



CHINOOK COMMUNITIES

Local Area Planning Project

Phase 1: ENVISION - What We Heard Report
Fall 2023



Chinook Communities Local Area Planning Project

Phase 1: ENVISION Engagement & Communications Summary

Report Back – Fall 2023

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Project overview

The Chinook Communities Local Area Planning project includes the communities of: Bel-Aire, Britannia, Elboya, Manchester, Mayfair, Meadowlark Park, Parkhill, Windsor Park, a south portion of Manchester Industrial, and a small eastern portion of Glenmore Park.

Through the local area planning process, we'll work together to create a future vision for how land could be used and redeveloped in the area – building on the vision, goals and policies outlined in [Calgary's Municipal Development Plan](#) and the [Guide for Local Area Planning](#).

The Chinook Communities Local Area Plan will identify gaps in areas where no local plan currently exists and replace other plans that need to be updated.

Communications and engagement program overview

The integrated communications and engagement program for the Chinook Communities provides participants the opportunity to participate in meaningful engagement where we seek local input and use it to inform and successfully achieve city-wide planning goals at the local level. We also ensure the program allows participants to effectively navigate and access information on local area planning to raise their capacity to productively contribute to the project.

The communications and engagement program for this project has been created to allow participants to get involved and provide their input, which helps City Council understand people's perspectives, opinions, and concerns before concepts are developed. They will consider public input and will report on how feedback has influenced decisions. Public input is an important part of the local area planning process and is one of many areas of consideration in the decision-making process.

Some of the considerations that influenced our overall communications and engagement approach are listed below. Our objective is to provide multiple ways for participants to get involved, learn about, and provide input on the project.

Phased program

The engagement process for multi-community plans has been designed as a multi-phased approach where we will collect input at key intervals throughout the planning process. This project includes four phases of engagement where:

- In Phase 1 we looked to gain a high-level understanding of the strengths, challenges, opportunities, and threats of future redevelopment in the area from the broader public.
- In Phase 2 we will explore where and how growth and change could happen in the area.
- In Phase 3 we will continue to work to further refine the plan and confirm investment priorities.
- In Phase 4 we will share the final proposed plan and demonstrate how what we've heard throughout the engagement process has been considered in the final plan.

Raising the capacity of the community

Prior to starting formal engagement, we began the project with an educational focus to increase knowledge about planning and development to enable participants to effectively contribute to the process. This included starting the conversation with why growth and redevelopment are

important and how local area planning fits into our city-wide goals. We also took a plain language and transparent communications approach in our materials.

Increasing participation and diversity

Recognizing that planning can be a difficult subject matter to navigate, we have employed different tactics and approaches to increase participation in the project. We also recognized that the Chinook Communities are made up of a unique and diverse population, and after consulting with local community associations at the project launch, customized our approach to ensure we remove barriers to allow for a diversity of participation.

We used multiple methods to share engagement information in order to reach as many community residents as possible and give them the opportunity to provide feedback:

- **Direct mail:** People within the Canada Post walking routes in the plan area received an engagement booklet in the mail starting April 18, 2023. This engagement booklet contained information on and questions to consider about the area's past, present and future, as well as provide an opportunity to apply to be a member of the Chinook Communities Working Group. The booklets included a feedback form (with postage pre-paid) to mail responses to the questions posed back to the project team.
- **"Engagement Stations":** Working together with community associations in the Plan area, we installed "Engagement Stations" – similar in look to Little Libraries – for people in the community to pick up an engagement booklet. The "Engagement Stations" were installed before the first phase of engagement and will be utilized throughout the duration of the project.
- **The City of Calgary Engage page:** Participants were able to visit calgary.ca/chinook to review the content included in the engagement booklet and respond to the same questions included in the booklet's feedback form.

We also shared project updates to subscribers via our email subscription list, as well as during our community conversation series which, in addition to info sharing, also gave community members the opportunity to have their questions answered by the project planners.

Inclusive process

Throughout our engagement we work to ensure an inclusive process that considers the needs of all participants and seeks to remove barriers to participation. We do our best to make public engagement accessible and welcoming to all, despite resource levels or demographics that might prevent some from being included in the process. We ensure that, at the very least, all participants in the Plan area are aware of the opportunity to participate and know that we are interested in hearing from them.

Participation interests & intensity

Our engagement program has been created to cater to the different participation interests and intensity that participants are willing to commit to a project. This includes having a variety of communications and engagement tactics available so that people can get involved at the level that best meets their needs.

Chinook Communities Working Group

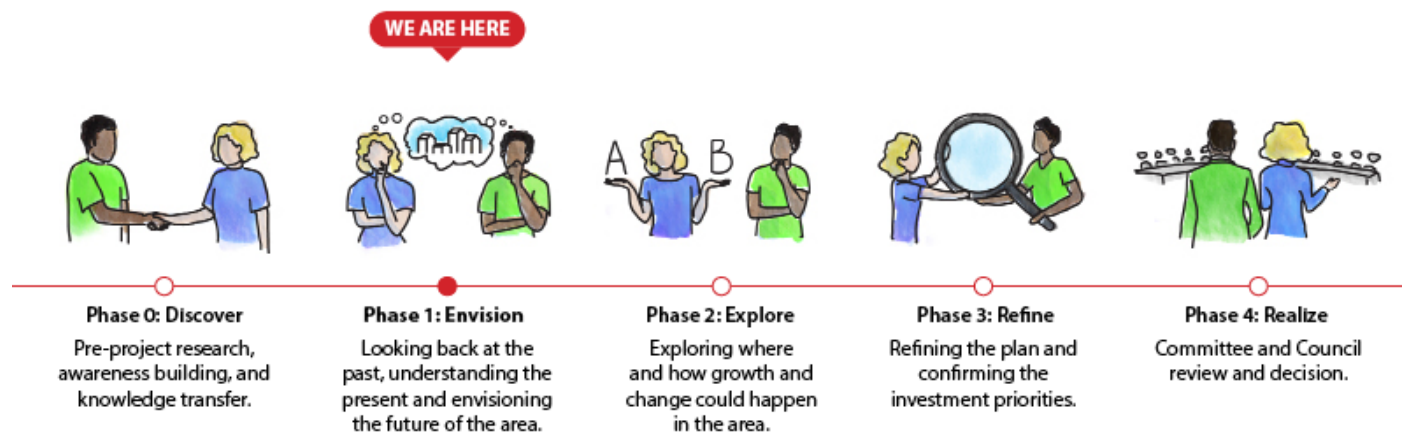
One of the foundational pieces of our program includes the development of a multi-community participant working group (designed to accommodate those with more committed interests and more time to offer to the project) where we can have more technical conversations, dive deeper into planning matters and build off the knowledge gained at each session.

Through a recruitment process, 37 members from the broader community, local community associations and the development industry were selected to participate in a dialogue on the broader planning interests of the entire area. Throughout the project, the working group participates in one pre-session exercise and eight to nine sessions where they bring different perspectives and viewpoints to the table and act as a sounding board for The City as we work together to create the Chinook Communities Local Area Plan.

Working with the Community

Throughout our engagement program, we use multiple tactics to ensure community members can become aware of the Local Area Plan and can participate in a variety of ways. We achieve this with:

- Walking tours
- Community association touchpoint meetings and community committee meetings, Planning and Development Committees, etc.) as requested.
- Engagement Stations
- Discussions with interested groups and community members as requested



Phase 1: ENVISION Overview

Phase 1 occurred in spring 2023 and focused on obtaining a better understanding of the local area and the Chinook Communities, looking at everything that makes the community tick. This helps the project team proactively explore ideas with residents' aspirations, concerns, and viewpoints in mind. The feedback from this phase helps to inform visioning with the working group where we developed the Draft Vision and Core Values for the project and started to draft concepts for the draft local area plan.

Additional Feedback: Draft Chapters

Online and open house participants were given the opportunity to review and provide feedback on the Chinook Communities Local Area Plan draft chapter 1.

Engagement spectrum of participation

The engage spectrum level for Phase 1 public engagement was 'Listen & Learn' which is defined as, "We will listen to participants and learn about their plans, views, issues, concerns, expectations and ideas."

Phase 1: ENVISION Objectives

- Educate participants about the importance of growth, change and redevelopment with opportunities to learn more, and comment on, the area's history, understanding the present and envisioning the future of the area.
- Continue to create awareness and ignite interest and familiarity of local area planning and The City's planning process.
- Encourage working group application recruitment and establish the Chinook working group
- Consult with the working group as a sounding board with a focus on what communities value and what they hope to see improved as well as help to draft the vision and core values, and identify opportunities for future growth.
- Gain a better understanding of the local area and public participants' values, aspirations, concerns, and viewpoints.

What did we do and who did we talk to?

Phase one focused on looking back at the past, understanding the present and envisioning the future of the area. Engagement took place with targeted participants starting in March 2023, and with the general public in April to May 2023.

We held two online events and one in-person open house at Meadowlark Community Association between April 18 and May 23, 2023. Online engagement was open for 34 days with mailed-in engagement booklet feedback forms being accepted until the first week of June 2023.

A comprehensive communications plan was developed to inform the community about the project and opportunities to get involved. The awareness campaign ran from April 18 to May 23, 2023, aligned to when public engagement opportunities and the opportunity to apply for the Chinook Communities Local Area Planning Working Group were open.

Total **ADS DISPLAYED: 2.4M+**

Methods used to build awareness included:

- **Direct mail (education & engagement booklets mailed) = 8,307**
- **Two waves of geo-targeted social media advertisements: 254,488 impressions**
 - Facebook: 53,727 + 54,651 impressions
 - Twitter: 27,172+ 29,986 impressions

- Instagram: 44,421+ 44,429 impressions
- NextDoor: 102 impressions
- **Geo-targeted digital advertisements on high-traffic websites and YouTube:** 376,371 impressions
 - Digital banners ads on high-traffic websites: 243,017 impressions
 - YouTube video ads (impressions): 133,354
- **Digital billboards at Chinook Train Station and Blackfoot Trail:** 1,846,857
- **Two-page advertisement in local community newsletters:** 8,855 circulation
- **Email update sent to subscribers:** 71 subscribers
- **English and translated information boards at Inset Park and at residential apartments in Manchester:** Not measured
- **Community Association and Councillor posts, website updates, articles** (using content project through Communication Toolkit): Not measured
- **Thirteen large format road signs (Curbex) placed throughout the communities and at high-traffic intersections:** Not measured.
- **Seven My Idea Engagement Stations to raise awareness and provide additional education and engagement booklets to community members:** Not measured.

Total impressions: 2,494,949

Total **INVOLVED:** 10,506

The number of people who actively or passively got involved. This included people who visited the website, attended a virtual session, subscribed for email updates, attended a working group session, etc.

- **1,918** unique website visitors
- **8,307** received feedback forms
- **25** registered for a virtual session
- **35** attended the in-person session(s)
- **146** social media interactions (comments, reactions, shares, etc.)
- **37** working group members (23 community members, 10 community association members, 1 youth representative, 3 development industry members)
- **25** who attended CA Sessions (virtual and in-person)
- **13** who attended Industry Session

Total **ENGAGED:** 312

The number of people who provided input online, at the in-person open house through working group or targeted stakeholder sessions.

- **66** Online engagement contributors
- **111** Paper feedback forms returned
- **35** In-Person Open House attendees
- **25** Virtual Open House attendees
- **37** working group members
- **25** CA session participants

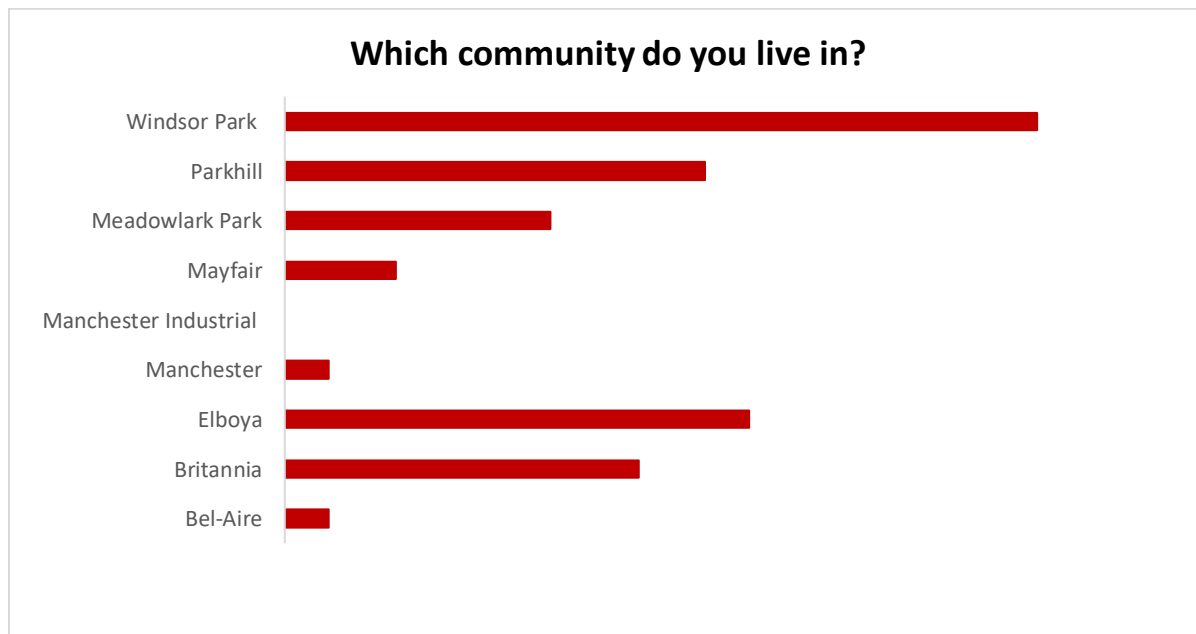
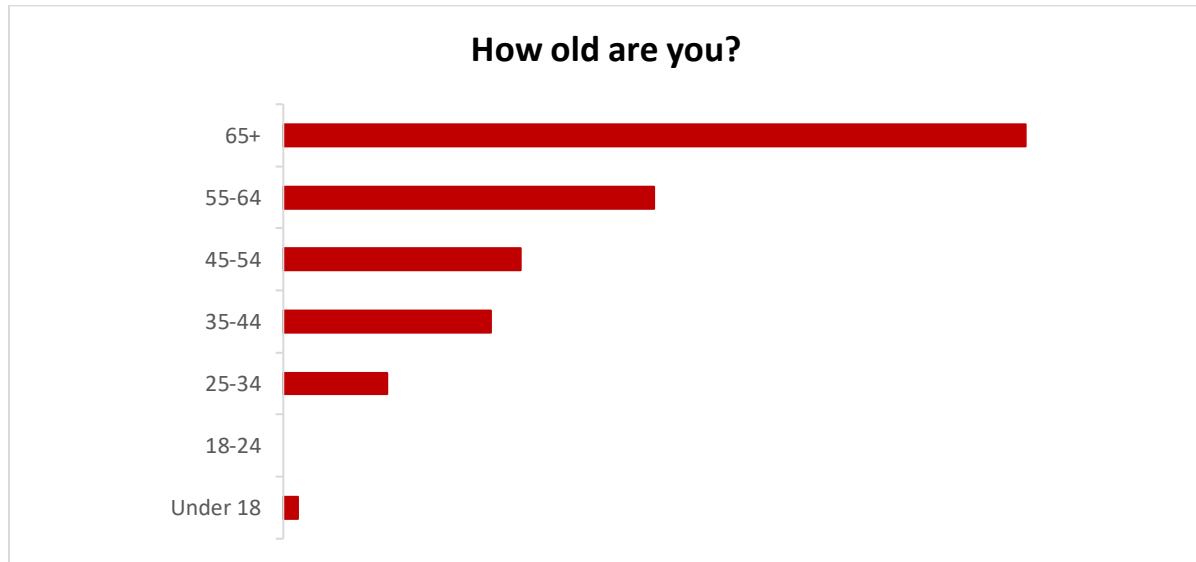
- 13 Industry numbers

Total CONTRIBUTIONS: 816

The total number of contributions received through all public participation opportunities.

Engagement & Communications	Metrics
<p>The project launched Phase 1 on April 18, 2023, with both online and in-person tactics used to share information aimed at increasing awareness about local area planning with the Chinook Communities.</p> <p>We hosted two online Microsoft Teams events with community members.</p>	<ul style="list-style-type: none"> • We received 1,918 unique website visitors and had 66 online contributors providing 2 submissions through the engagement portal. • 111 paper feedback forms were returned. • We spoke with 35 people in-person at our public open house. • We spoke to 25 people at the online engagement sessions on May 9 and May 15, 2023.
Targeted Engagement	Metrics
<p>Community Associations Prior to each phase of the project, and launch of public engagement, we host joint community association meetings where we invite all the Plan area community associations to meet and work through exercises with the team.</p>	<ul style="list-style-type: none"> • We held two community association meetings on April 18 (online) and April 25, 2023 (in-person). • 25 people registered to attend between both opportunities.
<p>Chinook Communities Working Group Throughout Phase 1, the working group participated in three workshop sessions (one in-person and two online). These are detailed below in the working group section.</p>	<ul style="list-style-type: none"> • 37 working group members. • Three workshop sessions were facilitated during Phase 1.
<p>Industry Representative Meetings One meeting for industry representatives was held during Phase 1. These meetings are aimed at understanding and collecting the perspective of the development industry to support development of the Chinook Plan.</p>	<ul style="list-style-type: none"> • April 16, 2023, there were 13 representatives registered.

Demographics of public engagement participants



Do you rent or own?



What is your connection to the plan area?



What type of home do you live in currently?



How long have you lived in the area?



About the Chinook Communities Working Group

What is the Working Group?

The working group serves as a sounding board to The City's project team and participates in more detailed dialogue about the broader planning interests of the entire area including connectivity of the communities with a focus on big ideas and actions/opportunities for future growth.

