in place - 22 too high!
Traffic issues!
Dalhousie does not need more tall buildings! Yes we do!
What about adequate parking for Coop customers

What about bike access?
I believe this is not a good idea. This not in balance with Dalhousie community living. It will block light from residents; Buildings should be smaller 3-4 stories and not on this lot. Further close train station
ONLINE ENGAGEMENT
Yes. Honestly cannot see anything that has not been addressed. No matter what you do or how well the development is thought out and implemented there are going to be complaints. I am all for this. To me everything appears good to go.
Yes I'm sure that Co-op and the developers want to include the community input, but I feel that the design was fully developed before asking for suggestions.
I think this looks like a great development for this site. At present it is tired and grungy looking - the few small businesses are very niche and aside from weight watchers and the dry cleaners I don't think they see much action.
Having the COOP renovated to have the space to reflect an updated demographic will be great.
NO WE DON'T NEED IT JUST LIKE THE PEDESTRIAN OVER PASS THAT IS NOT USED AND PEOPLE STILL JUST WALK ACROSS THE ROAD. IT IS OF POOR DESIGN ESPECIALLY FOR HANDY CAPPED. TRY TO GET A WHEEL CHAIR UP AND DOWN THAT - BIG GOOF UP
See above. The changes that were made were merely concessions and not a change to the sheer size of the project.
No, the density is the greatest concern. I shop at Dalhousie Coop weekly and live in lower Edgemont. Please do not approve this as is, it will negatively impact the quality of life of those already in the district, due to congestion and reduced privacy.
I feel the developer has done what they can to address the major issues. There will always be some people opposed to any change in particular if it increases the density in the area. However the current structure is old and tired and actually brings down the neighbourhood.
Yes, by moving the gas bar
No, I think they are nice drawings that will not look well in real life.
No, I don't think they have. The change moving the car wash clear across the lot away from the gas bar, across the entrance/exit road is going to cause traffic and pedestrian issues. If anything, the liquor store should be moved closer to the grocery store to facilitate pedestrian traffic, keeping the gas bar and car wash together.
The changes do not seem to encompass the communities concerns fully. It appears to be more of a compromise.
Movement of the gas station and repositioning of tower were changes that make sense.
No - as an attendee at the community meetings, and hearing the concerns regarding the height of the development I do not feel that the concerns have been met. At the meeting, at which we were asked to reconfigure the plan, we were asked to do so within the "required minimums" of building and stories which restricted our input. There was an initial assumption that we were in agreement with the minimal height of the residential structure therefore our input was slanted in support of the minimal height. The defence that the minimal height was needed to ensure the number of residence to support the shopping district does not tak into account the current residence in surrounding communities. I am very disappointed with the process to date as I feel that the development is directing the input of the community versus the other way around.
COOP starts out a project that do not fit the community and made minor changes to make it sounds good. I just don't see how putting a high density housing in a low density community

can be a good thing in any way sharp and form. The whole project was ill conceived from the start. It will affect the view, property values, parking and traffic in the communities and the nearby communities. Shaganappi traffic pattern is already bad after putting in the bicycle lanes, now with 436 residential units fitted into that corner? The traffic will just get worse!
No - traffic concerns that will not be looked at until after another city study (traffic impact analysis) and the lack of any changes to the height of the buildings indicates the usual bias towards developers rather than to residents. How can you even ask if concerns have been addressed to a study that has not been completed?
Not sure
Yes
Certainly many concerns are being addressed well which is very much appreciated. There is better pedestrian traffic flow for those of us that walk to the Co-op. Thank-you because as far as I can tell pedestrian traffic for the development beside the Dalhousie LRT and how it connects to the LRT station is not being planned well at all. So it is very nice to see the developers really trying to address pedestrian concerns.
I live across from the Coop on Dalhousie Drive and it is apparent that I will be greatly affected by this new development. Traffic, noise and congestion to name a few. I feel that the project should be pared down as a major concern would be lack of buyers etc in the coming years and the entire project becoming low rentals. There is already a problem selling condos in Dalhousie.
No, as above, too high for the area. Existing community will be in the shadows, if not physically some months, then metaphorically. Just too much development for a small corner. In a broader sense, I'm concerned about the coop development at Brentwood, the one at Northland, this one, and no doubt others in the vicinity that I'm not aware of. Where's the cumulative plan, with detailed drawings showing what the whole area will look like? In addition, there needs to be better access on and off Shaganappi Trail to this development-in one proposal I heard that this will be eliminated-surely you jest!
The changes to the plan have listened to community concerns and rectified all concerns that were made. The current design is probably as close to perfect as you can get.
The revisions to the plan greatly improve the proposed development on what it will do for the community .
Yes.
No. There is nothing you can do to alleviate the terrible congestion this is going to create.
no
No, scrap the plan. Too much cars/traffic.
they have some what been addressed. Overall the development has tried to address concerns---but could focus more on the fit---and a communal space that would draw all the generations. Would be nice to see a shuttle that runs every 15 minutes from space to the Dalhousie LRT station.
I feel there will be a significant issue with parking, I can only assume the buildings will offer one parking per suite and most suites will have two cars, these will be continually parked in the Co-op lot and consumers will have a hard time parking. The development at Brentwood Mall with the four towers has created this exact issue, when I go to any services in the mall; new and old, I cannot find parking and I think the same will happen here unless you can somehow restrict it but I do not see how.
no, the one building is too tall
No. The City has a concept of how it should develop and seems determined to push it through regardless of residents pleas...