Members of the working group will participate in eight to nine focused sessions throughout the project, where they will engage in dialogue and discussion about the broader planning interests of the entire area as we develop the new Local Area Plan. To review the terms of reference for the working group, please [click here](#).

How was the Working Group Created?

At project launch, The City conducted a recruitment campaign for participants to apply to be a member of the working group, as a general resident or a development industry representative. Community associations were given the opportunity to nominate and select their own representative. Through the recruitment campaign, we received over 90 applications. The project team reviewed all the applications received and efforts were made to ensure the selected members group included:

- both renters and owners
- a balance of male and female participants
- a diverse range of ages
- student, family, and single professional perspectives
- business owners and those who work in the area
- both new-and long-term residents

The spots per community were allocated based on the community's population distribution relative to the entire plan area population.

Unlike a research-based focus group, this group is not meant to be statistically representative of the area, but best efforts were made to ensure a broad demographic representation and a range of perspectives were included based on the applications that were submitted.

Who is on the Working Group?

The Chinook Communities Local Area Planning Working Group includes people from a range of backgrounds who provide feedback, consider input provided by the broader community, and discuss concepts and ideas with city planners as the local area plan is created.

The working group include a range of people with diverse backgrounds, perspectives and experiences including:

24 general community members

- Community members participate in dialogue as it pertains to someone who lives in the area and brings lived-in community perspectives and viewpoints to the table, and acts as a sounding board for The City as we develop a new policy plan for the area.

10 community association representatives

- Community association representatives are appointed by their board of directors and provide insight as community experts and bring forward the perspectives of their community association board.

1 youth member

- Youth members participate in dialogue as it pertains to someone who lives works or attends school in the area and brings youth perspectives and viewpoints to the table.

3 development industry representatives

- Development industry representatives are expected to bring knowledge and perspectives of the development industry as a whole and not to speak about an individual parcel(s) they may have interest in.

Phase 1: Chinook Working Group Sessions

As part of Phase 1, the working group completed three focused workshop sessions. A summary of each session is provided below with a feedback summary and verbatim provided in the Appendix section.

Working Group Session 1: Strength and weakness

On Thursday, Thursday, June 15, 2023, the working group met to discuss what are the community assets that the Working Group values the most and the least today and to talk about assets that can be improved and/or added in the future. The themes that emerged from the discussion are:

Working group members value most:

- Community Development and Destinations
 - Local / small businesses and restaurants (Barley Belt / Brewery District, Chinook Mall / Large Shopping Center, Britannia Shopping Area / Plaza)
- Community Services and Facilities
 - Develop vacant lands
 - Public safety
- Parks and Recreation
 - Access / viewsheds to Elbow River
 - Public Parks, Playgrounds, and Outdoor Recreation (Stanley Park, Britannia Bluff / Slopes, Sandy Beach, Parkhill Ridge, Roxboro / Britannia Off-leash Park)
- Transportation and Mobility
 - Access across Macleod / Access to Downtown
 - Access and LRT Safety (Chinook & 39 Ave)
 - River Valley Bike and Multi-use Pathways
- Natural Features
 - Private greenspace and tree canopy
 - Dam / natural riparian areas / Elbow River Natural Corridors

Working group members value least:

- Limited Businesses and Underutilized Lands
 - MacLeod Trail limited Businesses
 - Better use of AltaLink Lands (50 Ave powerline lands)
 - Calgary Golf and Country Club
- Safety and Improvements
 - Safety Issues / Encampments
 - Community Association improvements
 - Improve facilities along Macleod Trail
- Green Space and Park Improvements
 - Lack of community gardens / green spaces
 - Calgary Golf and Country Club
 - Stanley Park improvements
 - Macleod Trail Greenery and Aesthetics
 - Limited access to Britannia Ridge and viewshed improvements
- Multi-use Trails, Bike Access, and Traffic Congestion
 - Multi-use Trails and Bike Access (Mission Rd to Elbow Drive & Manchester)
 - Crime and Safety along 58 Ave / Macleod Trail / Home Depot / 39 Ave / Manchester
 - Traffic congestion (Chinook Mall, Sifton Blvd from Elbow Drive North, Macleod Trail)

Working group members hope to improve:

- Higher Density, LRT Safety, and Underutilized Lands
 - High density and improved safety at 39 Ave / Chinook LRT
 - Food Centre / Grocery Stores along Macleod Trail
 - Multi-family and Mixed Housing options
 - AltaLink Lands / 50 Ave for density and park space
- Safe Access to Parks
 - Public green spaces near businesses / Schools / Macleod Trail
 - Grass maintenance at Stanley Park
 - Improved Streetscapes / landscaped medians
- Improved Bike Lanes, Streetscapes, and Park Maintenance
 - Safe access to Sandy Beach, 50 Ave, Chinook, Elbow Drive – more pedestrian lights / bike lights
 - Dedicated bike lanes N-S along 5th Street and Elbow Drive and East-west Multi-mode Connectors / Cycle Route along 50th to east through Industrial area
 - Formal paved trails / Pathway along Parkhill / Britannia Ridge
 - MUP / protected bike lane N/S/E/W expanded to LRT stations
 - Improved Pedestrian access east of Macleod Trail

Presentation from the session can be found [here](#)

Working Group Session 2: Draft Core Values and Vision

On Tuesday, September 12, 2023, the working group participated in its second session. The focus of the session was on the approach to key growth areas. Participants were provided with draft core values to discuss. The draft core value that the working members discussed are:

Core Value #1: Flexible Industrial Development

- Support for commercial west of Macleod and limited industrial, industrial transition area, and innovative industry.
- Focus less on Macleod Trail and more on housing near LRTs.
- Focus more on mixed uses, business accelerator, and innovation hubs with multi-modal transportation.
- Support integrating uses east of Macleod with Chinook Communities
- Clarify what is meant by low-impact development, resilient, flexible, existing industrial corridor, light industrial areas, green infrastructure, production, and innovation.
- Consider residential east of Macleod Trail.
- Add considerations for sustainability related to residential development.
- Focus more on improvements to existing light industrial.
- Clarify development intent of Manchester Industrial east of Macleod.

Core Value #2: Parks, Open Space and Natural Areas

- Focus more on preservation of natural areas and parks, undeveloped / underserved spaces, protection of mature tree canopy.
- Add considerations for inclusive green spaces and amenities.
- Consider the regional significance of parks and Chinook amenities.
- Consider the current and future needs assessment of residents.
- Focus more on recreational and communal spaces in underserved areas for all ages and abilities.
- Emphasis on preserving existing natural areas and maintaining future and existing recreational and communal spaces.
- Focus more on 50 Ave as potential green space and emphasis on mobility, accessibility, and recreational activities.
- Focus more on crossing Macleod Trail for local shopping, demographic diversity, safety for all members, and the river valley as a community asset.

Core Value #3: Main Streets

- Consider 50 Ave and Elbow Drive as Main Streets and emphasis access to businesses along Macleod Trail.
- Add higher density along 61 Ave toward Chinook LRT station.
- Focus more on safety, housing affordability near LRTs, pedestrian-oriented development along Macleod Trail, walkability to industrial areas, and a future grocery store.
- Add densification along Macleod Trail
- Focus more on Elbow Drive, 50 Ave, 58 Ave for future commercial and high density residential.
- Balance pedestrian accessibility with Macleod Trail as a traffic corridor.
- Focus more on redevelopment and underutilized buildings/areas, flexible housing options east of Macleod Trail, and higher density and mixed-use.
- Consider placemaking through pedestrian nodes with other potential Main Street opportunities.
- Recognize the potential of 50 Ave and Elbow Drive.

Core Value #4: Mobility Choices

- Focus more on pedestrian and cyclist safety, better infrastructure, crossing Macleod Trail to transit locations, more universal design, housing options, and extending mobility beyond Macleod Trail.
- More focus on people/housing.
- Focus more on North-South bike access and bike routes in the Plan area.
- Recognize pathways to Elbow Drive.
- Suggest Elbow Drive as a main corridor.
- Focus more on allowing cyclists on alternate routes besides Macleod Trail, concerns about cycling on Macleod Trail.
- More emphasis on multiple mobility corridors, not just Macleod Trail. Focus on Elbow Drive, Mission Road, 50 Ave, and 42 Street.

Core Value #5: Transit-Oriented Development

- Support TOD at Chinook and 39 Ave LRT station areas.
- Focus more on safety, housing options, 61 Ave for residential, higher density near station areas and underutilized lands, and more hubs for mobility choices.
- Consider small business development near 39 Ave LRT station.
- Acknowledge existing TOD potential for development.
- Focus more on housing near TOD, multi-housing options, connecting transit hubs, business opportunities to support economic incubators, and how retail will develop around stations.
- Recognize value of existing bus route networks in Plan area.
- Focus more on mixed-use residential and commercial near LRT stations, housing, integrating TOD with pathway access, making stations functional and safe.
- Consider businesses and small entrepreneurs near station areas.
- Explore more about what artistic could mean for TODs.

The draft vision key highlights the working members came up with are:

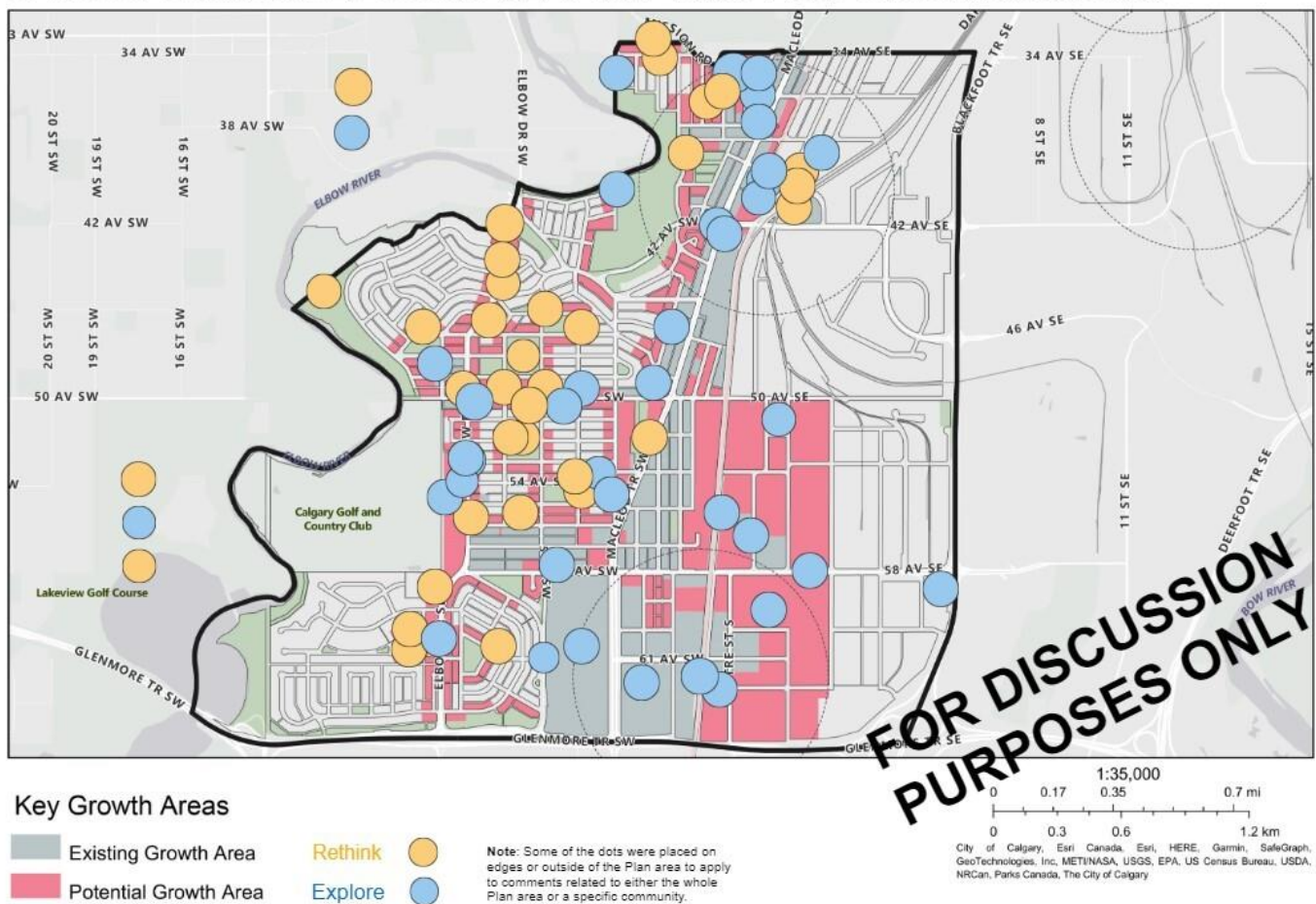
- Add linkages to natural areas.
- Focus less on economic hub and more on residential communities.
- More emphasis on walkable commercial areas.
- Focus less on transportation aspects of Macleod Trail and more on housing and healthy/active communities.
- Keep connections between residential, commercial, and industrial but more focus on preserving natural areas, recreational areas, and community spaces.
- Consider clarifying what is meant by a Major Activity Centre.
- Focus less on Chinook Communities as an economic hub, suggest alternatives such as a community hub / more focus on people.
- Focus more on preserving natural spaces and recreational areas, safety for green spaces and parks, add housing options, and capture more about naturalized areas and recreational opportunities.

Presentation from the session can be [found here](#)

Working Group Session 3: Draft Key Growth Map

On Tuesday, September 26, 2023, working group members were presented with a session 2 recap and focused the conversation about key growth map. The yellow on the map below show the areas that working group members identified for reconsideration and the blue dots are areas that working group members considered for further exploring.

CHINOOK COMMUNITIES LOCAL AREA PLAN - DRAFT KEY GROWTH AREAS MAP



What did we do with the working group feedback?

Feedback collected throughout the three working group sessions allowed the team to refine the draft core values and draft vision as well as the draft key growth map prior to being released to the public for our Phase 2 engagement. The core values, vision and map that are currently open for input in Phase 2: EXPLORE – reflects these revisions and feedback.

Phase 1: Community Association Meetings Summary

Purpose of Community Association Meetings

Pre-work - It is important to note that at every phase of the project, we will invite all community associations and provide an opportunity to connect prior to the launch of public engagement. During our Phase 0 – DISCOVER we met with the Chinook Community Associations individually to conduct walking tours in their communities which allows the team to get a sense of what they value and identify potential opportunities in the area. These are followed up by hosting joint meetings with all of the plan-area community associations to share information about the project itself, timelines etc. and how we are looking to work together on the project prior to the official introduction to the public at large.

During the Phase 1 window of public feedback, the Chinook Communities Local Area Plan project team invited community associations in the area to understand not only their perspective as it pertains to their individual boards but also community expertise as residents of the plan area.

On April 18 and April 25, 2023, community association representatives were invited to meet with the project team either in-person or online to attend our official Phase 1 meetings. The main objective of the Phase 1 meetings was to update community association participants on the launch of Phase 1 to the public and share the first draft of about Chapter 1 (Past, Present, and Future) and formally collect their input. The session was organized into the following components:

- Part 1: Project Introduction
- Part 2: Past
- Part 3: Present
- Part 4: Future
- Part 4: Next Steps & Questions

Once an overview of work and public engagement was provided by the project team, the session moved to a facilitated discussion that focused on the community associations' respective community expertise and views from their board of directors.

Summary of Phase 1 Community Association Feedback

The project team met with representatives from the Chinook Community Associations virtually on Tuesday, April 18, 2023, and in-person on April 25, 2023. Below is a summary of the conversation:

Topic 1: PAST

Question: What is important for people to know about the area's history?

- Participants value the rich and diverse history of the area such as the two malls
- Participants value the history of how the community was developed.
- Particp

Topic 2: PRESENT

Question 1: What do you love about the area and your community and why?

- Participants love the fact that the area is walkable and a real sense of community
- Participants expressed that they love the wetlands and green spaces
- Participants shared that they enjoy the access to goods, services, and amenities.

Question 2: What are the challenges your area is facing and why?

- Participants see increased crime as a challenge in the area.
- Participants see parking and parking permits as a challenge in some of the Chinook communities.

Topic 3: FUTURE

Question 1: What is important to you and for future generations when thinking about how the area could evolve in the next 10-30 years and why?

- Environmental sustainability of green spaces and preserving open spaces such as natural areas, playing fields, playgrounds, and off leash parks
- Affordable housing options and seniors housing

Question 2: Select the Top 3 topics that are most important to you as these communities evolve.

- Access to goods, services and amenities close by.
- Healthy and thriving natural areas.
- Spaces, places and programs focused on recreation, play and outdoor activities close by.
- Strong local shops, businesses and amenities.

Phase 1 Community Association input can be found in the **Appendix A – Verbatim Feedback**

Phase 1: Industry Representatives Meeting Summary

Purpose of Industry Meetings

During the Phase 1 window of public feedback, the Chinook Communities Local Area Plan project team invited industry representatives in the area to understand their perspective. It is important to note that at every phase of the project, we will connect with major landowners and industry representatives to ensure they are also a part of the process.

On May 11, 2023, industry representatives were invited to an online session to learn about the Chinook Communities Local Area Plan. The session was organized into the following sections:

- Part 1: Project Introduction
- Part 2: Past
- Part 3: Present
- Part 4: Future
- Part 4: Next Steps & Questions

Once an overview of work and public engagement was provided by the project team, the session moved to a facilitated discussion that focused on industry experience and expertise.

Summary of Phase 1 Industry Feedback

Topic 1: PAST

Question: What is important for people to know about the area's history?

- Area has been in transition for a long time
- In the past - Ideas that certain preservation of the industrial areas for employment and industrial uses - this excluded potential for industrial live/work type of development and didn't entertain mixed-use development potential

Topic 2: PRESENT

Question 1: What do you love about the area and your community and why?

- No comments were provided.

Question 2: What are the challenges your area is facing and why?

- No comments were provided.

Topic 3: FUTURE

Question 1: What is important to you and for future generations when thinking about how the area could evolve in the next 10-30 years and why?

- Additional LRT Station 50th Ave
- More connected active mode infrastructure

Question 2: Select the Top 3 topics that are most important to you as these communities evolve.

- No comments were provided.

Phase 1: Industry input can be found in the **Appendix A – Verbatim Feedback**

What did we ask through the public engagement?

Public Engagement

Overall, there was a high level of interest in the project and a wide range of input was received from the community. Public engagement was held between April 18 - May 23, 2023.

Participants were asked to provide comments and thoughts on the following topics:

1. PAST: to help increase the understanding of local historical assets
2. PRESENT: identify current strengths and challenges
3. FUTURE: gain a better understanding of how the community will change and develop in the next 30 years
4. Participants were also asked to rank and comment on eight principles to indicate which priorities are important to them.
5. Draft Chapter Feedback (online only) responded to draft Chapter 1 of the Local Area

These questions were presented both at our in-person open house, via the mailed-in engagement booklets, and online via the project webpage.

For a verbatim listing of all the input that was provided, please see **Appendix A: Public engagement verbatim responses section**.

Phase 1: High-level Themes

Participants identified the following areas as important for consideration and inclusion in the Plan:

- Participants value the heritage buildings and the culture of the area.
- Participants value their natural spaces and tree canopy.
- Participants identified the desire to remain a single-family community.
- Participants value their parks, open spaces, and trees.
- Participants value proximity to good amenities and services.
- Participants value the various mobility opportunities to access recreational and community amenities in the area.
- Participants expressed concerns around what effects growth and change could have on traffic safety and parking.
- Participants are concerned with crime and safety in their communities.
- Participants expressed concerns about adding density in their communities.
- Participants are concerned with unhoused populations and drug use.
- Participants expressed the desire to increase the walkability/mobility/ and opportunities and access to public transit in the area.
- Participants expressed the desire to maintain and improve the various green spaces and tree canopy in the area.

- Participants expressed the desire to maintain low density in the area.

For a description of individual themes broken down by each question with examples, please see the **Summary of input** recieved section. For a verbatim listing of all the input that was provided, please see **Appendix A: Public engagement verbatim responses section**.

Summary of input received

Below is a summary of the main themes that were most prevalent in the comments received for each question, across all methods of engagement. Each theme includes summary examples of verbatim comments. These are the exact words used. To ensure we capture all responses accurately, verbatim comments have not been altered. In some cases, we utilized only a portion of a comment that spoke to a particular theme.

TOPIC 1 – PAST

Question 1: What is important for people to know about the area's history?	
Themes	Sample verbatim comments:
Participants value the heritage buildings and the culture of the area.	<ul style="list-style-type: none"> • • <i>"An older Calgary neighbourhood, known for its abundance of tree-lined streets and river pathways as well as heritage homes, a repurposed 1900s public school building plus several significant public green spaces."</i> • <i>"Important landmarks, heritage, flora and fauna, demographics."</i> • <i>"1950s era Heritage homes. All bungalows with character. Small neighborhood means more community spirit & less crime."</i> • <i>"Southern Alberta Pioneers' Memorial Building, Lindsay's Folly."</i> • <i>"Highlight heritage buildings, maybe have open days once a year for them to be admired. So many old/original buildings have been demolished."</i> • <i>"Just knowing it has an interesting heritage."</i> • <i>"its important to know about the areas history, heritage. Its what the community DNA so to speak."</i>
Participants value their natural spaces and tree canopy.	<ul style="list-style-type: none"> • <i>"Great Parks."</i> • <i>"Windsor Park is historically beautiful community with mature properties and amazing tree canopy."</i> • <i>"Older community bordering on Park space."</i>

	<ul style="list-style-type: none"> • <i>“Well established nature area with lots of trees and variety of houses (some streets).”</i> • <i>“This area is rich in terms of the maturity of landscapes and trees, has always been single family and has afforded families through all stages to stay active and engaged.”</i>
Participants identified the desire to remain a single-family community.	<ul style="list-style-type: none"> • <i>“Designed for single family dwellings. Important to have communities designed for single family, specifically.”</i> • <i>“That it’s a single-family dwelling community. That its perfect the way it is & always has been.”</i> • <i>“It was designed as single detached residential area and should remain such with beautiful houses and yards which include trees that shade and ue CO2 and produce oxygen. Do not mess it up with ridiculous density planning. Government should plan for less people as the earth cannot tolerate what we require of it.”</i> • <i>“I was born and raised in the community and want to preserve it as a single-family community.”</i>

TOPIC 2 – PRESENT

Question 2a: What do you love about the area and your community and why?	
Themes	Sample verbatim comments:
Participants value their parks, open spaces, and trees.	<ul style="list-style-type: none"> • <i>“Parks & greenery - especially dog parks which are a wonderful amenity for both dogs & their owners.”</i> • <i>“Near the river. Walking paths. Close to restaurants, grocery. Trees. Nature.”</i> • <i>“Nature and being in the city.”</i> • <i>“We love the parks because it is a very convenient place to revitalize and recreate in a beautiful setting (next to a river with view of the mountains).”</i> • <i>“Mature urban forest.”</i> • <i>“Great neighbours; good schools; great access to outdoor spaces.”</i>
Participants value proximity to good amenities and services.	<ul style="list-style-type: none"> • <i>“Close to downtown, Chinook, transit, local stores, Sandy Beach and reservoir. Close to pathways and on bike route.”</i> • <i>“I love the abundance of local businesses and walkable parks, schools, and other infrastructure.”</i>

	<ul style="list-style-type: none"> • <i>"love the quiet inner fringe of Calgary - tree lined streets and local amenities - small business & restaurants."</i> • <i>"Location, its tucked away in plain sight. Near major roads but not near traffic; close to tons of shops + amenities, walking distance to great parks. Love the diversity of houses."</i>
<p>Participants value the various mobility opportunities to access recreational and community amenities in the area.</p>	<ul style="list-style-type: none"> • <i>"I love the community's location and accessibility to nearby amenities. I love it because, as I cycle as often as I can, I find (for the most part) there are many pathways to use as alternatives to driving."</i> • <i>"The convenience of services even if you ignore the mall."</i> • <i>"It's a 15minute neighbourhood... basically any service is available within a 5 min bike ride from anywhere else!"</i> • <i>"I love being able to walk around the neighborhood to grab groceries or a coffee. I like the development of residential buildings being constructed in the area."</i> • <i>"The pool + skating rink & the bike pathway. The nearby grocery + liquor store."</i>

Question 2b: What are the challenges your area is facing and why?

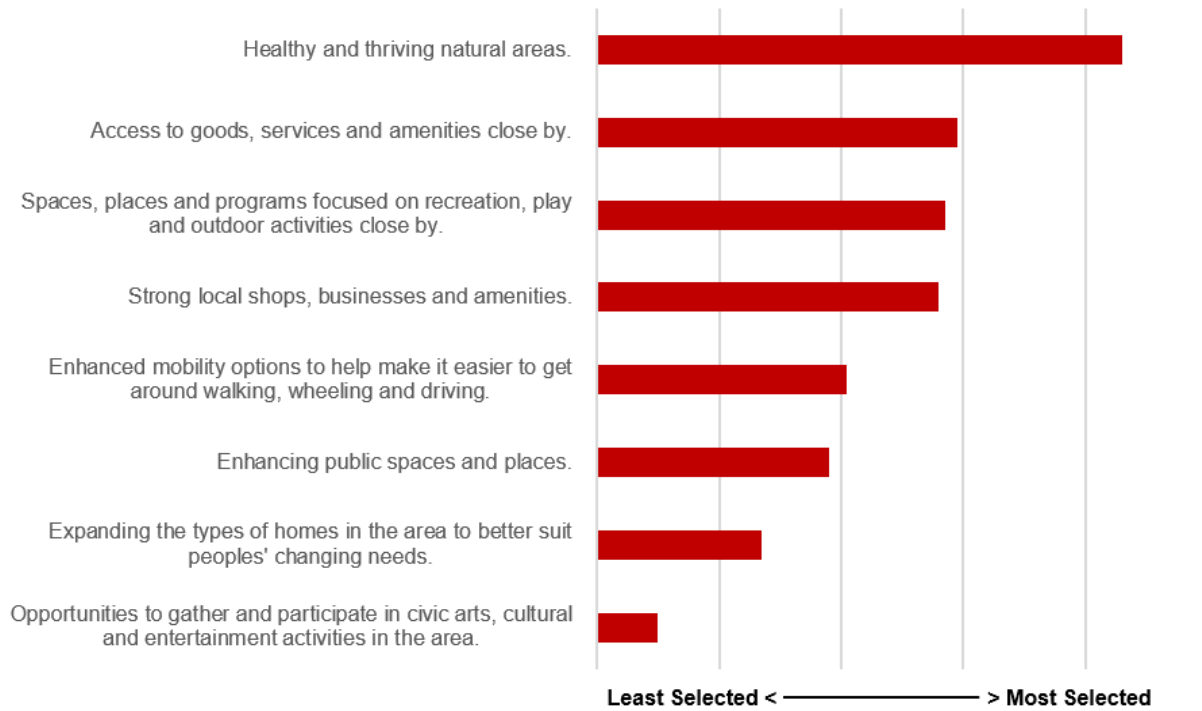
Themes	Sample verbatim comments:
<p>Participants expressed concerns around what effects growth and change could have on traffic safety and parking.</p>	<ul style="list-style-type: none"> • <i>The main challenge my area is currently facing would be safety, it happens to be centrally located and with that comes people who are down on their luck or facing some form of drug addiction. Our building has been broken into a couple times due to these issues.</i> • <i>"Street crime break and enters are prevalent in our neighbourhood), pace of development has slowed because of economic conditions and nimbyism."</i> • <i>"too much traffic flow."</i> • <i>"drugs and homelessness that increases the crime rate. Our property is not secure here and this repels people from living here."</i>
<p>Participants are concerned with crime and safety in their communities.</p>	<ul style="list-style-type: none"> • <i>"The local area plan, with its proposed density measures, is a threat. I don't want to see high-rises in it. Leave it alone. I believe the plan is already developed by City Planning and nothing we say will change this. Why are you bent on changing what's working? Higher density leads to more problems with traffic, crime, and neighbours not knowing each other."</i> • <i>"No infills wanted here. We don't want to be Windsor Park - that community is a mess."</i> • <i>"increased population, density, parking."</i> • <i>"Biggest challenge - the unnecessary need to increase densification in ALL communities. We should have a mix ; R4 - Windsor Park etc. Pick where you want to live. Don't make all communities the same."</i> •
<p>Participants are concerned with unhoused populations and drug use.</p>	<ul style="list-style-type: none"> • <i>Not happy about the crime/homeless population rising here."</i> • <i>"homeless encampments and crime that comes with that."</i> • <i>"One of the challenges is from homeless people. Some of the rental houses had drug problems. We worked hard with CPS and they closed them down."</i> • <i>"homeless, drug addicts making mess and demonstrating unhealthy lifestyle has decreased the enjoyment in own parks."</i> • <i>"challenges: growing out of proportion, homelessness and drugs addicts, people in the community feel unsafe, there are often loud voices, fights that wake us up; train stations & all areas around Chinook Mall feel unsafe and are very dirty."</i>

TOPIC 3 – FUTURE

What's important to you and for future generations when thinking about how the area could evolve in the next 10-30 years and why? Think of specific topics such as housing, connectivity (bike, transit, vehicle), sustainability and/or specific locations within the area (community gathering spaces, libraries etc.)	
Themes	Sample verbatim comments:
Participants expressed the desire to increase the walkability/mobility/ and opportunities and access to public transit in the area.	<ul style="list-style-type: none"> “As I try to bike as much as possible, I think the constant improvement of the cycling network will serve as a way to improve the area and be more sustainable in the long run.” “I think that having a better urban fabric which includes: walkability, transit, bike infrastructure, community gather spaces, public art, and parks. As of right now the inner city just kinda unravels as it gets closer to the suburbs and industrial area. Parkhill is kind of in between and it has a lot of potential, it's situated in an area that is the meeting spot of many paths and roads. Generally I think I share the sentiment with the youth my age that we want more urban communities.” “Active travel should be the default mode of travel for most people in the area as most services are available (15 min city). We do need a library in the area.” “Accessible transit, walkability & bike path for commuting & recreation.” “Integration of businesses and residential through mixed use zoning to facilitate an interconnected community and allow to walkability.”
Participants expressed the desire to maintain and improve the various green spaces and tree canopy in the area.	<ul style="list-style-type: none"> “Maintaining the openness and space of these communities is critically important. These communities are a buffer between the river valley and light industrial areas and are a significant contributor to the aesthetic of the City. The tree canopy is a unique feature in Calgary which must be protected. The lower density of the Chinook communities contributes to the calm and quiet environment.” “Maintain green areas.”

	<ul style="list-style-type: none"> • <i>“Calgary needs more green space especially if there is increased density. We are used to having privacy and some area that we can feel at home in.”</i> • <i>“off leash dog areas, preserve + enhance green space.”</i> • <i>“There are many parks & green spaces which should be maintained.”</i> • <i>“Healthy gathering places and activities for teenagers (as the babies in the community grow)”</i>
<p>Participants expressed the desire to maintain low density in the area.</p>	<ul style="list-style-type: none"> • <i>“More bike lanes to encourage people to bike in this great area versus driving -lots of students would be for that -more libraries and parks spaces – densify area.”</i> • <i>“More transit options: adding more bike lanes and walking paths, earlier/ later busses (24/ 7 please?).”</i> • <i>“more pedestrian and cyclist infrastructure.”</i> • <i>“more bike paths lanes - more frequent buses- more mixed residential/ retail neighborhoods - more car free streets.”</i> • <i>“Where housing density will increase – more bike lanes – keep the green spaces!”</i> • <i>“Bike pathways connecting to other communities – community gardening – corridors to promote plant biodiversity – small (illegible) development along Bowness Road corridors.”</i>
<p>Question 4: Select the Top 3 topics that are most important to you as these communities evolve</p>	

All Participant Topic Selection



Top 3 topic that we heard are most important

1. Healthy and thriving natural areas.
2. Access to goods, services and amenities close by.
3. Spaces, places, and programs focused on recreation, play and outdoor activities close by.

What did we do with the input received?

This input was used to develop the draft core values and vision as well as the key growth map to the public for Phase 2: EXPLORE with specific attention to the development of Key Growth Areas that will be presented in Phase 2 consultation. We encourage you to review the Phase 1 What We Did Report to understand how feedback collected in Phase 1 helped to inform the concepts in the draft Chinook Communities Local Area Plan that will be brought forward in Phase 2 engagement.

Project next steps

The project team is continuing to undertake planning analysis and work with subject matter experts to develop draft concepts and policies for the draft Chinook Communities Local Area Plan. Your input, and the input of the public, will help the project team understand people's perspectives, opinions, and concerns as they conduct this work. Other considerations include looking at context and trends, professional expertise, equity and other existing City policies.

We will be back in the community in fall 2023 for Phase 2: EXPLORE. This phase will include multiple engagement opportunities including in-person, mail-in and online engagement, giving participants the opportunity to review and offer input that will help us further refine the concepts in the draft Chinook Communities Local Area Plan.

To stay up-to-date on project details and future engagement opportunities, please visit and sign-up for [email updates](#).

Appendix A: Public engagement verbatim comments

Verbatim comments include all written input that was received through the online and direct mail engagement, in-person events and targeted participant sessions.

These are verbatim comments and are reflected below as they were submitted and have not been altered in any way, except for removal of personal identifying information, or profanity. Each bullet point represents a separately submitted comment.