Not really, at least not the concerns that I would have. I think the site is too small to have 400+ residential units, and addition to retail /services etc similar to what is currently in place.
It is better but not addressing the connection and sight-line impacts for the neighborhood to the North and has no community / landscape gathering area.
No, it is still too high for the existing community.
Yes I think that the plan now reflects community input.
condo building is still to high. Community space inaccessible
No comment.
see concerns
The development isn't bad. But you need to try and preserve what's good about the space right now. Ease of access for pedestrians and community residents, no hassle parking, a relaxing shopping experience when you go to buy groceries at the Co-op. I can't say the same for many of the other Co-op locations, and I would prefer if this location didn't change for the worse.
Density and building height suggested by the building area plan have not been checked by the applicant.
The amount of high density high rise areas also planned within a short distance of this development means there will be traffic density problems in Dalhousie the City of Calgary will be unable to deal with.
NO. I believe this development has completely ignored the long term well being of the community and city. Most beautiful cities in North America are beautiful due to the green coverage (urban forest) and vast green spaces spread out from most residences.
No. Perhaps a real review of the "what we heard" document is in order.
Building Height. Connection to community. Incorporation into the community.
No - please address the building height issue. The other issues have been addressed and the proposed plan is an improvement. My only other concern is adequate connectivity to the Dalhousie LRT station and over to the pedestrian walkway over Shaganappi Trail to Northland Mall/new development.
Again, I didn't see the first version, but this looks fine except for that hideous parking lot. That's Calgary, I guess.
I do not think you care about our concerns, is about the money! We slowly learn how little we are.
Yes, they have. They are based on what I saw at the last community engagement sessions.
Not really. because there is not enough space to squeeze everything in.
Somewhat. I still feel that the size of the development is too large for our community. What happened in Brentwood and Varisty is a shame and now it looks like we are going to experience the same thing
No. I am still concerned that the overall height, and the lack of meaningful community space continues to unaddressed.
No idea. Where were the changes documented and in what degree of detail?
No. Changes are minimal. The design is still not in.let ne with the design workshop.
I think so; judging by the above statements, concerns seem to have been addressed.
Yes
Yes in general - but see points raised above for enhancements

No you did not get enough input from a population of over 9000 in the Dalhousie community
I believe that developing shopping areas like Dalhousie Co-op into multi-use community centres is appealing and a better use of space - the challenge is to make them work within the community. They must be seen as safe, pleasant and accessible as both as destination and en route to another site.
I still have concerns about the number of units, the height of the main building. The building is so tall for the area and if it was a bit smaller I think there would be significantly more buy in from the community. Another concern is the increase in traffic if there are so many units. I also continue to have concerns about schools. While the target is young professionals, there will certainly be children living in the buildings (which is great in my mind), but there needs to be thought put into where they will go to school and how that will impact the current students attending. Class sizes are at capacity already and it is so important to have good schools to build a good community. The Midtown Coop has a great layout and I really like the store so glad to see it will be a better design and nicer interior.
No it does not address height concerns at all.
Concerns about building height were completely ignored!!!
NO, without access to the 'secrete' transportation studies I can not guess what those implications will be. This is especially the case since the Birchwood rezoning has been approved and the talk from City personnel that Canadian Tire is in the offing. (I note you have no space for a traffic comment) Dalhousie Drive is the East / West artery and access for the entire community with out short cutting and every intersection along it's length is controlled. Not a way to handle increased levels of traffic from developments. This is the case from the already contentious intersection at 53 Street. The major impact of any development even a remodel of a house is the impact on traffic and how people get around and into the community, but that information was not forth coming.
The retained height of the towers (22 stories) is not consistent with the feeling of community that we would like to keep in Dalhousie. We would like buildings on a human scale, really not more than four stories or so, like in Europe.
I do not feel that the information provided on this survey site was descriptive enough to provide meaningful feedback. I am hopeful that the feedback received from community members who were able to attend more of the meetings will be heard and will be representative of our community. Based on the information provided here, the "applicant's proposed changes" in response to the described "community idea/concern" are NOT sufficient.
Ditto, but probably not. Looking at the development concept, there appears to be inadequate parking and inadequate access to it, compared with what is available now. Is this supposed to be a very local community centre, so that people who live elsewhere in the area are discouraged from using it? This would be annoying as the Coop is the closest available shopping area to me and I have used it for decades.
Question 5: Do you have any outstanding concerns about the application that you feel have been missed?
OPEN HOUSE – COMMENT FORM

I'm definitely still concerned about traffic - especially the entrance from Dalton Drive into the site; I'm concerned about the increased density in the area
Yes. I am very concerned the traffic impact assessment does not consider the impact of additional motor vehicle traffic on active mode safety. While the new regional pathway is appreciated, it is minimal overall
traffic concerns have been missed
OPEN HOUSE – ENGAGEMENT BOARDS
Love it. Classy and will revitalize a old tired looking area increased density makes sense
Consider placement of street furniture & vegetation so that pedestrian desire lines are not blocked
Consider picnic tables and trees for shade in plaza area
Too much on site; access major problem
Separate roads in & out for retail; too many delivery trucks
condos & retail separated!! Don't build too close; noise, idling, constant traffic
Information & clarity about parking (under & surface)
Very disappointing that the green space has not been dovetailed into a pedestrian corridor
How will construction traffic/noise be accommodated? Please don't have construction access off of Dalton Drive! (Pretty please...!)
Overflow parking from residences in Coop lot - it will be harder for shoppers to find a parking stall
Coop patrons on surface only; So parking will be about 1/2 of existing
Worried about snow accumulation due to wind between two buildings
Is there a process to deal with the interface issues. Eg. Link to CTC (for pedestrians as well as cars), the intersection at the top of the hill on Dalhousie Drive
22 Stories, to high, 1/2 it
I agree - 22 stories seems really high for this neighbourhood
Does the apt. bldg have to be 22 stories? It seems excessive & looks ridiculous. The coop upgrades are fine.
30 zones + increased traffic?
22 stories too high; other than that - I like it
No dev plan for the community
More trees/seating/shade. Having a plaza/gathering place is really important
Concerned about traffic congestion @ dalton drive entrance. That left turn already backs up, especially on weekends
Intersection at Dalhousie Dr & Dalton already congested and unsafe for pedestrians
Pleased to see dedicated pedestrian walk across the parking lot to/from Coop store, I understand the cross walks will be raised a bit as done in the Brentwood development. This works for safety of all
The inspired input from the visioning workshop appears to be all but ignored
22 stories is too high, 12-15 max! Traffic concerns as well!
More trees & green spaces; Not another Dalhousie Station! "big parking lot"
When Shaganappi is widened and interchange with Dalhousie Dr built, how will this affect offramp into Coop from Shaganappi?
Cum effects of 3 developments; especially traffic!