TOPIC 1: PAST

- *Glenmore reservoir there the City's drinking water comes from and Sandy beach..one of the most important parts of the riverpark system.*
- *Important landmarks, heritage, flora and fauna, demographics*
- *Highlight heritage buildings, maybe have open days once a year for them to be admired. So many old/original buildings have been demolished.*
- *An older Calgary neighbourhood, known for its abundance of tree-lined streets and river pathways as well as heritage homes, a repurposed 1900s public school building plus several significant public green spaces.*
- *The area around Stanley Park was first developed for residential purposes in the late 1940s - early 1950s.*
- *Stanley Park was the site of the barns for polo horses in the 40's*
- *Stanley Park has provided a focus for not only residents nearby, but has links for the indigenous history, links to early Stampede history and William Reader and Reader Rock Garden provided an early and forward thinking vision of the landscape and environment of Calgary*
- *The heritage, what the past was able to mold into the area it's known as today.*
- *Just knowing it has an interesting heritage*
- *Safety and better policing. Traffic is a mess. Why destroy single family homes.*
- *Don't ruin our community like you have with other sectors of the city.*
- *On Elbow River escarpment sits Britannia, further east, Elboya, sloping down to the river's edge at Stanley Park. Acquired by City in 1925. The City's new Planning Department developed the infrastructure, landscaped the parks & boulevards, & marketed the lots, registering caveats that defined build conditions. The communities encompass walkability, access to transit, a commercial centre, schools, churches, parks, & housing diversity—a model for today's complete communities.*
- *This area is an old single dwelling area with multiple parks and greenspace. It is easy to access the bike path to go to the reservoir or the other way to the bridge, and onto the river.*
- *All of the above. It is fun to live in a place with a deep history. It makes you feel more connected to your community.*
- *Where we live used to be a farm and our house was a farm house at the time.*
- *I would love if there were more history posted about the Southern Alberta Pioneers Memorial building, and/or "Lindsay's Folly". I had to google both of these to find out there names but otherwise did not know anything about these places, despite them being quite prominent landmarks in the neighbourhood. Some history related to the 2013 flood I think is also important - if I hadn't lived in Calgary I'm not sure I'd be aware how much the community was impacted.*

- *It was one of the first planned neighbourhoods in Calgary. The plan was good then and is good now. No change needed!*
- *Meadowlark Park is a small community which started in the 1950s. While many of the homes are still bungalows, many have been renovated and/or rebuilt. The community is currently being rediscovered by families with small children moving in -- great to see. It is a quiet community with good access to services and amenities. It was an aging community but that is changing.*
- *The river valley, the old homes, the Glencoe and the Calgary Golf & Country Club, the Glenmore reservoir/dam, Chinook mall*
- *Mayfair and Bel-Aire were specifically designed to be spacious, low density single-family detached dwelling neighbourhoods, with the developers in each case registering restrictive covenants to create a building scheme for each neighbourhood, so as to preserve the developers' original visions.*
- *Mayfair was significantly adversely impacted by the construction of the Glenmore/Eblow Interchange in the early 2000s - it lost an entire street - about 20% of Mayfair.*
- *The small Mayfair commercial area*
- *Diversity in the area's living accommodations, recreation and shopping.*
- *It's a nice touch, given Calgary has a more migratory population with folks moving in/out of the community all the time. History isn't associated with the city. My feeling has always been Calgarians prefer new to nostalgic the city isn't particularly sensitive about preserving neighbourhood character in any capacity. I think these factoids would get better exposure if they were a series of plaques in the new walkway over McLeod Trail to Chinook Mall or somewhere similar.*
- *It is all well and good that this question is asked except you have already given the answer above. This is so typical of our civic government.*
- *The hill near the school was a buffalo jump*
- *Are there any BIPOC people that could be included?*
- *To know what was important and valuable in the past and to perhaps continue the good things that were planned or envisioned in the past.*
- *Places and people*
- *That it is a residential area that protects property rights and respects density issues that affect value and increased costs of operations and inconvenience in the community area. That individual communities and associations need to regulate things within the community not communities in the rest of the city or Alderpersons who are not part of this community. Fighting excessive density against civic planners mandates is an example of what we do not want. Common sense*
- *The historical aspect meaning the people, places and things that were developed in that specific area over the years as people lived and worked there, or commuted to other areas of the city. How did the area change over the years - historical photographs can be interesting and thought-provoking.*
- *Southern Alberta Pioneers' Memorial Building, Lindsay's Folly*
-
- *Heritage and the fact Macleod TR was a linked trail to Fort Macleod*
- *Designed for single family dwellings. Important to have communities designed for single family, specifically.*
- *its important to know about the areas history, heritage. Its what the community DNA so to speak.*

- *Before an aboriginal village was set up at Stampede grounds, the Teepers were set up on 50th Avenue*
- *How to keep it unique, not looking to take advantage of property taxes by doubling land use!*
- *Natural history. Ranching. Agriculture*
- *Heritage*
- *Family who owned Ave continue to be an influence in protecting single family safe housing.*
- *Very important to know people + heritage. Also interesting to know developments over the years. Important for people to see how the area has changed. Knowing the past + feeling connected helps people take pride in their communities and maintain a clean and safe city.*
- *Reader rock gardener / William reader. History of Stanley Park*
- *Urban canopy - disappearing as new RCGs are built. Lots of original homes still exists*
- *Rural 4 Room Milton Williams school, can be seen in photo of Mayfair Local Business - Route 66 shell gas station, BA gas station. 9 hole golfing & diving range.*
- *Residents now and in the past made this area so great. They are philanthropists contributing to the City's well being.*
- *Hard working family neighborhood. Friendly highly educated*
- *Southern Alberta Memorial Building in Rideau Park / Parkhill location 3625 - 4 St SW overlooking the Elbow River Valley*
- *Britannia was a modern bungalow community. Some residents have lived here their all lives, others circle back mid-life, others drive from other communities to enjoy the parks and amenities, others are new*
- *Many original homes and owners*
- *Designed as single family homes. Can't make density increase 2 times or more. Many neighbors have lived here their entire lives and have enjoyed living in their own houses as their lifestyle change. Used to have grocery store in the area, now there's more people living here, no local stores or rec centers (Heritage YMCA etc)*
- *Great Parks*
- *Windsor Park became part of Calgary in the early 50s. It is part of the inner city. lots of condos and apartments on the Southern boundary. Chinook center is on our Southern border as well.*
- *Windsor Park is historically beautiful community with mature properties and amazing tree canopy. We have a variety of family models & cultures represented making for a diverse community of neighbours and friends. I love the lack of car traffic commuting through our neighbourhoods and slower, less congested pace (not full of cars like Marda Loop*
- *Indigenous origin of this area. The 60s 2 - ???? Bungalow built in edge of city*
- *All of the different roles that the area has had: grasslands, temporary settlements for indigenous peoples, peoples, farmland for settlers, a new community for growing Calgary, now a relatively inner city diverse neighbourhood community. Its okay if the neighbourhood changes. it won't look like it did when it was first developed, and it shouldn't*
- *The positive and negative aspects of living here*
- *Traditional families and values are being ignored. Diversity of opinion is our strength*
- *Native people used to camp on the escarpments of elbow river - along Stanley Drive. Show images of the flood and river park?? improvements*

- Close to downtown and public transit services. Long history of single family residential development
- That it's a single family dwelling community. That its perfect the way it is & always has been
- Its single family homes, leave it that way
- It was designed as single detached residential area and should remain such with beautiful houses and yards which include trees that shade and ue CO2 and produce oxygen. Do not mess it up with ridiculous density planning. Government should plan for less people as the earth cannot tolerate what we require of it.
- 1950s era Heritage homes. All bungalows with character. Small neighborhood means more community spirit & less crime
- Encourage senior residents of the community to feel that they are part of the new community. History and the past resides in collective memories of senior community members. Allowing better/accessible neighbourhoods and open public spaces alloes senior community members to grow with new community members.
- Strong community spirit. Great place to raise a family. Great neighbours
- Dr Hamilton at Elboya school invented the lasar in Gr. 9 as science project. Also major scientist to help astronauts in NASA
- Everything in the areas history is important, but more recognition of the Indegenous contributions would be great
- Established area with a strong community. Many second and third generation live in the area of their parents and grand parents. Safe and secure with only two entrances. Diversity of the community on terms of wealth, colour, ethnicity, and work / professional background
- Land development as city grew on south side of Riverdale Ave & Elbow River
- Older community bordering on Park space
- This area is rich in terms of the maturity of landscapes and trees, has always been single family and has afforded families through all stages to stay active and engaged. It clearly??? Needs to be preserved into the future to ensure options continue for low ensity, single family, low traffic, safe areas as a balance.
- In the dictionary, equity is defined as fairness. In your booklet, you pose the question "how do we plan for equity within our communities and City?" Why is there no fairness (equity) when it comes to property taxes? Why should this community (Elboya) have to pay so much more (based on market value) than other communities? Our house is our home and not for sale. We are not looking for charity (loans) to pay these unfair property taxes, so we can stay in our home.
- 2nd . 3rd generation choose to live here
- I am new to living in the area and do not know much about the history of the area. I lived here for less than 1 year.
- pre-settlement history (i.e. early ranches etc.)
- not important
- what changes have already occurred
- nice lots, beautiful houses
- It's important to understand the past to make more informed decisions for the present & future
- keep river valley pure & clean, keep zoning consistent to decrease density and keep traffic controlled
- do not change R1 districts
- significant people, places & heritage. Relationship to Queen Windsor Park

- *I was born and raised in the community and want to preserve it as a single family community*
- *It is good to know what was important to people that lived here in the past so that we can perhaps use their knowledge and perpetuate the good aspects of their plans for the areas*
- *not really sure here. I am not too excitable by history - my main concerns as a home owner would primarily be around events resulting in harmful materials in my home (mold from flooding, eg) or soil (toxins from past use)*
- *many neighbours have lived here for our 50 years. Rich history + respect for community, unlike any neighbourhood we lived in.*
- *Moved here in the 90's from another province - don't know the history. I like the old bungalows in Windsor Park that are torn down one after another. They are history of this area. At least one should be saved and refurbished into a neighbourhood, say, coffeeshop?*
- *would be great to have historical facts described in our community newsletters each month*
- *it's all important and should not be focused in any one period*
- *My grandparents met at a house party in Windsor Park. As kids, we used to walk down to the Hobby Shop on MacLeod Trail but its boarded up now. Do kids still get drunk on the slopes of Sandy Beach?*
- *Riverdale ave & Elbow Dr turn-circle was a turning circle for trolleys in the past. This area was once the suburbs of Calgary*
- *People came to this area for outdoor activities and entertainment.*
- *1. "Architect's Row"/ "Architectural road" 1A Street in Parkhill 2. Community decades of fine-tuning ASP with thousands of volunteer hours creating a highly desirable heighbourhood, with diverse built forms from high density residential, density res, duplex, along with high volume retail*
- *knowing about the old elementary school, Elbow Dr and Malibou Rd. when Chinook Mall was developed*
- *have only lived here for 2.5 years but appreciate that it was at the outer fringe of the city in the 50's and 60's. It is a great inner city community with mixed residential. Don't need duplexes but no high rises please!*
- *History - Parkhill has a long history, however not many, if any old, heritage structures still remain. Lindsay's Folly is a prime example - it doesn't need updating, just maintenance - and maybe an interpretive plaque informing on its historical significance*
- *Golf and country club, Elbow River, Chinook Centre, S.W. quadrant, 15 plus bridge do more. Love Chinook Mall one*
- *Harnam Singh Hari came to Calgary in 1910 and amassed 5000 acres of land that including the Chinook area, when he sold the land he became one of the richest men in Calgary.*
- *Pioneer lodge, Obolensky Park, history of Stanley Park*
- *Well established nature area with lots of trees and variety of houses (some streets). Probably was quite a nice quiet area before the mall was put up*
- *Developers were not allowed to change the nature of the community because of zoning bylaws & restricted covenants that protected it. City Hall that needs to respond to the wishes of citizens and preserve their communities when that was the wishes of the residents*
- *Windsor Park used to be a very tight community. All the kids that attended WP really knew each other as did the parents. We had many of the immigrant families walk to*

WP school from the apartments on 58,57,56 Ave SW. Those apartments have been there for many years and were affordable. Now higher cost due to no rent control, landlords and hoarders in the district and no school for regular students. Terrible planning 50 Ave and 5 St are a nightmare

- I believe this community started as a way to house original CP Rail workers. A few houses of the area remain but the "character" of its neighbourhood remains as well. I love that we have the Southern Alberta Pioneer Lodge on one end, Parkhill School in the middle, access to Stanley Park and the river, and other interesting features.
- Britannia, developed above the Elbow River in the early fifties on Rolling land where there had been a riding stable and trails accessing the river valley was the first "modern" community designed by city planners. We already have all the advantages and amenities you are suggesting including multiple family housing, shops, banks, parks for walking and biking and planning at the playground, bus service, medicine clinic, growing population of your families.
- When Parkhill was developed. Why Parkhill was developed. Parkhill social history. Who originally populated the community (railway workers)
- Area is becoming more of an immigrant area. Elboya school is a multi cultural school. As much as history area is interesting. I feel many moving in or living here really have little interest in 50+ years ago life.
- The famous German architect Peter Caspari designed the famous apartments known as (cannot read). He used the lift slab technique that allowed concrete (cannot read)
- The increasing people and their own connection to lands + waterways + forests and meeting places. A very smooth suspension corner, safe + respectful shuttles services
- When Barry Erskine was alderman he promised Windsor Park a greenbelt if we (the community) accepted the women's shelter. Elboya had flat out said no. Once again WP was chosen by the city & we never did receive the greenbelt promised. Not surprised!
- Open House
- Walking path along golf course – there used to be one there. It would be nice to get that back
- This is not correct
- What is the city going to do respect restrictive covenants?
- Encourage heritage buildings to repurposed for different uses, not torn down.
- Maintain green spaces and tree canopy – once development occurs, maintain mature trees.
- Maintain the tree canopy and enough personal property for legacy gardens. Must avoid the inner city becoming a heat ink. Has always been single family housing with enough space for trees, gardens, kids to play & privacy.
- Meadowlark Park / Belaire is a community that functions well and we would like it to continue to be that way.
- There are examples of more dense communities, such as Seton, that are well thought out. Any densification needs to be well thought out and close to the Transit.
- Unlike any community I have lived in before (Altador, Springbank) A gem with neighbourhoods with deep connection to the past.
- We enjoy the wuiet streets in Elboya, with lots of green space. Allowing further density will increase cars & decrease trees. Transit to Downtown id not convenient, efficient or safe.
- Areas along Elbow Drive in Meadowlark Park and Mayfair use to have well used corner stores that we are missing today.

- *A community garden I built that in Minde-craft Education*

TOPIC 2: PRESENT – Q2A: What do you love about your community and why?

- *Location = close to all amenities. Lots of housing choices for different prices. People can downsize and upsize within close proximity easily. Also have supporting industry and regional commercial nearby.*
- *Closeness to downtown, low density area, close to different amenities (restaurants, shops, bike paths, river, free areas)*
- *Close to downtown, Chinook, transit, local stores, Sandy Beach and reservoir. Close to pathways and on bike route.*
- *Quiet, central, walking access to greenspace, close to shops and amenities.*
- *I love everything but mostly it's the older trees and walkability which make this neighbourhood stand out. Everyday I look over the Elbow river to Calgary's best view. I can walk to work and services or quickly access transit to get anywhere. Car traffic is limited but walking traffic is high. Parkhill has diverse options for living - apartments for seniors and singles, duplex housing and both large, medium and small homes. It is not overdeveloped and so we co-exist well with wildlife.*
- *I love the community's location and accessibility to nearby amenities. I love it because, as I cycle as often as I can, I find (for the most part) there are many pathways to use as alternatives to driving.*
- *I also love the variety of breweries that are in such close proximity.*
- *Wide streets, low traffic, lots of trees, close to amenities*
- *The character of the community and the quiet streets - it is safe for kids to play outside/ride bikes. Our family and friends can find street parking when they visit. The current density is well-suited to the infrastructure.*
- *I love the community and the neighborhood the way it is*
- *Walking distance to many amenities. Close to natural spaces.*
- *Dont destroy single family homes.*
- *Outdoor pool, access to river walks, nice park areas. Access to services. Also access to recreation centre.*
- *It's a 15minute neighbourhood... basically any service is available within a 5 min bike ride from anywhere else!*
- *Access to work, shop and play. Community with a lot of character and history. We are lucky to have access to the ctrain, river paths and bike path, as well as lots of pockets of activity like the brewery district, britannia, sandy beach, and chinook mall.*
- *It's changing. I love seeing the kids playing in the neighbourhood. It's a quiet neighbourhood without a lot of traffic. I don't want to lose that. I like our community events and the friendliness of people in the small area.*
- *The character homes and low density neighborhoods that are comfortable and uncongested: these homes are largely lived in by owners which fosters a deep sense of community. Excellent access to sunlight without low rise apartments/condos. I love the access to the burgeoning industry in manchester with the barley belt and access to specialty boutiques/Chinook area. SO many parks: perfect for families.*
- *The ability to have privacy and space within the inner city.*
- *Proximity to pathways, Elbow River valley and Glenmore Reservoir.*
- *Quiet, spacious lots, low-density single family detached housing.*
- *Mature urban forest.*
- *Great neighbours and an active community association.*

- *Its proximity to the parks around Glenmore Reservoir, as well as commercial areas like Britannia Square and Chinook Mall.*
- *central location, large lots, mature trees*
- *I feel the growth stat is disingenuous, I'm sure if we got rid of the City impound lot & water operations, etc. the area growth trajectory would be different. I like that Parkhill has well defined borders, has green space at the end of 2 & 1A street providing lots of play/ recreation space and is constantly in use, compensating for micro-backyards. Proximity to services and retail in Mission make it an ideal neighbourhood.*
- *N/A at this point*
- *Walkability, access to parks and green spaces along the Elbow River. Proximity to downtown and Mission/17th Avenue (I am in Parkhill).*
- *We have lived in this community because of its proximity to every amenity that we deem essential. We chose to live in the inner city because of this.*
- *I love the abundance of local businesses and walkable parks, schools, and other infrastructure*
- *I love being able to walk around the neighborhood to grab groceries or a coffee. I like the development of residential buildings being constructed in the area.*
- *Nature and being in the city*
- *There is something for all members of the family. We are close to running paths. Commuting to work is easy because of the major roadways and the teenagers love being close to the mall.*
- *Barley belt, river, and parks*
- *The Chinook area is such a vibrant and connected part of the city. You're close to everything you need, while also being close to downtown and transit access.*
- *That it's a bit quieter (except Manchester) but still central. I like the big trees and detached homes (because the sound transfer in apartments and townhomes is pure misery), and it's close to parks and retail. I like that it's not so high rise heavy.*
- *Access to pathways by the dam and river, especially Stanley Park. Huge variety of business in and around the industrial park, transit access.*
- *It is inner city with access to all things: Parks, workout facilities restaurants, shopping as well as mall access although existing density and traffic on McLeod around the Chinook Area Malls needs to continue to improve the flow for people not mall owners. Maintaining reasonable density to avoid excessive strain on resources. Privacy of homes and community control over the community. A good city needs great community which has not been respected in many situations by city hall.*
- *We love how central our location is in Elboya, easy access to Pathways and parks*
- *I really appreciate the density and diversity of housing here. There are tall apartments, short apartments, single family homes, and townhomes, too. We also have fantastic river access and the LRT.*
- *I love being so close to the river + well kept natural spaces. Very good for my mental & physical health*
- *What I love is the parks, shops & people.*
- *I like that this area has a low amount of residents living in each home.*
- *The community, the green spaces (parks), the ssingle house lots.*
- *WPCA is 75 years in 2023.*
- *Near the river. Walking paths. Close to restaurants, grocery. Trees. Nature*
- *single family, homes, lots of space. Close to services - in fact, I can walk to all my services.*
- *I love the accessibility of shops and amenities*

- *Area is perfect! No challenges at all*
- *The ravine area and walking paths are a mind-clearing way to escape urbanisation while remaining in the inner city. Proximity to outdoor rinks, sledding, tennis, rafting, picnicking, etc. is world class.*
- *Parks & greenery - especially dog parks which are a wonderful amenity for both dogs & their owners. Proximity to local shops for essentials*
- *This area is easy to get to and is very centrally located. Good access to major roads. This community is cradle - to - grave. There is a great variety of families here. Some have returned since they grew up in MLP. We are next to Chinook Shopping Center which provides many services.*
- *Access to Stanley Park.*
- *Urban canopy. Green space. Bike path / route. Variety of housing. Neighborhood design (density on edges)*
- *Quiet and peaceful area. Safe and secure with green spaces close by .*
- *Green space / local shopping / amenities.*
- *Low density, lots of green spaces, low rise commercial areas with community feel.*
- *The value signature. Entrepreneurs. Not socialites*
- *Proximity to Elbow River Pathway system + Stanley Park + 4th Street/Mission area shops / restaurants*
- *Love the parks and pathways. Love the off leash areas*
- *Close to Downtown, train, bike paths and restaurants.*
- *Quiet, no through access to mall, small footprint, low population, mature trees*
- *Love R1 zoning, that's why we moved here*
- *Single family homes. Closed community to people driving through for short cuts - just the way it is built, mostly local traffic. We have a fantastic walking park off leash. Shopping, apartments on the edge restaurants (we have enough of all)*
- *I love that the Britannia shops are within walking distance and on the bus route. We have great grocery shops & restaurants close by. We are also close to Chinook Center, close to Sandy Beach Natural area*
- *I love the big trees and quiet neighborhood where it has been great for my kids to grow up.*
- *I love that older preproperties zoned for density are being rebuilt and updated to revitalise the community. I love walking access to amenities.*
- *We love the walkability to small businesses in Britannia mall. We like sidewalks on both sides of the streets. We like the deciduous trees*
- *The old tree lining the block, providing beauty, shade, shelter for wildlife.*
- *Love the proximity to downtown + bike paths. It is close to work for us. The bungalows + character homes.*
- *I love the walkability of where we live. We can walk to many places we need to. We can walk to our kids school. And it has great access for car or bike commutes.*
- *I like the fact that there is low density*
- *The convenience of services even if you ignore the mall*
- *stop building multi family homes in Windsor Park. You are destroying a once great community. Nothing good will come from this!*
- *The green space River Park Pathways. Tennis, ping pong, swimming, wading pools. Skating, tobogganing in winter. These parks were life savers for people in the pandemic. Lots of diverse families use Stanley Park to picnic & play in the river. Encourage this!*

- close to elbow river and Parks. Great community spirit and activity involvement. Local shops and services. Good mix of R1 and MF (Britannia shopping area & 50th St). Rideau area
- Love that it is single dwellings - no multi unit housing. No infills wanted here. We don't want to be Windsor Park. That community is a mess
- love single family homes, peaceful, quiet, not cramped
- the houses and beautiful yards which is a joy to live in and walk around. People know each other and communicate.
- we are very small community that is close knit.
- Schools and playgrounds. General community feel and quick access to downtown. Better mobility and access to disabled and elderly community members
- Great neighbours; good schools; great access to outdoor spaces.
- Used to be safe and quiet. Slurb?? - Landlords moving in
- I enjoy - as a non driver - the ability to access MOST necessities on foot or via transit. We need more local and affordable grocery stores and other NON- food & beverage amenities.
- The pool + skating rink & the bike pathway. The nearby grocery + liquor store. The big trees.
- Space, trees, quiet and large lots and reasonable distances between homes.
- Green space single family homes and a safe environment for children to play as compared to areas like Altadore / Marda Loop that are mixed, high density unsafe areas for people (including children) to walk, ride, play. Too much cramped into one area.
- Love the community spirit. Very close neighborhood considering it is very small. Everybody looks out for one another.
- If the City believes in equity (fairness) then get rid of the market value system which started @ 1992. Otherwise equity (fairness) re. Calgary Property Taxes and communities is just one big lie (no fairness). So what is the point of giving feedback to the City when some citizens are paying so much more property taxes than others, only based on the community they live in? we do not use more or have better City services than other communities
- Limited traffic - 2 entries into community. Quiet. Close proximity to pathways, playground, tennis courts. Close proximity to 2 malls, Chinook Britannia (walking distance)
- I love how many things (people, shops, professional services) are within walking distance. I enjoy how many people are getting outside walking, biking, parks/playgrounds etc.
- Parks, bike paths, and good transportation
- central park area, many people out walking daily, walking distance to Chinook mall, all it needs is a grocery store
- I love the density of housing (Bel-Aire vs apartments) and the mix of residential + retails
- private, do not want any building built, quiet
- It's beneficial to be located centrally in a city, close to downtown, but also a variety of parks, river, retail & services.
- love access to river alley & community business, close to city center
- Stanley park
- Quiet, close to park and bike paths. Low population density, nice trees

- *open spaces and parks, new stores on the street level with condos or office space above it*
- *We love the parks because it is a very convenient place to revitalize and recreate in a beautiful setting (next to a river with view of the mountains)*
- *Location, its tucked away in plain sight. Near major roads but not near traffic; close to tons of shops + amenities, walking distance to great parks. Love the diversity of houses.*
- *green spaces. Off leash dog areas*
- *community from here is great. I love the mix of original owners and young families.*
- *We are most fortunate in Elboya community to have great access to all services, lots of recreational space, strong local shops, great mobility options for transportation. Residential living here is lovely like it now stands. There is something to be said for a calming environment with no need for densification.*
- *Peaceful. A place to unwind + connect. Walk to Chinook or Britannia. Green space + side sidewalks.*
- *Britannia River Park and shopping strip. Both unique and with lots of potential. The park could serve area better than as an off-leash pay area for local dog owners. Many stay away re the on-jumping and often aggressive pets.*
- *Love: greenspace, parks, community halls, shopping areas*
- *I love all our green spaces and the river - place to play, meet friends, go for a walk*
- *we love everything about Britannia - too numerous to list.*
- *Great parks. I love being able to walk everywhere, to various businesses.*
- *Parks Stanley & Sandy beach. I love seeing people BBQing and enjoying the beaches. It is a beautiful sight to see so many cultures enjoying the park with their families people enjoying/floating down the river*
- *Love the central area, easy access to downtown and rest of city. Easy access to all kinds of transit.*
- *location - to amenities, LRT, downtown*
- *diversity of housing types and sizing, par, proximity to pathways*
- *Safety - friendly people across space*
- *love the quiet inner fringe of Calgary - tree lined streets and local amenities - small business & restaurants.*
- *Parkhill is a fantastic community - wonderful views, south, west and north. The river valley is at our doorstep.*
- *After visiting our son and family in Haysboro many times, we were drawn to Windsor Park by the variety of housing types, median price range and walking access to many amenities, e.g. shopping (Britannia, Chinook Mall), hiking (area streets, Elbow River Valley).*
- *Stanley Park tennis Court. Bike path. Green Space. Escarpment over Stanley Park.*
- *We love Stanley Park and all the activities it has to offer.*
- *the nature trees is what I love*
- *Love our neighbourhood (Windsor Park). Small but friendly.*
- *Love a quiet neighborhood with single family dwellings, similar home values maintaining value for all. Green spaces and pathways*
- *Engaging with friends I have known for 60 plus years. Not many left in the area as they couldn't afford to stay*
- *What I love about Parkhill is how many open, natural green space there are. It is teeming with dogs and kids. It feels spacious and safe. The houses are interesting as are the people. This is a mix of old and young. But it is also peaceful here*

- We bought our home in the beautiful area fifty years ago! Over the years there have been several generations of young families moving in and stay! (some people returning after having grow up here). We love everything about it- especially the people and the natural trees everywhere and feeling of community. Retirees are downsizing but staying, there are a lot of renovations and new builds going on.
- Love the proximity to escarpment. Love the compact development. Love the well managed, pioneered redevelopment over time.
- cost of new infills are very high. Lack of parking with more 4 plex housing on previous single home lots. Britannia is go to place as there are no other options, corner stores etc.!
- walkable, close to 4th street commercial, lovely Elbow River, access to regional commercial areas, located on MacLeod Trail and the (cannot read)
- quiet, relaxing, more amenities. As senior WB'D (cannot read)
- Love that it is RC1 zoning. Love the backyards + gardens.
- Parks and green spaces, river pathway
- Central Location to both transit, glenmore reservoir, and commercial services (restaurants, shopping, etc)
- Mix of housing options, larger lots/homes as well as multifamily, single family, full range.

Q2B: What are the challenges your community is facing and why?

- Lack of available land to support growth. All amenities are reaching capacity. Land use rezoning is being approved at the wrong place.
- Increase in crime
- Transit frequency has decreased. Less children around to keep schools open. Mall no longer lets people walk through the mall and there are few ways to cross macleod trail. The new overpass created also has limited hours, is not reliably open at these hours and can be unsafe.
- Redevelopment, replacing modest homes with large properties, clear cutting mature trees and shrubs. Crime has increased markedly in recent years. City councils dislike for single family homes and pressure for densification with apartment blocks, 4-plexes etc. Lack of investment e.g. crumbling side walks and driveways, crumbling road surfaces, lack of investment in local school infrastructure. Spoiling green spaces with man-made structures like fences and poorly designed steps and pathways.
- Our main challenge is encampments in the summer. The City has failed to provide housing options with dignity for the hard to home, who fall between the cracks of unhoused services. The people who come to live in the woods in the summer do not have capacity to participate in the housing services available. They are often addicts, marginalized and/or suffer with mental illness. As a result, there are fires, increased petty theft and disturbances, and garbage, needles and human feces in the woods.
- The main challenge my area is currently facing would be safety, it happens to be centrally located and with that comes people who are down on their luck or facing some form of drug addiction. Our building has been broken into a couple times due to these issues.
- We have an off leash dog park small park in Britannia . I have been taking my dog there for 30 years now and over that time the park has been ruined by over use and the City's attempts to improve it. 10 or 15 years ago an ugly fence was put up along the ridge to keep people off the escarpment. The fence did no good as people still walk on the other side of the fence. Now the City is putting in some type of monument/ rest area . We don't need more concrete and made made stuff in this park.

- We are hearing concerns about some of the high density housing projects in Windsor Park and the impact to traffic flows and street parking. If there is higher density housing, there must be sufficient parking within the building (minimal 2 spots/unit). In addition, higher density developments should only be permitted on Elbow Drive to minimize traffic impacts within our communities.
- This city trying to change it
- Traffic cutting through neighbourhood (5St SW between 50Ave and 58Ave. Lack of off road cycling options south of Stanley Park.
- Safeway is a concern.
- Changing the population requires more policing. Safety is a priority to me
- Not enough parking at the recreation centre on peak use days. Also, since it is recent, it is top of mind how annoying it is that towing companies move cars to our block on street cleaning days. It's hit and miss as to whether the owners then move them before our street is cleaned (and it matters because of the dust here).
- There is too much through traffic moving too fast which negatively impacts the feeling of community and the feeling of safety in moving around. Also, the bike route is not maintained to a level that allows for safe biking year round. Also, getting to and from brittania mall requires active traveller to cross 5 or 6 lanes of fast moving traffic... this could be so much better!!
- The areas around the ctrain can feel unsafe. Macleod can be quite ugly and a barrier to accessing the full area by foot or bike.
- The local area plan, with its proposed density measures, is a threat. I don't want to see highrises in it. Leave it alone. I believe the plan is already developed by City Planning and nothing we say will change this. Why are you bent on changing what's working? Higher density leads to more problems with traffic, crime, and neighbours not knowing each other.
- Crime and vandalism is high due to proximity to Dream Centre, Manchester bottle depot, and underpolicing of LRT line. Threats of changes to property zoning would negatively impact all existing homeowners if density should increase in existing character neighborhoods (Britannia, Elboya, Bel-Aire/Mayfair/Meadowlark).
- Limited grocery stores with the area.
- 1. commercial encroachment - Mayfair doesn't need any commercial services in the neighbourhood, as it is a short walking distance to Britannia Shopping Centre and Chinook Shopping Centre.
- increased traffic at the intersection with Elbow Drive creates access congestion and delay, and pedestrian and car accident risk.
- 3. City's plans for densification everywhere. Single family detached dwelling neighbourhoods are a valid and desired part of the housing and neighbourhood mix. Leave us alone.
- Walking from Bel-Aire to Britannia is quite challenging due to the busyness of Elbow Drive. There is not much distance from the sidewalk to oncoming traffic. I feel like there should be more separation between pedestrians and cars.
- Meadowlark park has a mix of houses in terms of value and renovation. My house is amongst the lower valued properties in the community because we have not renovated it. As much as we would like to renovate it, we cannot afford to do so. Having more options like town houses, row houses, etc would allow us to live in the same community in a newer house...or atleast something a little better.
- The apartment complexes are pushing in from Mission Road and McLeod Trail side of the neighbourhood and will overtake the infill portion of the neighbourhood eventually. In the past sloppy, & careless approvals have allowed some over-scaled housing to be

built along with the loss of trees which have never been replaced, now its multi-family developments. The location/ area of our community association is vulnerable to addicts which discourages residents from comfortably using amenities.

- *N/A at this point.*
- *I just want to know why one side of a large sign that just appeared in Parkhill on 1A St SW around 40 Ave is in Chinese. We are in Chinook area, not Chinatown. I have a photograph but I expect you have one too and a much needed explanation. Thank you.*
- *Street crime (Break and enters are prevalent in our neighbourhood), pace of development has slowed because of economic conditions and nimbyism*
- *The only challenge is the municipality trying to change the dynamics of the neighborhood. There is not need to change the zoning to accommodate a higher density. Windsor Park, Parkhill (east of 1A St) and Stanley Park (which is conveniently ignored in the study) already are home to a higher density. The residents of the neighborhoods west of Macleod Tr have sought to live in lower density areas of the city.*
- *Aging buildings and zoning is preventing an influx of new residents who would further support existing and new businesses and local activities.*
- *The main challenge Windsor Park faces is the lack of elementary schools that are not K-9. As parents we are not all that interested in having our child attend that school*
- *Difficult to walk around. Lack of reliable transit. I'd rather it come by more often so I can plan my day better*
- *The walk along elbow drive is unpleasant and disconnects bel aire from Britannia shopping areas. The sidewalk along elbow is narrow and cars drive really fast making it feel unsafe to walk.*
- *I would like to buy a townhouse but there aren't many options.*
- *Biking infrastructure is lacking on public streets. 5 St SW through Windsor Park desperately requires a road diet and biking infrastructure to connect downtown river pathways to the south of the city and Glenmore reservoir.*
- *Elbow drive is always extremely busy and loud, and is unfriendly to pedestrians and cyclists. Drivers use Elbow Drive as a second thoroughfare into the city at all hours.*
- *Chinook is also a bit of a food desert. There are no grocery stores offering affordable food.*
- *In Mission/Erlton, parking is a big problem. It's a problem everywhere I look for new apartments. Transit infrastructure isn't in place yet so it is cruel to take parking away to encourage transit use. Also, we have a really short summer so all the focus on biking and e-scooters is a bit misplaced (we aren't costal cities or Europe).*
- *Safety is the biggest challenge. There are drug addicts and vagrants everywhere. Its worst around the LRT, but it affects surrounding businesses & citizens. One time me and other customers had to get locked into the circlek across from the LRT station by the staff, because a vagrant was getting belligerent and potentially violent and attempting to enter the store. There should be a police station at the LRT along with more resources for everyone.*
- *Respect for zoning and density is number one. Not overdeveloping to create strain on the already well used resources ie parks and pathways. Have communities not city determine the destiny with input rather than mandates of outspoken few wasting city dollars and lack of common sense. Most of all honesty which we in Parkhiill and Mission had misrepresentations made by the city in the past.*

- *There is a lot of vacant land and derelict buildings along and around Macleod Trail that needs to be developed into retail, business and residential. The land north of the Dream Centre, and the old Go Cart Track by Enmax to name a few.*
- *There's a lack of cycling infrastructure. Despite having the CTrain and the multiuse network along the river, the area is still very car-centric. I don't feel comfortable or safe cycling here.*
- *The encroachment of crimes and overbuilding of condos*
- *The fact that developers are trying to put in more apartment / townhouses in this area to bring more residents*
- *too much traffic flow*
- *Its hard to get volunteers and residents engaged with the community association. We have 70% renters, which means not much engagement with renters.*
- *Traffic. Parking near park sometimes. Quite a distance to library.*
- *Broke side walk in Princess Obolensky. Someone will trip on sidewalk, sue the City! 500k\$*
- *High and increasing crime rate (I don't feel safe anymore). Homeless. Loss/lack of grocery services*
- *These attribute also attract many non-residents which create crowding, traffic, and parking complications*
- *controlled growth while maintaining essential character of area*
- *One of the challenges is from homeless people. Some of the rental houses had drug problems. We worked hard with CPS and they closed them down. [removed]*
- *Squeezed between Macleod Tr. And Elbow River - a tiny area - pressure on natural areas. Pressure on preserving spaces if population increases drastically. Becomes a crowded area leading to congestion on roads - area becoming less desirable - a Downtown spiral.*
- *Density is creeping into the core of community. Traffic & Parking. 50th Avenue SW - no traffic controls.*
- *Biggest challenge is rezoning by City of Calgary against residents wishes*
- *The challenge is to reject further development. No more high rise. Density is polluting - we must retain what green space we have*
- *Increased crime; over use of green spaces leading to their degradation ; higher density is leading to increased traffic congestion and lack of parking at commercial areas.*
- *Forest fires + dead trees and under trash in the green space between 4th street & Mission Road requires maintenance*
- *Continuing challenge with the health of the Elbow river (the smell!) needs to be addressed.*
- *Loud traffic, random tenting / homeless camps*
- *homeless encampments and crime that comes with that*
- *Challenges from the City imposing their developers preferences to all communities. Housing is important, but also does it need to be reformed again - infrastructure isn't designed for this. Keep the existing green spaces too.*
- *I need salons, doctors, chiropractor, restaurants. We are struggling with an imbalance of densification and a city councillor that doesn't represent us or understand our challenges*
- *Much larger single residential homes being built - light issue, noise issue, ??? Event change?? Issue, heat sink?? issue*