Pathway on S. side Dalhousie Drive is good. Fix/widen narrow sidewalks at Shaganappi intersection pls.
Proper pub plz and outdoor ping pong table!
The plaza is not a plaza if there are cars driving through it to the parkade. Should be separate so pedestrians can feel safe
Still feels closed off to community
The grass "squares" on the pedestrian walkway (north-most) between parking lots would be better replaced by trees/seating. The grass would just get trampled/killed by salt. Better to have more shade/seating
The height of the 22 storey building is a big concern. Not happy, I live across the street. Please reassess that. Thx.
Concerned about parking at Coop. I don't believe guests of tenants in apts will park underground they will park in lot by Coop. Also concerned about traffic, lots more people
Yes! The coloured towers at Brentwood are now surrounded by cars that are not parked underground. This is a concern for Coop patrons as well as Co-op business prospects deliveries can start as early as 7a.m. Not great for condo owners!!
Access to underground parking (for residents and Co-op customers) still requires driving all the way through the parking lot. This is a safety and efficiency issue.
Dalton Drive - 2-lane roadway, over capacity - historical; TIA - will government share report? Ped crossing signals; Truck - loading bag access, loading in-site, truck routing through site; Dalhousie Drive - Dalton Drive I/S - what does TIA recommend
RIRO at Shaganappi Trail - was suppose to be temporary; Integration b/w interim & long-term plan for Shaganappi Trail; Belle N Road - public or private road
Transit: stop location at Dalton Drive & Dalhousie Dr; lay bys? No. 9 rate - loss to community
COMMUNITY SOUNDING BOARD
Outstanding cant wait
Great plan! Can't wait for the old people to disappear so new generations can finally live here affordably
I think the building are too tall 15 storeis tallest here!!!
Do it! Get trades working!
Makes sure you have multiple access points to ease vehicle congestion.
Concerned about access - you're trying to squeeze a lot on this site! Is parking sufficient?
Build it!
Good project! Go for it. Much needed
Construction noise; construction dirt & dust; construction traffic; property values of surrounding projects
Way too high and too big. We need a new store not 444 apt/condos
Going to be great!
Great idea!!! Love it
Another great move to densify our population & stop sprawl
Will really clean up our area; will be good for everyone in Dalhousie
Dalhousie doesn't need more high rises. They don't fit with the sburban feel of the community
Too much Condo development being done in Dalhousie. Will reduce values... over building
22 stories is far, far too tall. I will be in the shade most of the winter...
This is a good idea but a lot of people love this current co-op

You can't just keep doing what works one time. Everything around you is changing. To succeed stay out in front of change. Thank you Coop!
A much needed change
Very congested. No more than 8-10 stories should be permitted. It is an out of context project
Access seems to be inadequate; [limber?] like only on "in/out" at this time
ONLINE ENGAGEMENT
No.
TRAFFIC TRAFFIC. TRAFFIC. Let' employ some students to record all activity at intersections for say 2 weeks, 6 a.m. To midnight
My biggest concern is the size of the complex. With the condo housing market right now we do not need to build more condo that will sit empty as the downturn that Calgary has been experiencing will have a lasting effect on Calgary.
I would like to see retail leases include businesses that may compete with Co-op in a way that would encourage shoppers to go there for the variety. e.g.: I don't think a bagel shop in the area would take customers away from Co-op. The competition would be sort of like a car dealership mall; give the consumer a choice and you improve the shopping traffic.
I trust The City to follow appropriate planning policy and make good decisions.
well I guess you can tell- why do it.
Yes. Traffic and parking has not been addressed. Changes to Calgary transit?
Addressed above, congestion, traffic, privacy, quality of life of existing district citizens.
The only concern that I would have is the increased traffic especially at rush hour. The Dalhousie/Shagannapi intersection is already very congested during this time.
I have no problem with a re-development, and a mix of uses is appropriate. A giant, 22 storey building, in this location, is highly inappropriate. This is a suburban location, not downtown. I also seriously question where the demand is going to come from for all of these residential units. What if oil stays at \$40-50 for the long term? It is not good enough to say, "eventually the market will come back". Maybe it will. Maybe it won't.
With the prospective condos on the Co-Op site along with additional condos being built on the Northland Mall site, why make the Co-Op grocery store smaller? It is forcing the current residents along with all the new condo residents to either Brentwood or Crowfoot Co-Ops which are already very busy. As well, access to both these locations is very congested. Please advise.
I do not like the massive size of the residential buildings ringing the entire development.
It looks like the current businesses will be out of business due to this development. Also, it looks like the Co-op has been forced to shrink in size. I think most of the parking will be visitors to the residences and no one coming in to shop will get a spot.
It does not appear that the current combination of development projects in the Dalhousie area are being taken seriously. Regarding the comment that appropriate infrastructure will be in place to accommodate the traffic density that is going to arise from not only this project but the other 3 in the area... how is this going to be accomplished when the traffic congestion on Shaganappi and Northland Drive are already dangerous to pedestrians and vehicles. Maybe council should come sit on the corner between 3:00-6:00 p.m. when school gets out and people are driving home from work, shopping, etc., or try to cross from Northland Drive to Dalhousie Drive during that time period, as either a pedestrian or a driver, and then consider that there are school children crossing that intersection 10 months of the year.

My concern is the added density of the development. I enjoy living in the community and walking to this neighbourhood store.
Other concerns include traffic and parking concerns.
THE CUTTING THROUGH OF TRAFFIC ON DALHART ROAD IN THE MIDDLE OF THE COMMUNITY IN BOTH DIRECTIONS. ALL THESE ACTIONS ARE TURNING A BLIND EYE TO THE PUSHING OF THE PROBLEMS SIMPLY AWAY FROM THE PRIMARY ROADS ONTO THE SECONDARY ROADS WHICH WILL IMPACT RESIDENTIAL QUALITY OF LIFE WITHIN THE COMMUNITY NOT JUST ON THE PERIPHERY COMMERCIAL ZONE. HAVE NOT HEARD OR SEEN ANYTHING SAID ABOUT DALHART WHICH WILL BE THE REAL TRAFFIC VICTIM HERE!!!!
Yes, how did this project get so far! Why this project even allowed in the first place was my question.
No
I remain very concerned that there is insufficient parking for the grocery store. How do the number of proposed parking stalls compare to what we currently have? Certainly we can handle some reduction from what there is currently in the Co-op parking lot. However, has data been collected on how many stalls are required? Seems to me some car counting at different times during the week in the month of September when most people are home from vacations would be sufficient to determine the number of parking stalls that is truly required. Also, there could easily be issues with local residents (i.e. residents living in the proposed condos being) using Co-op lot as extra parking. Has this been considered at all in the planning and the number of stalls proposed?
See above
No, the site looks beautiful.
No
Traffic control on Belle N Rd - does this potentially need traffic lights instead of 4 way stops?
The idea is terrible, I do not like at all. The area is too small to accommodate the people living in high rise and the people who would shop at coop.
A total 100% terrible idea.
Is there enough parking ?
Has anyone checked to see if Duh Farrell got any kickbacks?
My main concerns are parking and height of buildings.
as previous comments have already been made on this topic, I am concerned that there are too many similar developments being proposed in the Dalhousie area. Currently, small sized condos in Calgary are sitting empty or being rented as the developers were unable to sell them. We would attract a totally different type of clientele if the condos were rented versus owned and lived in by the owners.
Yes - what is being done about the impact on the major arteries into and out of Downtown - this will cause further congestion
No real definition regarding increased TRAFFIC, which given the size of this development, and other possible residential developments to the west, will impose much higher traffic loading on local streets, including but not limited to Dalhousie Drive
Dalhousie Drive just seems to be a lawn, missed a great opportunity there for some interesting landscape. Is the co-op a green roof, or the gas bar? Have provisions been made for electric vehicle charging stations? Is there any voluntary storm water retention, maybe on the North side? Not much green space for the public but lots of parking-lot, can more be located underground?

<p>It has too many units in the same place. This will increase extremely the number of people and traffic in this area and surroundings.</p>
<p>I remain concerned that great outcomes are being lost and potential problems are being created by boundaries between elements. Moving forward with numerous developments in our area separately and individually without considering cumulative impacts or synergies is one example. The public/private interface in another. For example the capacity of the intersection at the north west corner of the COOP property has been repeatedly cited as concern but never appears in the summary notes. Redevelopment of public assets in partnership with private redevelopment could offer substantive benefits and avoid misfits. Why can't buses pass through such sites - the insurance argument is rather specious given examples elsewhere. A more holistic view and approach please!</p>
<p>I am concerned about the height of the tallest building at 22 stories. This seems excessive for the neighbourhood. Developments such as these of course are not a welcome addition to the neighbourhood at all. They must be tolerated by the neighbourhood in the interest of the common good of the overall city (ie. limiting the growth of land use with low density housing). However, I don't think we need to jump immediately to 22 storey buildings when changing from one story. I would cite the development of Dalhousie Station as a much more palatable option. That is an attractive and not overbearing grouping of buildings along Dalhousie Drive and has set a good standard for building heights in the area. As a further comment, I do not like the starkness of the white outside panels of the buildings. I would much rather see more natural earth colours.</p> <p>Also, I would assume that the housing units are condos to be sold at market rates and the units would be quality construction similar to those at Dalhousie station. I would not like to see more units similar to the ones immediately West of the Dalhousie Co-op site.</p>
<p>I believe that the expected increased traffic flow will create substantial traffic bottlenecks on both Shaganappi Trail and Dalhousie Drive. The increased population in the area will also cause congestion for those patrons of Coop and Canadian Tire.</p>
<p>Surface parking vs. resident parking - who parks on surface and who parks underground?</p>
<p>There is no concrete agreement that once the city pass the land use designation and development permit that all buildings, stores and residential units will conform strictly to plan.</p> <p>No information is available on the amount of underground parking and the exits to this are shown on the plan. As a long time shopper at Dalhousie Co-Op there are times that the existing car park, much larger than the proposed one is very full.</p>
<p>Yes. This application says it will address traffic concerns in the future. No, they have to be addressed now, and there has to be an admission that the commercial success of this development depends on EASY access by motor vehicles. Even Kensington succeeds because it draws motor vehicle traffic from beyond the district. Think this through in terms of 40 years, not 4.</p>
<p>As someone who lived through the Brentwood (aka Crayola Village) development, I feel this decisions are already determined.</p>
<p>Height of buildings - maximum of 22 stories is too high. This was missed in the changes to the application.</p>
<p>I feel that it's too much condo development being done in the area. Our residential community is slowly being torn down and replaced by towers of condos and apartments. The Dalhousie station area has just been done, northland mall has plans out to be torn down and replaced by apartements in a similar style to university city and now coop. There will be issues with traffic flow in and out of the proposed design as there are only currently two single</p>