- *The biggest challenge is diversity + inclusivity - getting people to see change + "different" as an opportunity*
- *The greatest challenge is the resistance of specific redevelopments: the only redevelopment unchallenged are attached infills, but they are expensive, and a lot of the renters in affordable spaces are being pushed out. Older people's insistence on car culture is frustrating*
- *drugs and homelessness that increases the crime rate. Our property is not secure here and this repels people from living here.*
- *No infills wanted here. We don't want to be Windsor Park - that community is a mess.*
- *City trying to ram their agenda down our throats*
- *the challenge is to maintain its integrity within city council planners trying to destroy its nature and beauty.*
- *challenges include increased crime from C Train station + City Hall pressures*
- *Quick and over densification.*
- *Biggest challenge - the unnecessary need to increase densification in ALL communities. We should have a mix ; R4 - Windsor Park etc. Pick where you want to live. Don't make all communities the same.*
- *too many break and enter! Weak enforcement system!*
- *The neighbourhood is saturated with those business & don't need more. Access to services for the unhoused needs to improve as well.*
- *The massive houses being built on lots that used to have modest bungalows. Mature trees are being mowed down & the resulting structures shade the neighbours and drop snow onto their property. Walkways at the edge of the property became impossible.*
- *Challenge of being a target by the City / Developers to change the character of the community which is loved by more than 95% of the residents (survey results). Safety at traffic light of Elbow Dr. and Malibu Rd.*
- *Traffic noise from Elbow Drive to adjacent River Dale Ave and beyond*
- *Inner city but feels suburban. Homeless criminals driven into our area by clearing out downtown + transit stations. Not enough entrance densification exits to community to support traffic*
- *Residential permit changes, overdevelopment "Guidebook"! We love the family neighborhood and how quiet it is. Kids out front with limited traffic*
- *The Ridge of Britannia Drive is getting completely worn down by heavy use and as an off-leash area. The fence that was erected there is not adequately long enough to prevent people from walking on the edge of it. The erosion is getting worse. I strongly suggest making it on-leash only and closing off the ends of the fence which allow for people to walk on the edge of the ridge. The landscaping of Crescent Park is so worn out - many of the bushes are so wild and unkempt - would be nice to have more care and attention.*
- *City of Calgary forcing change regardless of our voice. Not being heard, deliberately not listened to.*
- *densification, traffic clogging*
- *construction which begins increased traffic*
- *The area is facing an identity crisis of MacLeod Trail & modernization*
- *increase density pressure biggest challenge*
- *increased population, density, parking*
- *one of the only single family areas left due to incompetent City Council*
- *homeless, drug addicts making mess and demonstrating unhealthy lifestyle has decreased the enjoyment in own parks*

- *challenges: walkability near/around busier roads. Main signs don't change automatically, snow piles upon busy intersections, etc.*
- *One thing I would change - a way to get north to Britannia amenities without walking along the super busy Elbow Drive. Fix the existing pathways to make accessible*
- *No challenges. Some noise from Glenmore, high air pollution on weather readup (oxides)*
- *Challenges: safety/privacy - a lot of people walking through/collecting bottles/damaging property/loitering due to proximity of MacLeod Trail possibly + a lot of needles discarded on ground in parks/sidewalks. High density living causing congestion, overuse of shared spaces, declining home values + lower standard of living*
- *challenges: growing out of proportion, homelessness and drugs addicts, people in the community feel unsafe, there are often loud voices, fights that wake us up; train stations & all areas around Chinook Mall feel unsafe and are very dirty.*
- *Due concerns are the increase in crime and homelessness, door to door solicitors, and traffic*
- *"lumpy" development not along main streets/central corridors but within community (namely, Windsor Park). Also, it sucks to cross MacLeod by foot or bike, though there are great businesses there*
- *challenges: flood mitigation*
- *Not happy about the crime/homeless population rising here*
- *city blanket policies, should be local, micro planning areas, not global solutions applied to multiple neighbourhoods.*
- *It may face densification. Don't mind duplexes & row houses - but no High Rises. That would ruin the esthetic*
- *But, being "inner city" comes with a lot of "cut-through" traffic - cars and foot traffic (most foot traffic is of a transient nature) i.e., bottle pickers.*
- *Need a grocery store in Chinook Mall. Better bus (max bus) ones at Chinook C-train, safety bikes allowed on roads a lane for only bikes.*
- *The challenges are decreasing bungalow housing, lack of library*
- *Last week our garage was broken into and robbed. I am concerned about the crime rate and want to feel safe in this neighbourhood*
- *challenges are many, not enough cross walks on MacLeod, no grocery stores within walking distance - always necessarily to drive, no bike lanes, no library or rec center for adults, very dirty area now, homeless causing problems, very far to train*
- *We face many challenges. Over crowding. Three dwellings instead of one. Too many vehicle. House with 2 vehicles is now 3 or 4 with 8-10 vehicles. Pick on somebody else all only 8 blocks square*
- *Greedy developers want to delegitimize and nullify the restrictive covenants and zoning regulations that preserve our community*
- *parking is absurd. Higher taxes and having to pay to park in front of ones home is ridiculous. If inner city pays, all city would pay. No amenities that the average person or family can enjoy. 40-60k. Zoning in Windsor Park is whatever rich developer requests. Only district where you have wage earners from 0 to \$200,000.*
- *Threatened by densification outside of areas where densification is permitted*
- *Its central. Other than that not much to love anymore. Parking is horrible, \$ townhomes are inundating the community along with apartments too. Taxes are sky rocking & the benefits are zero. Only neighbourhood & need for every type of*

development going. Every amenity around here cater to the wealthy districts. Pushing out the elderly with unaffordable housing

- Crime in Calgary in many areas has skyrocketed. Not a word regarding this and plans to mitigate this overt concern has been mentioned by the Mayor nor our councilor. Thank you
- Uncontrolled R-CG rezoning in R-C2 communities. STOP THIS.
- Social disorder preventing people from using the parks.
- Safety is huge concern particularly around the LRT stations.
- What did COVID teach us (The City and Planners) about density and single detached homes?
- Infrastructure needs to accommodate growth.
- Growth should be different in different communities and some communities should be left as is.
- Agree
- Agree x2
- As a bike commuter there is limited protected bike infrastructure, missing connections, etc
- High speeds along elbow drive
- Lack of planning along McLeod Trail-TBD

TOPIC 3: Future : What is important to you and for future generations when thinking about how the area could evolve in the next 10-30 years and why?

- Maintaining the openness and space of these communities is critically important. These communities are a buffer between the river valley and light industrial areas and are a significant contributor to the aesthetic of the City. The tree canopy is a unique feature in Calgary which must be protected. The lower density of the Chinook communities contributes to the calm and quiet environment. Additional density and associated traffic is not desirable. Public transit on Elbow Dr meets demand
- We should look at the area as a mega community and appeal to the government to increase more land as well as densify and amenify. We should take this opportunity to achieve a vision of residential community, the best of its kind in Calgary. We should review the proposal to put 50th ave power wire underground and exchange / swap lands with Britannia shopping plaza.
- Maintain its low density.
- Maintain green areas.
- Maintain safety, work to reduce crime.
- it would be great to have better bike infrastructure to Stanley Park so people could get downtown more easily. We need to bring transit back to prepandemic levels. We need to keep community green spaces and Sandy Beach, Reservoir and Stanley Park.
- Good place for families. Keep parks, schools, and community centers. Population growth is OK, but can't depend on having more vehicles. Better transit and walkability so people aren't parking in the street all the time.
- More local amenities, like restaurants, coffee shops, taprooms, as well as events and activities that bring the community together like night markets, pop up shops and entertainment venues. Development of 50th Avenue into a walkable area of green space and amenities.
- Preserve housing choice and neighbourhood character - not everyone wants to live in an apartment or next to a 4-plex. Aggressively expand urban canopy and preserve

existing mature trees. Invest in sidewalks and road surfaces. Upgrade local school and playgrounds.

- As the area grows, there has to be better planning for affordable live/work housing, which is not represented in the Guidebook vision. I have two adult children looking for housing and the current development does not offer affordable or sensible housing. It is for growing builder's wealth. The older established streets are beautiful and safe walking zones, and the streets near services have lots of room for creative growth that has access to transit. Bike paths need to be better thought out.*
- As I try to bike as much as possible, I think the constant improvement of the cycling network will serve as a way to improve the area and be more sustainable in the long run.*
- This is specifically for the Chinook Station LRT area, but there should be rapid transit connection to Rockyview Hospital and Mount Royal University from here. Chinook is the most significant commerce area in not just south Calgary, but the Calgary region as a whole. The hospital and university are significant institutions that are nearby, and have inadequate transit to here currently.*
- Higher density housing should be carefully and thoughtfully integrated into the communities, and should be limited to main activity areas (Elbow Drive). The history and character of the current communities should be maintained. There are serious density issues in some of our neighbouring communities that have been redeveloped in the last decade - we do not want this for our community.*
- The communities you have worked on have not improved. Marda loop is a prime example. Cleaning up traffic, crime, drugs and keeping people safe. Calgary is driving good people away due to the level of crime in all areas of the city.*
- I think that having a better urban fabric which includes: walkability, transit, bike infrastructure, community gather spaces, public art, and parks. As of right now the inner city just kinda unravels as it gets closer to the suburbs and industrial area. Parkhill is kind of in between and it has a lot of potential, it's situated in an area that is the meeting spot of many paths and roads. Generally I think I share the sentiment with the youth my age that we want more urban communities.*
- Active travel should be the default mode of travel for most people in the area as most services are available (15 min city). We do need a library in the area.*
- Continuing to support bike infrastructure I think is really important to building a community that you can live/work and play in, and where there are lots of people on the street making the community feel safe and welcoming.*
- We could use a library branch and a school. We lost the library in Chinook Centre and the Milton Williams school to the Glenmore/Elbow interchange. We could use a grocery store. However, I don't believe the city can mandate any of these. We could use a swimming pool, recreation centre and curling arena but we have reasonable access by car in other areas. We have lots of access to transit, shopping (think Chinook Centre) and a community hall. Why wreck a good thing???*
- Maintain single-family dwellings on standard sized lots to manage density, parking, crime, and maintain a close-knit community. Improve drainage around the river pathways to make them more accessible during winter/melt months (ice/water damming is a huge problem), increase police activity. Bury the 50th ave power lines. Keep business taxes low to foster small businesses in the neighborhood (the mall, Britannia plaza, Barley Belt etc.)*
- Higher density and an a complete network of separated wheeling/biking paths. This is important for the health of people that live in the community*

- Preserving the existing nature and built form of the community against encroaching densification. Improving pathway system. Maintaining existing green spaces.
- More walkability amongst difference areas (especially between Bel-Aire and Britannia along Elbow Drive), more small commercial areas around Bel-Aire and Mayfair.
- Building an enjoyable, pleasant bike path corridor along McLeod Trail, replete with tree/ shrub division from car traffic so one doesn't have to breathe exhaust all the time. Investing in the area parks - poor Stanley Park is so overrun at times, the ground is like rock and grass barely grows in the picnic area. Given densification is the City's objective & #1 pursuit, at least take proper care of the few little parks we'll have left, because we'll all be in chicken coop apartments.
- My priorities for future development are denser housing developments, zoning to help small local businesses start and thrive in the area, protected cycling and walking infrastructure along elbow drive and other main routes, community led activities in local greenspaces
- More bus routes, make elbow dr a max line. Wider sidewalks, to many places are difficult to get to without a car. The car focus makes normal walking people feel like second class. More multi story/ multifamily apartments as townhouses. Rent is too dang high
- The area needs some high density housing to ensure the population can support amenities, Im hoping any newly constructed developments will have a mix of residential and commercial spaces. Better bike options along elbow drive would improve bit commuting to down town.
- Bicycle infrastructure and more developed transit stops (bus shelters, curb improvements) are critical. Densification is also very important, both to provide additional first floor retail space and additional housing for a growing city.
- Parking. Until transit is excellent, we need parking. Reducing parking spots doesn't encourage transit use- improving transit improves transit use. I'm getting pushed out into communities further from the core because of parking being taken away. I don't need to use my car a lot in the core, but I do need the option to use it. Taking away parking actually means I will drive more because the further out I go, the less transit will work/make sense/be convenient.
- Connectivity with an emphasis on safety. A +15 system would be amazing to connect transit, chinook centre and possibly new buildings that are developed. Or, think of the London at Heritage Station development- underground access to the parkade as well as groceries is great for security/safety and accessibility in cold/snowy weather. A police station near LRT would be very helpful to make it safer.
- Affordable housing is a MUST. Housing is a human right and we're seeing the crisis right in front of us in this area.
- Better street design to be human focused, with protected bike lanes, wider (and more comfortable) sidewalks, and TODs. Redeveloping (or encouraging redevelopment) of commercial properties that are mostly just parking lot. Housing, parks, and local shops could make this area much nicer.
- I would love to buy property in this area but I worry that I will be unable to because of the amount of high end housing being built in the area.
- Bike paths, public spaces, green spaces
- Housing should remain as single - detached homes only. I love my community the way it is and we should keep it this way. That has been the uniqueness of this area to date and it should remain this way.
- To keep the areas R1. Single family lots. Do not need higher density, high crime, less parking. Do not need any more bike lanes. Bus routes work fine.

- Sustainability and green buildings climate change
- I would love to see Windsor Park school reinsatt before it becomes housing. Windsor Park park at 50th & 4th is completed
- In terms of the topics mentioned - i.e. connectivity, bike, transit - this area is wonderful. Continued maintenance, monitoring and development of the river pathway system is paramount. Amenities can be built. Rivers cannot!
- Leave green spaces green. Off leash dog area, unfitting for dogs & humans on the side of Hill Mission Rd leading to Macleod Ave!
- Do not allow high density in Meadowlark Park. I considered the zoning when I purchased, so to change it, I consider it a breach of contract. If changed, I will move.
- Transit, security, community programs especially for low income individuals and families. Affordability of housing.
- To continue to maintain & preserve Ave for future generations to come
- I worry about a challenging mobility situationn growing to worsening levels as densification continues. Roads are not wide enough for parking on both sides of the road and create dangerous conditions for motorists, cyclists and joggers, Sifton Road at Elbow Drive gets extremely congested and Sifton is a main artery to access Marda Loop and Altadore from Elbow Drive despite being wholly inappropriate as a main road connection. need to fix east - west connectivity or if not possible, slow densification where it can't be handled.
- maintain parks / dog parks / pathway system. Enhance gathering spaces - small informal in park settings, where ???? (& dogs) walk & casually meet
- Calgary needs more green space especially if there is increased density. We are used to having privacy and some area that we can feel at home in. Public transportation is very important for sustainability and people need to feel secure. More lights alongside side walks leading to apartments from the LRT along 1A Street would be important. The area needs to be adjusted for accessibility.
- Housing - I don't see my self being considered in this survey. I am a single senior. I don't see anything about trying to help me age in place. It is all about increasing density. As usual, seniors needs are not considered . A tax break will help me age in place & maintain some balance in the distribution of age groups in the community.
- Keep community hall, school, green spaces. Add more bike lanes. Traffic calming measures on 50th Ave. well planned neighborhood with a variety of housing types with density on the periphery.
- Keep it as it is - change is not always a good thing. This is a well planned / designed area . Perfect for healthful living
- Preserve low density. Preserve + renew green spaces, which are under a lot of pressure due to overuse.
- Stop making work programs for civil servants. No one can make plans for the next 30 years
- Limiting traffic on streets - there are lot pedestrians, biking, scooters - its busy area with limited places for cars, buses for disabled & seniors & service workers. Groomed Cross country ski trails in Stanley Park in the winter.
- Would like to see mixed housing, a diverse inter generational population. Lots of green carbon sinks. Solar panels on every home & building
- Multiple transportation options, air quality. Elbow / bow river water quality, noise Pollution
- Sustain green spacec, recreational spaces, thriving community center, maintain original vision of single dwelling neighborhood

- *City just keeps catering to developers and want to keep reforming existing areas. We're already surrounded by a mix of housing - don't need to change it all again - rentals, multimillion & homes, apartments, condos, multihousing, commercial etc.. Listen to people that live in the neighborhoods for once.*
- *We have great access to transit. Younger family moving in. keep our park green. No more park development. Keep single family homes. Younger families are moving in*
- *its important to have all essential services close by. We need to be able to walk, cycle or bus ??? to nearby services*
- *I do not want my community to change. It is a great place to live and I want it to continue to be a great place to live*
- *I want to know how my community fits in to the City's plan for more densification. What is the target number, by what year & how can the responsibility of supporting densification be shared amongst urban communities. I have major concerns for how density & quality of developments approved will age & impact market value when over.*
- *Accessible transit, walkability & bike path for commuting & recreation. Continual investments in schools*
- *Walkability of the area - continuity of path, speed restriction of vehicle. Mix housing for mix residential community (enhance diversity)*
- *Off leash dog park is needed (other than Britannia). More spaces for small business other than Britannia + Macleod Trail. Diverse housing - townhomes or houses that are priced affordability for younger families. A library would be a fantastic community hub.*
- *I'd like the 50 Ave power lines to be buried + land to be developed. I think that Elbow drive should have a bus rapid transit. I'd like to be able to walk to the library. Everyone in the city should be able to. We do not have enough libraries. We also can't walk to an affordable grocery store. the closest ones are Linas, Sunterra - Community Natural Foods, so I drive to Deerfoot Meadows. I'd honestly prefer not to drive anywhere - I love to walk, bike, take transit. But even to transfer to a library: it's dumb how terrible transit is. I don't / shouldn't need / want to transfer 3 times!!! to go to a library*
- *Keep the density low. Increasing density results in increased crime*
- *The depleting economy of this country will not allow the young people to gain sufficient employment to meet their ambition and needs even with a good education.*
- *Work with companies like Telus to facilitate getting fibre optic internet ASAP.*
- *Enhance Stanley Park for year round use - washrooms, coffee shops, cross country ski. Make lawn bowling more inclusive. Plant shade trees around wading pool area - (prevent skin cancer)*
- *preserve existing S.F. home structure and zonings - where they currently exist. Keep commercial development to Macleod trail and Manchester areas. Avoid high rise multi-family development*
- *keep it as it is. Stop trying to cram more houses / multiunits. If I wanted to be in a high density community, then I'd move*
- *Community is perfect as it is. City wants more tax dollars*
- *maintaining it the way it is and was originally designated to be. It is close to parks, paths, and all amenities and is a great community as it is (so don't allow it to be messed up)*
- *We are already 1 block from Chinook center, we need zero more businesses, connectivity*
- *The community needs a public library or a public space to gather. Currently, there is no public space for community members to meet. Each community has community centers but a public library / public space would be nice.*

- *Improve transit along Macleod Trail. Improve bike routes into Downtown. Overall. Great area to live. When I moved to*
- *Bad synchronization! Utilities were to be replaced old (46 Ave) to many pieces before re-doing Asphalt (road) after 50+ years. Services and sewers need replacing! Water pressure is too low!*
- *Less focus on corporate interests and more on low income and senior amenities. The neighborhood id not safe. Less big business & more local. More foot traffic - friendly shops & recreational areas*
- *Strict maintenance of green spaces and trees. More direct bike routes (none of this "now there is a bike lane, now there isn't" such as 5th St + 17 Ave S.w.). Better utilization of the community hall. Single family dwellings that don't take the entire "envelop" of what the development guidelines allow or more modest home guidelines.*
- *Our community is successful now and does not require experimentation with new trends and increase densities. The City should focus on areas that need upgrade and uplift such as Kingsland (around the corner from ours) and stop doing and implementing change against the will of the absolute majority.*
- *Separate walking pathway from bike routes. Speed control by bike. Separate walking & bike path from Stanley Park grass River beach.*
- *As a longtime resident (40 years), I feel I am being driven out of my home by city wanting to densify(infill homes okay, but 4 story condos are not). Area has limited parking and access to community not everyone commutes with bus or bike*
- *The area is well connected to parks, pathways, shopping and schools,. It offers space, mature landscaping and areas for gathering (skatng rinks, community centers, parks) accessible to all including neighborhig communities . Multi zoning will ruin this small neighborhood and would cause stress in terms of street traffic and safety*
- *Keep RC-1. If everybody truly gets an option, the full quiet community should be an option NOT only every residence type within community. Family communities without busy streets is very desirable.*
- *Until the Mayor and Council do something about the lack of equality re. property taxes the Municipal Development Plan is an exercise of hypocrisy re. equity (fairness) within our communities and City.*
- *Close to pathways (walking & cycling). Important to have single detached . Executive housing communities close to DT attraction for corporation relocating here. Traffic enhancement at Malibou rd & Elbow - great to have train signal put in when going N. on Elbow. Big missing right now.*
- *Continue to keep things within walking distance. Maintain parks/playgrounds/community centers etc.*
- *My community is almost Perfect! InnerCity with wonderful park, and access to good bus line. Therefore, there is little room for change*
- *maintain R-1 zoning in existing areas*
- *keeping community vibrant, keeping bungalows in place so seniors can age in place without stairs, adequate street lighting for safety, well maintained sidewalks and roads to promote walking, clearly marked & designated bike paths*
- *connectivity - bikes, transit & vehicles, road sustained. Keep our community gathering places*
- *Integration of businesses and residential through mixed use zoning to facilitate an interconnected community and allow to walkability*
- *property done fence on the ridge something more tasteful, no more commercials or residential buildings built*

- *greater variety of housing options for an aging populations, access to healthcare, walkability & proximity of retail/services would make our community vibrant. Encourage people not to drive to Costco & hit their local business instead.*
- *keeping national river valley, protect. Keep controlled density or controlled expansion (community involvement), keep established community. Bike paths a nice option*
- *slow down the densification. No Marda Loop*
- *No 4 plexes & apartment buildings. Keep parks & natural areas as is.*
- *no bike lanes, no more multi-family, no densification, preserve single family areas, preserve park/green space, preserve community gathering areas*
- *separate walking paths from bike/ roller blading paths... safer and more enjoyable*
- *development needs to maintain or increase green space, development needs to promote quality infrastructure assets that the community will be proud of and willing to maintain for over 30 years*
- *would love the green space to be used in a more diverse way. It is fantastic that we have so much, but it seems like more thought could go into things. Ex: maybe a dog park instead of parking on the empty field. Then people wouldn't take their dog off leash at the ball diamond. Win-win! Would also love our local community hall to be used more seems like a great space, but also a mystery as to what happen*
- *off leash dog areas, preserve + enhance green space*
- *Not increasing traffic in the area. I think this is near capacity. Tree succession - love the big trees here but many are nearing their lifespan and need some new comers to take their place in the future.*
- *Preserve space. We all don't want to live in "Altadore" , where parking and place are reduced. I pay higher taxes for a reason.*
- *Along with the rigorous building in the area, services and amenities need to be developed since crowding produces anti-social attitudes and takes away pleasure from life. Reliable public transportation and citizens' patrol after dark are my suggestions.*
- *Housing - significant development of high density living (apartments) is a huge issue. No one wants to live next to a massive apartment, and there have been no additional shared spaces to accommodate the influx of residents in the area. This rate of development is unsustainable + will lead to congested/suffering natural areas, higher infrastructure maintenance costs and lower property values (everyone suffers).*
- *add baskets to the disc golf course (Stanley Park), add bike lines, maintain reliable transit system, develop more community gathering spaces, outdoor gym etc., open library in our community, open a big grocery store in our community*
- *our concerns are about preserving the character of amenities that exist, and made it the community we wish to live in.*
- *Why can't we bike down Elbow Dr. safely? Adequate daycare, long-term care. Increase dev't along main corridors, across all communities not just centralized in a select few. Transit is not great currently; miserable LRT access though so close. Can we get a library??? There used to be one in Chinook Centre, now so far away...*
- *Bike paths by us are heavily used - deterring safety of scooters on these paths. A speed bump on Riverdale (close to Elbow Drive) to slow down traffic around the bike path as it merges with the street.*
- *need access nearby to a large grocery store, the area around Chinook Centre has a huge population, but not a big grocery store. More policing around Chinook Skytrain + Mall*

- 1. We need a major grocery store in area. Plenty of specialty shops but lack a major food store. Maybe east of Chinook Centre 1-3 blocks. 2. Install a hazardous waste destructive system at Calgary landfill to deal with all our stored waste storage costs.
- Watching density increases as current "up-zoned" sites are redeveloped. The zoning changes were the first step now development will occur over time in these areas. Preservation of RM-2 sites on narrow roads. Carefully curated neighbourhood plan in place coming to life. Don't need another "city solution"
- senior housing
- There are many parks & green spaces which should be maintained. Small businesses & low rise residential is Ok, but no Hi Rises.
- For housing - I hope the area can maintain as many "single family" homes as possible. I think this encourages people to stay in the community. Transit - please do not cut our transit service any further - the Parkhill bus. Still a large number of senior reside in the area and are dependent on the bus.
- Programs for adults with autism. Safety C-train, bus, not homeless or crimes. Better wheel chair walk ways. Bring library back to Chinook Mall
- Maintain a range of housing types. Maintain a range of ages and family compositions living in the area.
- Unhoused living in parks and bushes leaving community members feeling unsafe when out walking. Sustaining recreational activities at Stanley Park i.e.. tennis, pickle ball, country skiing,. Parking issues.
- As we start a family I am thinking a lot more about parks, schools, safety. Both my husband and I bike to work, parks and bike lanes are very important to us.
- do not need homeless shelter or drop in center, traffic congestion is bad, seniors housing - living conditions are too expensive for seniors - more housing, again not able to walk or groceries always need a car, very few restaurants within walking distance, more traffic control on MacLeod Trail, not as safe as it used to be - more police, more green space needed for gathering
- Don't see how it can evolve! Have lost our parks, corner store, gas station, and a grocery store that's not Sunterra. No large grocery store for miles. New buildings are too high. 2 properties are now 16 units shop!!
- Maintain the character + layout of our community for those who have invested so much to live in this community and those who want this kind of community in the future
- Buy Windsor Park School from CBE and create a library, green space as there is not enough locations for community members to gather. Convert 50th Avenue into a recreation area. Pickle ball, tennis, soccer, rink, etc. Change the zoning in the wealthier areas so apartments, four plexes, town homes are built there as well. This will never happen as money talks.
- I fail to see how increasing density here is a good thing. What ties this community together is the peace and the natural green spaces. Why men with (can't read)? Of course there is connectivity and cultural places/shopping are only down the hill on (can't read) St. SW. I feel like this "local area plan" is just so you can give into developers more easily, not ok!
- Ours is a small community, very centrally and conveniently situated close to downtown, it is evolving naturally as many neighbourhoods do in older eastern cities (where we grew up). Our properties have a caveat on titles (to protect the green spaces) which are being respected - partially because of the high value of the land, but also because change is not always for the better

- need to preserve existing areas of lower density (community has complex ample opportunities for redevelopment on density. Maintaining high standards for redevelopment. Preservation of escarpment for enjoyment of future generations
- More multi house lots and future (cannot read) @ Elbow and 58 will affect school attendance at elboya, especially junior high who already has 40+ students per class
- Safety transit, maintaining the quality of life. There are (cannot read) vacant sites on MacLeod Trail suitable for apartments and even in the residential area (cannot read)
- Cannot read
- "Do something with 50 avenue. Make a portion for sports, greenspace (parks with benches & gardens) as Elbow Park need. Change zoning in wealthier areas. Make Britannia Plaza a walk in plaza with street vendor in the summer time.
- A grocery store that the low income can afford."
- Open House
- Concerns that changes to land use decisions will result in surrounding property values decrease. People spend a LOT of money on their homes to live in a certain area when that changes + people loose money on the investment in their homes + have less capital available to move to an area that best supports their lifestyle.
- CARS / private transport – appropriate provision for the continued use.
- PARKING. Pls, stop disrespecting existing tax – payers by allowing multi units ++ to be squeezed in to ?illy, tight lots, with V.V. few using small?? Parking spots. New owners after feo??, of course. Neighbourhood warfare!
- Looking at the City's "Life cycle of a community" + the vision for a redeveloped + revitalized" community – I don't want to live there. A single detached home next to an apartment building?? No thanks. Why all this variety on the same street / block? Why not better organized? Duplexes on one block, multi-row housing on another?
- Need to keep present housing footprints (which is already too large). The inner city needs personal green space and large trees to prevent becoming a "heat sink"
- Where is the City's commitment to attempt to keep inner city relatively cool?
- do not believe every neighborhood needs every type of housing. Modern entitlement.
- Maintain R1 communities and encouraged. Growth makes sense in areas where it is appropriate such as around LRT stations.
- Manchester area needs more parks. City needs to acquire private property to establish parks and green space. More density requires more extensive parks!
- Does density need to happen in every community? If every community is dense, then how do Calgarians have choice if everywhere is dense?
- Community associations should have more weight in the process. If they are not supportive of the plan – the project team should meet with the CA to understand / accommodate accordingly their concerns.
- Maintain restrictive covenants. Enhance green space at Glenmore reservoir Dam. Maintain R1. If density increases, park spaces need to increase. Maintain functionality of pathway network increased density will need consideration to expand capacity of pathway network. Should electric powered vehicles be allowed on the pathway network?
- Maintain restrictive covenants – no support of DC Bylaws. Maintain R1 areas within the communities. Look to put density in underdeveloped areas – Manchester.
- Virtual Public Sessions
- Schools that are within reasonable distance from where you live.
- Preserve existing neighborhoods while allowing slow and controlled densification. Maintain the option for single family and larger lots/homes while allowing smaller

areas to have higher density. People should be allowed to live and grow as well as downsize within their existing neighborhoods. Provide pockets of higher density within existing areas NO BLANKET REZONING. Britannia has examples of this with larger lots and some multi-family mixed in closer to Britannia plaza while maintaining the existing character of the overall neighborhoods

- *More green spaces and preserving the existing ones.*
- *Improve connectivity with emphasis on pedestrians, cyclists and micro mobility safety*
- *I would like to see expansion of housing options including secondary suites, laneway homes to accommodate aging in place and other life changes*
- *The area has LRT - this seems to be an opportune area for higher density*

Phase 1: Community Association Verbatim Feedback

CHINOOK LAP IN-PERSON SESSION – APRIL 2023

Please share any initial comments/Questions

- We have been losing our beautiful mature trees. Developers replace the trees they kill with those skinny tall trees. We have lost a lot of songbirds. Trees are key to climate change*
- Will developers who are major landowners (or have property rights e.g. ROFR) be engaged/included as part of the working group? E.g. Homes by Av1?? (50th Ave Row). We understand this was key learning from Westbrook LAP.*
- It would be helpful to clearly understand where community input is required + how it will be used, and what is negotiable / flexible within the LAP so we can use our time effectively.*
- What changes + process improvements will be implemented as part of Chinook LAP as a result of prior LAPs?*
- How were the LAP boundaries defined? E.g. why was the Elbow River used as boundary when in fact it's a key connection to other communities. By contrast, Macleod Trail is a barrier...*
- It would have been helpful to discuss the LAP process. What it is, the process, goals, resolving differences between individual communities, where we can find examples of active LAPs, etc.*
- How does our community association interact with the Chinook LAP reps from the City?*
- What's the planned rollout to all the residents of the Chinook communities?*
- What is the City's agenda with the LAP process? What are the City's main goals and objectives?*
- Windsor Park has had almost all of the growth in density forms in last 30 years. We are trusting in the City LAP process to provide more equitable growth amongst all communities regardless of current zoning.*
- Slide 11 – 3.74 – people /home vs 236 people/home now (2019). Just pointing out that this is moving away from densification.*
- What is the indication for reasoning for decrease in population? In Meadowlark, we have a number of original owners who's kids have grown and moved away. Would be good if this type of info could be identified.*
- Do the LAPs have defined accessibility requirements?*
- To ensure Access Design Standards will be followed? It was noted this is going to Social & Well-being Sub Committee. The Advisory Committee on Accessibility should be informed of this (I am on the committee and RFHAC certified). It would be a big miss if this group does not provide feedback on these plans.*
- Meadowlark Rd. NE corner – I was delivering documents to homes during spring melt and a few homes were completely inaccessible from the sidewalk due to ice! This road needs some improvement.*
- Meadowlark Park pathways are in rough shape. Grade concerns. Pathways are in poor condition.*
- CHINOOK COMMUNITIES POPULATION UP 5/1%. CALGARY UP 260%. CHINOOK AREA INCREASE 0%. HOW MUCH BIGGER IN AREA IS CALGARY?? NOT A FAIR COMPARISON*
- FAMILY SIZES HAVE DECREASED ALL ACROSS DEVELOPED WORLD. ITS NOT SURPRISING THAT AVERAGE OF PEOPLE IN A HOME IS GOING DOWN.*

- *WHAT ARE DENSITIES EXPECTED IN NEXT 30 YEARS?? AND HOW REALISTIC ARE THOSE EXPECTATIONS??*
- *WHO ARE PROFESSIONALS IN URBAN PLANNING PROVIDING ADVISE.*
- *WHAT DOES DIVERSITY AND INCLUSION REALLY MEAN AND HOW CAN THIS BE DONE THROUGH URBAN PLANNING??*
- *LAP needs to recognize and reflect the significant adverse impact that the GE5 interchange project had on Mayfair (destruction and expropriation of an entire street – about ¼ of Mayfair)*
- *LAP should recognize that retrofitting density into existing / established neighborhoods will be a significant challenge – preserving what is best, not destroying what residents love about these existing /established neighborhoods*
- *City & LAP process should recognize and incorporate into the LAP the fact that there are restrictive covenants in some of the neighborhoods. Otherwise, the resulting plan will not recognize the existing reality and future of development in these neighborhoods*

Chinook Community Association - Virtual

- *We currently have predictability, we are R1 and always have been.*
- *Why are developers permitted to attend the working group if they do not own property in our neighbourhoods?*
- *Is it the same developers who attend each local area planning group or different developers depending on the area?*
- *It seems that there is pandering to the developers. There has been development in Windsor Park. A concern that we have is that there has been a lot of development and development permits. Do people actually want to live in these places that are being built? A lot of them are left open. It just seems a bit open season in terms of what is being allowed and is there a market for it?*
- *Are you going to include Homes by Avi? They have first right of offer on the Alta Links lands on 50th Ave. It seems they would be a major contributor in terms of groups to include.*
- *My understanding is that the original plan for 50th did not succeed because Home by Avi were not included in that planning and the concept did not work for them.*
- *I have a lot of history about the Britannia development that I cannot type here today, can I provide it another way?*
- *For the working group, when does the working group get set?*
- *We had sent out a letter and we are wondering when we might get a response to that as we are waiting to hear back on that if we can have two working group reps since we are two community associations grouped together (Elboya Britannia Community Association).*
- **What is important for people to know about the area's history?**
- **From the chat:** The two malls were Woodward's or Sears.
- **From the chat:** I think the history of how the community was developed is important. It was developed through covenants and as parties buy properties they agree through the covenants to maintain the character of the neighbourhood. For Elboya, Britannia, Mayfair, Bel-Air. There is a lot of history in terms of how they were developed in terms of Restrictive Covenants (RCs) in the 1950s and the communities all agreed that there would be large setbacks, large homes and as people buy into these communities they are bound by those covenants. That is another thing that goes into, what do I love about these communities. Large lots and trees and these RC are an attractive part of these

communities. I know that these RC are not a planning matter, but these are enforceable by neighbours.