lane entrances and exits into the complex. I don't feel this is necessary for the area, as there are already plans and redevelopments going on in this community.
I don't own a car and I think Calgary needs to get its act together with respect to transit, and it needs to be much friendlier to pedestrians and cyclists (though we're talking small steps in that direction). Calgary Transit made a ****MESS**** of bus service to this area with their big axing of services last year. I hope that this development makes it easier, not harder, to live here without a car. I hate that parking lot and I hate the idea that there will be constant traffic jams 100m from my home. That's one of the biggest problems with this gas-guzzling city, and even in a mixed-use zone like this I can see traces of Calgary's intractability with respect to cars. Could you imagine a gigantic parking lot like that in London or New York?
Privacy, view, no more sun for us live across the street. Hope it is reliable for our loss.
I do not.
Transport truck and gas tanker access. Bike path connections. Not enough surface parking and lots of parking disappears with snow clearing piles. Traffic enters from Shaganappi at a high rate of speed. The left turn from parking lot by carwash to get to Shaganappi will be dangerous and backed up. Will traffic counts include anticipated traffic from this development? The Birchwood development? Northland mall redevelopment?
It is clear that developers only will put in large scale complexes to maximize their return. This is understandable from an investment perspective, but I bought in Dalhousie because of the pure fact that we are an established community and now the city is allowing a plan to move forward that will overtake the entire start of our community.
I'm wondering about the underground parking. 1. Is it proposed to be available to the public while shopping or will it be restricted to residents? 2. Location of entrance to underground parking. It looks a bit restricted. Ideally one should not need to drive past the gas bar or through the on grade parking lot or through prime pedestrian areas to get to the underground parking. It's not clear to me how access to underground parking will be arranged.
Increased traffic congestion and noise during and after construction
No idea. I do not have the time to review applications. That is for the city to deal with with citizen guidance.
I'm mostly interested in the traffic study. Will there still be that little road connecting Dalton Drive and Shaganappi Trail? How will intersections be adjusted to allow for the increased traffic - the intersection at (I believe) Dalhousie Drive turning into Dalton Drive is already full of people turning left into the area. I wonder if that left turn lane will be made longer to accommodate and prevent traffic blockages. Will a light be introduced on Dalton Drive? It can get quite unsafe with people trying to make left turns into the shopping area as is.
No
Again - see above comments
Yes, you need more input
Not sure
Just concerned about traffic coming and leaving project
Building height and how the buildings are along Shaganappi and Dalhousie. This is a visual and physical barrier at the edge of the community.
There are presently in the existing Co-op site approximately 350 parking stalls to address the present use that is almost exclusively patrons of Co-op. I understand from previous Co-op development on the site (car wash and liquor store) that the number was a City requirement.

<p>How can 159 on surface stalls meet the same need plus increased number of CRU's , office complex and visitor s to the residential buildings? Especially having been told that the 43 parkade stalls allocated to Co-op can't be accessed with out a passcard and therefore are for staff. There was some disagreement between City and the Co-op personnel on that matter.</p> <p>At a community distance of over 2 km and a store that is designed to provide one stop grocery shopping I will and most patrons will drive to Co-op regardless of walkability on site. The Co-op is not your local mom/pop bakery.</p>
<p>There is no development plan for Dalhousie/Brentwood/Varsity, which all face massive redevelopment in a way that is not consistent with our valued historical family-oriented community. It's really not fair to push all this development on us and so quickly. The areas are all connected, especially in terms of density, community feel and traffic.</p>
<p>I am wondering if the City traffic assessment is taking into account the other large residential development also slated for Dalton Drive. Are the traffic assessments done only separately? These two developments will increase traffic significantly on that section of Dalton and Dalhousie drive.</p>
<p>Yes the parking and access issues must be addressed.</p>
<p>Question 6: 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 style="text-align: center;">OPEN HOUSE – COMMENT FORM</p>
<p>I'm also curious about construction noise/traffic! Has this been addressed at all!</p>
<p>Could office space or residential space be reduced to leave more room for community space?</p>
<p style="text-align: center;">OPEN HOUSE – ENGAGEMENT BOARDS</p>
<p>Can you please look at safety with the pathway crossing the right-in/right-out from Shaganappi? That corner is very fast and doesn't encourage cars to slow down until they're at the gas bar - maybe tighten it's radius to slow traffic? With increased local traffic this might be a concern</p>
<p>Developer could consider setting up a shuttle to/from nearest LRT</p>
<p>Why a 12 story limit for the Varisty Stn Development but higher for 2 Devs in Dalhousie?</p>
<p>Why did Varisty get a full Dev plan for the Dal Station but none for Dalhousie</p>
<p>Who's buying all these condos? Birchwood, Northland, Dal Co-op, Brentwood Co-op, market is saturated and we're in a downturn</p>
<p>How will you ensure/protect pedestrian & cyclist safety when crossing Shaganappi intersection, given increse traffic?</p>
<p>Make site access easy and quick for those of us living outside of walking distance (ie. Edgemont etc...) and has thus must drive</p>
<p>How will you manage traffic from Coop onto Eastbound Crowchild?</p>
<p>Could there be transit access within development? Similar to Westhills.</p>
<p style="text-align: center;">COMMUNITY SOUNDING BOARD</p>
<p>Can you make it happen faster? Yes!</p>
<p>Where does access to the pedestrian Bridge fit in?</p>
<p>Where will the kids go to school? Dalhousie schools are packed.</p>
<p>Will there be a new LRT station close by?</p>
<p>Why is the store going to be smaller when many more potential customers will be living here guess I'll have to go to Crowfoot Coop</p>

ONLINE ENGAGEMENT
What is the price range for the condos going to be?
I am not at all opposed to some redevelopment, but Dalhousie Coop site needs some serious rethinking
Not a question as much as a thought. I wish the Co-op/developers could convince Canadian Tire to develop their area as well. (I realize that Co-op had approached CT but they declined).
how do you expect it to survive with the low vacancy rates and poor economy. it is amazing what greed will do! you really need to get new engineers to do a proper and realistic traffic report. Shaganappi Trail and Crowchild Trail can't handle the traffic now especially at rush hours.
How will delivery vehicles access the new co-op?
The most recent presentation mentioned the plaza could be a good meeting place with smaller shops, restaurants, and coffee shops; but the presentation renders seem to have no place for those to be added to the site - where would they be included?
It looks crowded and looks like Co-op is crowded out. This is a great store for the whole area as well as people leaving the LRT site and now it appears to be more of a service to the new residences rather than a store for all.
More information on traffic density, its effects, and potential solutions, not only within the development, but around it on Dalton Drive, Dalhousie Drive, Shaganappi Trail, and Northland Drive would be appreciated.
HOW ARE YOU PLANNING TO MITIGATE THE TRAFFIC ISSUE FOR THE INTERNAL SECONDARY ROAD - DALHART ROAD?????
Dalhousie has a population of 9098 according to Google. Putting in a housing project with projected 436 residential units will put in (436 x 4) 1744 people into that area. That will change how the whole community will react. Finding a swimming class is hard around that area as is, now imagine stuffing 20% more people into that area! I am also appalled by the fact that the city is allowing designated shopping center into major housing construction. Hamptons has a COOP, Edgemont has a Superstore. I can just feel all the major shopping center will become another housing project by the city after a few years. Before you know it, Nosehill will be gone too!
No
Would the developers provide a map of the current plan with the expected traffic flow pattern in and out of the gas bar area? The perspective diagrams are useful but it would be easier to assess the plan with some maps also. Also a map that indicates what all the buildings are exactly. The Coop grocery store and condos are obvious but the buildings over towards the Canadian Tire side not so much. Which building exactly is the Co-op liquor store for example? I suspect it is the one in SW corner but nowhere is it labeled.
Where will resident parking be located?
What is a timeframe for the project, as it will require relocation of businesses as well as shoppers going elsewhere during this time?
Traffic flow and parking!
I was not aware of the Stage 1 and 2 feedback sessions so I do not know if this was addressed but there is no talk of the Canadian Tire site, will this site and store continue to be in the same space and operating or will any of the redevelopment affect them?
I believe this is a good spot for the proposed development, but I am concerned the three proposed developments for the Dalhousie area is going to create a lot more traffic for the east Dalhousie residents and will change the feel of our quiet neighborhood.

When does construction start. How has this development contributed to infrastructure like roads and schools?
Does your project plan to enhance the community and increase shopping availability for the existing community or only for the new population this project will attract?
This appears to be a copy of the North Hill concept, which did not succeed with local development and "walkability" concepts there. What makes the developer think it will work here?
Some questions about possible changes (hopefully improvements) to bus service/shuttles to the train would be nice.
Do not build that tall 22 storey!!!!
I do not.
I enjoy the amenities that Co-op brings to our community, including the grocery store, gas station, liquor store, bank and dry cleaner. I will likely enjoy the redevelopment of all of these. However this application is simply trying to put too much stuff into too small a place. If traffic ins and outs are as difficult as they would seem to be then other options in the area would be my choice.
How does this development relate to the one at Northland and the one on Dalhousie Drive by the train station? Those developments as a group need to be addressed for total impact.
I believe traffic is going to be a problem. Also street parking is already difficult to get Monday to Friday because of the ctrain and so many townhouses.
Again, I'm most interested in knowing about the traffic study, and what measures will be taken there. As above: Will there still be that little road connecting Dalton Drive and Shaganappi Trail? How will intersections be adjusted to allow for the increased traffic - the intersection at (I believe) Dalhousie Drive turning into Dalton Drive is already full of people turning left into the area. I wonder if that left turn lane will be made longer to accommodate and prevent traffic blockages. Will a light be introduced on Dalton Drive? It can get quite unsafe with people trying to make left turns into the shopping area as is.
Is part of the building dedicated to senior living accommodations?
How long would construction take and how long will the existing COOP store be shutdown before the new store is open?
Have you done any environmental assessments related to moving the existing gas bar and any associated fuel tanks?
what about access to public transit especially the LRT?
I agree with many comments that it would be valuable to develop this site not in isolation, but with a view to other sites in the area (Canadian Tire, Northland, Varsity) to ensure that they are complimentary - not identical - and help to unite the surrounding communities encouraging people to walk, cycle, interact with neighbours, also making the community safer and more pleasant.
I have made a point over the years to attend ALL meetings that have the potential of affecting the desirability and tone of the Dalhousie community, even election forums. A am an original Dalhousie resident of 47 years in the same house and I am of the opinion the any changes proposed must be of benefit to both the community and developer. If both don't benefit then no one does.
To impose (and I choose the word) TOD development on a 1/3 of the entire community without a comprehensive plan for the area is short-sighted and dictatorial (and I choose that word). Without complete information being provided such as -- Current transportation studies, at the rezoning and design stage (Birchwood), Changing plans and diagrams for

rezoning and development permitting (Co-op), Disagreement of information from the City and Developers, how can the City be more dismissive of any of my opinions and suggestions?
The process after the 'First reading' for Birchwood rezoning, placing stickies on statements that even the City representatives could not determine the intent was embarrassing and demeaning of all comments made via stickies. To then try to suggest that the results of Community motherhood wish lists represented the impressions of a fact based comprehensive plan is an insult. To continue to use the 'flowery' ideas after the Third
Will you establish a community development plan as soon as possible? It's not fair to have to consider each of these huge, community-changing developments one by one and on the fly, without an overall plan.
I understand that there will be different phases of this development. Is there a general timeline being discussed for the different phases? How many years until this would all be complete? When would the major development of the 2 residential buildings be scheduled for?
How does the number of planned parking spaces compare with that at present? How many access points are there to them compared with the present?

Open house engagement boards

Question 1. After reviewing the panels around the room, do the proposed changes and information provided address the community concerns and ideas that were heard in the first phases of engagement? Please place a dot in the yes or no column if you feel the concern and/or idea has or has not been adequately addressed by the revised application and/or the additional information that we have provided.		
Community Idea/ Concern	Yes this has been addressed	No this has not been addressed
Parking Concern there will be inadequate parking on the site	7	16
Development Fit Concern that the new development will not be visually appealing and will be too high for the existing community.	9	18
Traffic Community is concerned about the effect of additional density on traffic and road safety.	4	22
Pedestrian Connectivity and Safety The community desires an improved journey to and through the site.	11	9
Vibrant Gathering Spaces Community feels there is a lack of local, small-scale businesses and vibrant places to gather.	11	3

Public engagement evaluation

Question 7. How satisfied are you with the opportunity to provide feedback?					
	Agree	Somewhat Agree	Neither agree or disagree	Somewhat Disagree	Disagree
I am satisfied with the opportunity to participate and provide input	33	26	6	6	8
I received enough information to provide meaningful input	20	29	4	12	10
I understand how my input will be used	20	20	14	14	11
The format was an effective way for the City to collect input	30	29	10	5	5
Question 8: What worked for you about the feedback opportunities provided to you? Is there anything we could do differently to make it better?					
Start community engagement much earlier in the process					
I was able to give my thoughts and opinions and had ample time to decide.					
To listen to what residents have to say over planners who do not live in the area					
I appreciated the opportunity to participate in the process.					
I appreciate that information was available online and well advertised.					
I also prefer to give feedback online - not big into community meetings.					
I feel that information was not published enough. it should have been put out door to door - if it was,I was not informed that way.					
I would like to see the actual results of previous phases as see what was changed in a before and after format.					
I do not trust the process.					
Fill in the blank works great, good amount of space for comments					
The online survey and feedback works for me because of my job and other time commitments. I would not be able to attend an in-person session.					
I appreciate that the city is asking for input though I do not believe that the community is being heard					
I know about this project some time ago but I did not receive any means to provide feedback until I came across this on FB. The city should actively engage the communities around this project before it gets this far. I have a feeling the city will just push this through no matter what.					

Yes, the details were vague and IRs impossible to get a true understanding of the proposal changes with these small one sentence statements.
No, I thought it was fine.
Flyer campaign into all mailboxes in Dalhousie so that everyone is aware from the start that a redevelopment plan is underway. We found out about the Co-op proposed redevelopment via a chance encounter with other residents when we were out for a walk. So we missed the initial consultations.
I repeatedly attend or provide feedback on many of these public forums for roads, bike lanes, parks, developments, etc and I always feel that the decisions have already been made, and these forums are only done so that the City can check mark the box saying yes, we have contacted the public. Not once in any years have I felt that I've made a difference. Very disappointing.
Not enough information and visual aids to understand what the end product is proposed to be and look like. It's hard to provide feedback without sufficient visual aids.
The brevity of the survey kept it easy to answer without requiring hours of research and answering questions.
The opportunities were good, however there is quite a few older people in the area, requiring more visual advertising on the process. Possibly something as simple as some posters at the entrance of Co-op to inform residents what is being proposed.
Please put "before" and "after" images side by side so that it is easier to compare.
I live in Edgemont and have been a Coop member for over 30 years and still support it. I appreciate having received a "Share your thoughts about Dalhousie Coop" postcard in the mail. This is how I became aware of the project. I would have appreciated receiving similar notification about the Northland development. I still maintain that both these developments be considered a whole rather than separate.
City does not listen to people so my time to answer these questions is probably wasted, but I tried. I.E look at the re development of Highlands golf course, City only cared about developer.
You can collect all the "feedback" you want, we know this is being pushed through despite the communities objections.
To be made aware of the development at this early stage is good. A few different views would be helpful.
This site was functional for the purpose, I am not sure how I managed to miss all the information for stage 1 and 2, I have lived in Dalhousie for 24 years and the first I saw of this was in the July publication of the Dalhousie Digest and then I received a card in the mail to participate in this survey.
Start listening (no really listening) to your bosses - i.e. the taxpayers
Not much public notification, I received a notice in the mail at stage three.
Feed back opportunities are good if there is any interest in improving existing communities rather than building new ones!
Utilize the option plan. Years ago, for the John Laurie Blvd/14 Street NW interchange proposal, instead of one plan, three were proposed to the residents in the area. The result.....98% chose option 2, which is the interchange you see today. Be more flexible, and creative, and let the residences provide greater direction (and social license).
What didn't work? The city not listening to building height concerns and going against residents wishes by recommending the developer not change the maximum height. Our concerns were ignored.

<p>What worked? I really liked being able to view the plans online and submit feedback electronically rather than personally find time to attend information sessions at a physical location. It was very convenient for me to review and submit on my own schedule.</p>
<p>Thank you for the opportunity to participate.</p>
<p>I'm a little gun-shy after Calgary Transit asked for our advice about bus service to the northwest and then promptly IGNORED IT ALL. They published all the residents' comments, which I read from beginning to end, and literally HUNDREDS of them said "hey, these changes are a really really really REALLY BAD IDEA" and gave thoughtful, detailed reasons why; but CT went ahead and did it anyway. Then they wrote this insulting FAQ which said in essence, "We noticed that you asked for x, y, and z, but nah."</p>
<p>I really hope you guys aren't like that and that you're listening to us. I'm excited about increasing urban density in Calgary and I think these condos look nice. But please don't make us type out all our concerns and then just flatly ignore them like Calgary Transit did.</p>
<p>With respect I am asking not to build such a tall complex and destroy such a beautiful area . Regards</p>
<p>I liked the variety of formats, so I could give input when I was available. I especially appreciated the signs throughout Dalhousie, reminding me to check out what was going on.</p>
<p>I think it's tough to get non-planners like myself up to speed on what can and cannot be done. However I think that there were a lot of participants who provided a lot of good input and people obviously care about the project. Many of the ideas that I saw from the "gaming" session were unable to be implemented, this may result in unhappiness on the part of people giving their input.</p>
<p>I would have liked to have more opportunities to provide feedback earlier, but I wasn't aware of the earlier community engagement.</p>
<p>It's great to have multiple opportunities to engage, but greater transparency and details regarding decision-making would be even better</p>
<p>I am most concerned by the manner in which the City will use the information. On previous issues surmised that the decisions to go ahead as proposed by the City were already decided upon at the time of the consultaton. I asked why such was the case and the city engineer with whom I spoke said that the city makes its decisions and then worries about the consequences. That certaily seems to be the case in other endeavours in town. However I do know that perseverance against such an approach does result in acceptable changes. Still I am not sure I can trust as to the transparency supposedly being applied.</p>
<p>I think if I'm being asked to compare, it'd be better to have a link or a photo scroll so I can see what was adjusted between phases. That said, I was glad to be asked to provide input in a way that made it easy to do. The postcards sent out helped me remember to actually provide the input, which was nice.</p>
<p>Easy access and key summary available with clear explanation of how the engagements are being conducted and how the proponent has responded to concerns raised to date.</p>
<p>A virtual 3D tour of the proposed development would be a potential enhancement to allow interested parties to get a more detailed impression of the overall development.</p>
<p>You need to solicit info from more residents of Dalhousie. You do not have an accurate or acceptable sampling</p>
<p>The various opportunities to learn about the project and interact with the city and developer was helpful. Change can be challenging and it is better that people are well-informed and prepared about the possibilities and opportunities.</p>

<p>I was able to attend in-person sessions except August 28. The emails provide direct links. Thank you.</p>
<p>An arbitrary cut off on an important development, shame!</p> <p>reading of Birchwood and apply them to Co-op as fact suggests to me an attempt to justify the Planning Dept's 'engagement' process. The 'board game' was a complete waste of my time given the restrictions placed on the use of pieces was already set and building lego stacks would make no difference to the outcome. To try and create empirical data from a subjective process is nearly fraudulent. But to suggest thereafter we had opportunity for input is to try and cover over a flawed process. The data and conclusions from a poorly designed source will be at best questionable but will likely produce the results paid for. It will however drastically change the Dalhousie community. SHAME AGAIN! An example of "there, there and a pat on the head.</p> <p>Be sure to inform us of your findings since our usefulness is finished I guess. And Council Meeting dates on this project are a must know.</p>
<p>Limited input, I'm not impressed nor does it help me become more inclined to the development south of Dalhousie Drive.</p>
<p>I am skeptical as to whether our real concerns are being dealt with. The changes made are great, but I feel like you are giving us some "crumbs" to say you have done something while ignoring the real concerns such as building height and changing Dalhousie into something like the transient community/apartment forest in, say, the Beltline . We prefer to keep close-knit and family-oriented community, and this can be done by having a plan and keeping building heights to a human scale.</p>
<p>It is very difficult for young families to attend the meetings that were held - often in the busy after school/evening hours. I was able to attend the drop in information session and the first part of the community planning meeting but the others did not work. I am concerned that this "younger" community member feedback was missed. This is significant as Dalhousie continues to welcome more young families in the years to come. It would have been helpful for more information to be provided online so that we could provide more constructive feedback on our own time.</p>
<p>This is the first time I have heard about this project, yet it is at stage 3. Were there signs and notices around the coop that I failed to notice? I would not have known but for a postcard I got recently in the mail.</p>