- The courts have commented that there is nothing inherently wrong with having RCs in place at the same time as these planning matters/policies. I understand where The City is coming from, but there is a lot of history with these and people will fight vigorously for this.
- **What do you love about the area and your community and why?**
- **From the chat:** Other things I like about the neighbourhood is safety, low traffic and no parking issues.
- We love the size of our neighbourhood - it's easy to really know "everyone" with fewer than 300 homes. It keeps it safer.
- **What are the challenges your area is facing and why?**
- We have a lot of homeless people/drug users in our alleys... often they are passed out or needing medical attention and we're the ones calling 911. I worry about our kids running into this. (Amanda, Meadowlark)
- We want to support local, independent shops... however, it's harder now that Britannia and area requires paid parking.
- **What's important to you and for future generations when thinking about how the area could evolve in the next 10-30 years and why? (Think of specific topics such as housing, connectivity (bike, transit, vehicle), sustainability and/or specific locations within the area (community gathering spaces, libraries etc.)**
- Wish we had a mainstream grocery store closer (like a Safeway, Co-op or Save-On) and a closer library branch. (Meadowlark Park)
- In 10-30 years there still will be demand for R1 neighbourhoods where people can raise their families in quiet areas with lots of trees and low traffic. The City will be doing itself a disservice by eliminating R1 neighbourhoods.
- I think it's not in conflict with the ultimate goal of increasing densification, it's just a matter where that densification goes. I think the problem is that it's all being mixed together, which we have seen in recent local area plans.
- Things that are important to me and future generations is the Britannia shopping centre. I walked there almost every single day in the summer. I like how it's mainly local businesses there. That is something that I would want to see preserved. Small local shopping area. I think it's a massive benefit that we have a walkable shopping area. If we don't have time to go out and get groceries at Sunterra or Lina's. We also have daycares, Chinook Optical, etc.
- The owner of Chinook Optical passed away a month or two ago - not sure if you heard... another example of us all knowing one another. Her daughter is now running the store

1. Select the Top 3 topics that are most important to you as these communities evolve: (Insert an x beside your Top 3)

Expanding the types of homes in the area to better suit peoples' changing needs.	
Access to goods, services and amenities close by.	XX

<i>Opportunities to gather and participate in civic arts, cultural and entertainment activities in the area.</i>	
<i>Spaces, places and programs focused on recreation, play and outdoor activities close by.</i>	X
<i>Strong local shops, businesses and amenities.</i>	XX
<i>Enhanced mobility options to help make it easier to get around walking, wheeling and driving.</i>	
<i>Enhancing public spaces and places.</i>	
<i>Healthy and thriving natural areas.</i>	X
<i>Other (please specify)</i>	

Why are your selections above the most important to you?

- *I like to walk to the things I need - want to avoid having to drive somewhere like Deerfoot Meadows or Signal Hill. (Meadowlark Park)*

Phase 1: Chinook Industry Verbatim Feedback

- *How does this plan replace the existing policy in the area? What happened with the recent Chinook Station Plan policy document?*
- *How binding is this plan on the area? Does it put stakes in the ground?*
- *Is everything on the table about this plan area for the vision and core values or has the city already determined which areas are suited for residential/commercial/mixed-use, etc?*
- *Area has been in transition for a long time, in the past planners stuck to ideas that certain preservation of the industrial areas for employment and industrial uses - this excluded potential for industrial live/work type of development and didn't entertain mixed-use development potential. Previous rationale was keeping residential in certain areas*
- *Landfill setback in southern corner of the plan area - does the landfill setback still affect residential uses?*
- *East side of Centre Street should consider residential development*
- *Understanding that there were developers that wanted to develop across the street from the LRT station with high development potential*
- *One thing that isn't working well is that the newer developments aren't close enough to the LRT station for people to give up their vehicle, limited parking for businesses in the area based on these developments - need better transition on these developments to limit those issues*
- *An additional LRT station at 50 Ave could help to open the area to encourage the industrial lands and the residential lands on either side of Mcleod Trail along 50 Ave.*

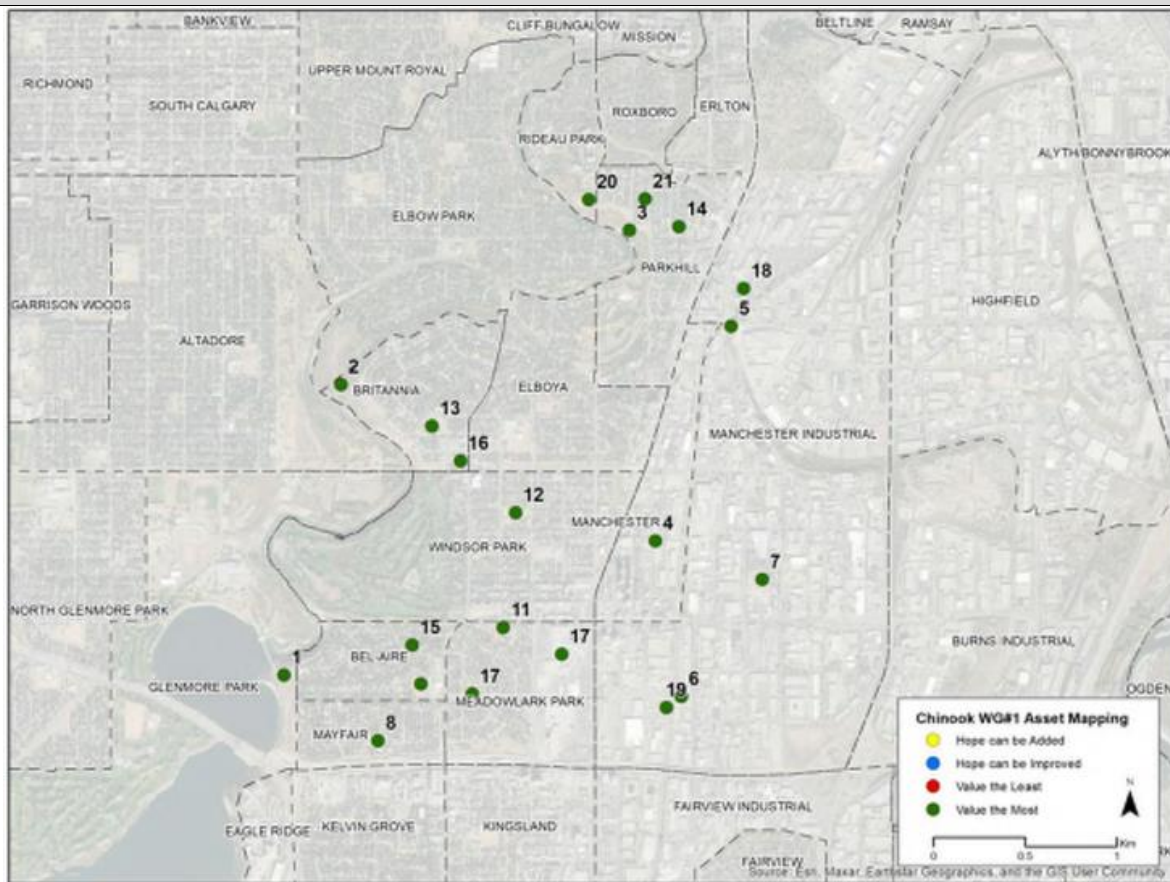
- From this, a more connected active mode infrastructure could be developed.
- My concern for this LAP is that a large portion of it will try and prevent any redevelopment in the “RC-1” area and then will try to push the development to “only on Mcleod or Elbow” Balance of various housing types throughout the area will be important.

Chinook Working Group Session #1 – June 15, 2023

Activity 1: Community Asset Mapping / Values – Green Dots / Value the Most

Table notes

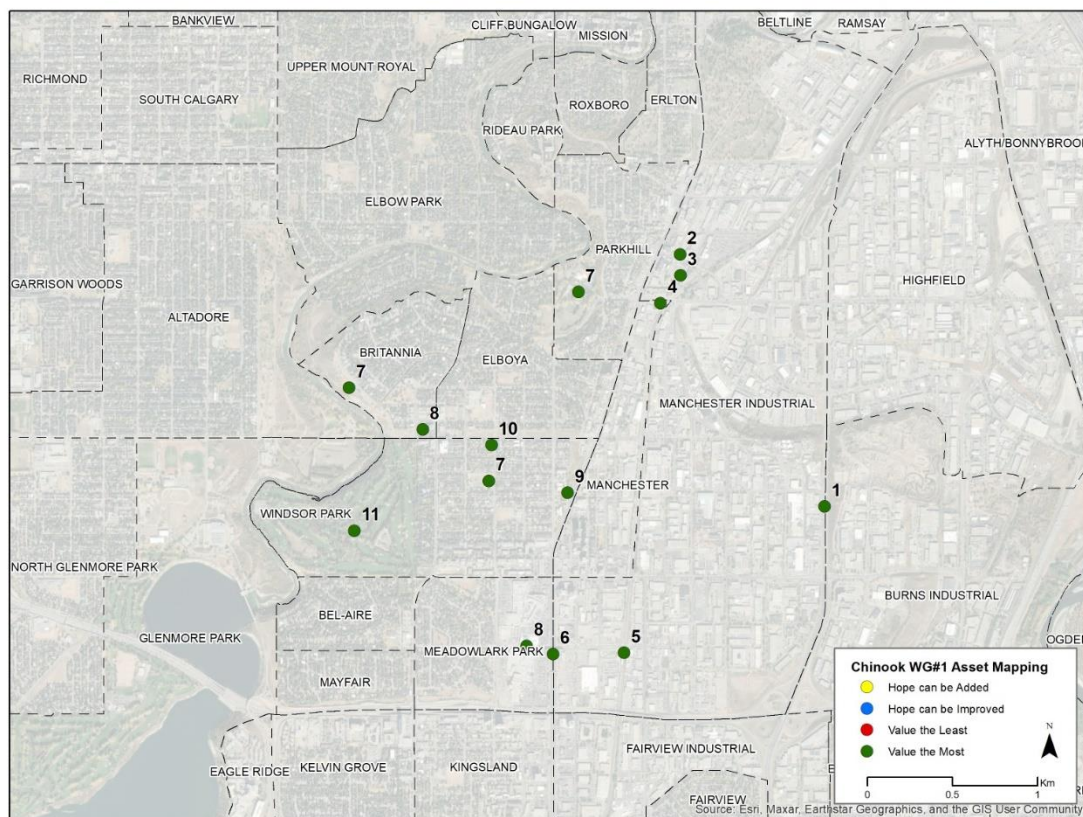
Table #1



1. Green spaces along the river including access to river and bike paths and adjacent communities
2. Green spaces along the river including access to river and bike paths
3. Green spaces along the river including access to river and bike paths
4. Light industrial use and retail
5. Present and access to the breweries
6. Light industrial use and retail

7. Manchester is our economic engine and has the Calgary Food Bank and unique retail opportunities
8. Play structures, open spaces and safe for kids
9. Play structures, open spaces and safe for kids
10. Play structures, open spaces and safe for kids
11. Play structures, open spaces and safe for kids
12. Play structures, open spaces and safe for kids
13. Play structures, open spaces and safe for kids
14. Housing diversity and mix of renters and owners
15. Unique consistent housing style
16. Britannia plaza is a mix of businesses
17. Access to Chinook Mall businesses
18. LRT stations as not everyone has a car
19. LRT stations as not everyone has a car
20. Heritage Structures
21. Heritage Structures

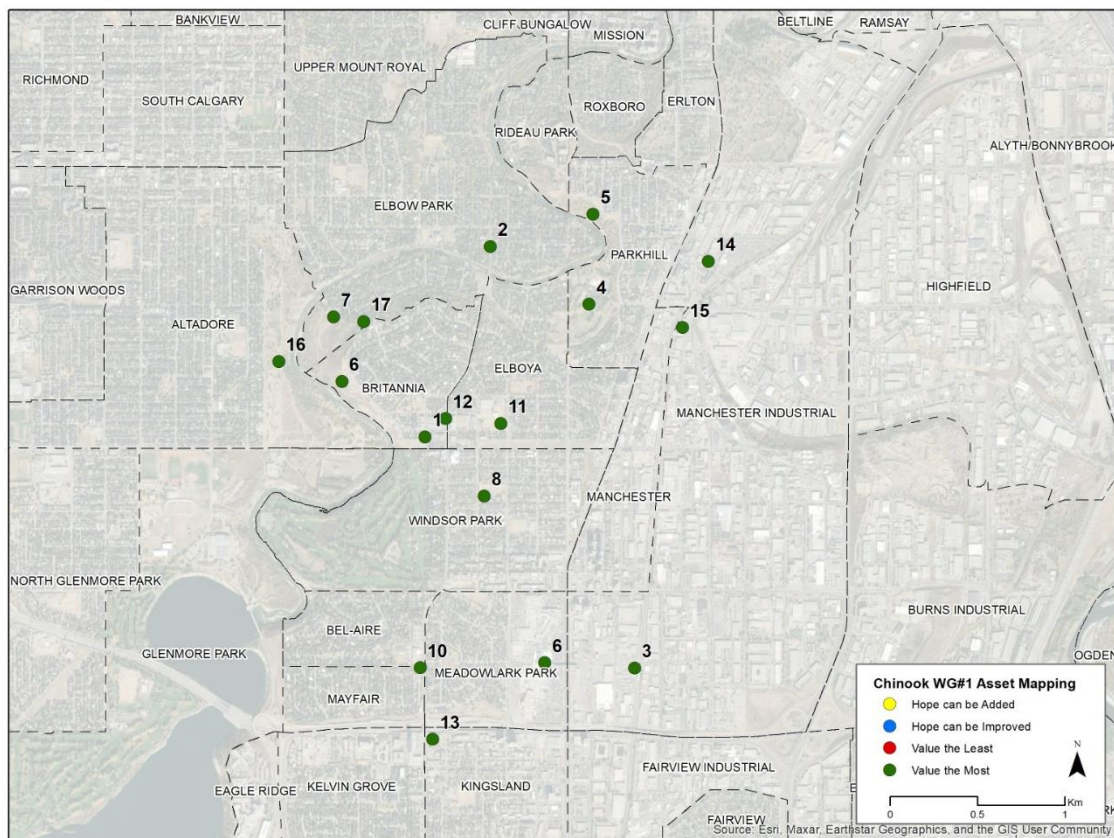
Table #2



1. Manchester Industrial - Love that I can buy batteries in Manchester Industrial. I love the light industrial there. Autocar and Art studio and other small businesses that exist in Manchester Industrial
2. 1 St SE- Barley Belt
3. 39th Ave LRT station - 39th Avenue LRT station is an asset to the community and should be part of the LAP boundary

4. 42nd Ave - 42nd Ave multi-use pathway is a great improvement. (Starts a bit to the west of Macleod but majorly to the east.
5. Chinook LRT - The chinook LRT station is a great asset
6. Chinook Mall at MacLeod - The +15 connecting the LRT station is very useful for getting across Macleod. Its great quality, open and clean, great access
7. Britannia Slopes and Stanley Park - Britannia Slopes and Stanley Park are great assets but needs more investment such as seeding the grass, more watering. If more people will use
8. Chinook Mall and Britannia plaza - Chinook and Britannia plaza are high quality convenient shopping amenities.
9. Fire Dept along 4th St - Love the fire department – we get prioritized snow removal.
10. Intersection 50th and 5th St - Love this intersection 50th and 5th st – it has great lights, bike button, and kids are less likely to get hit there.
11. Golf Course - It's a green biodiverse space for the community – lots of trees. And a recreational amenity for lots of residents.

Table # 3

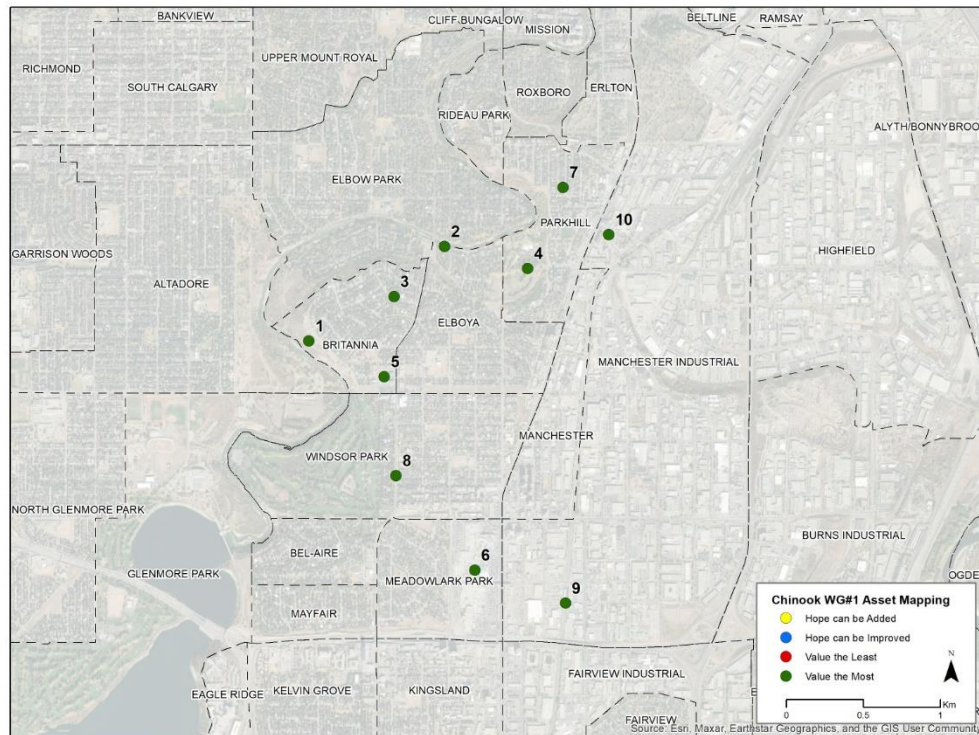


1. Britannia Shopping Centre - A lot of people value the Britannia shopping Centre. It's walkable from where I live (Windsor Park). It has a lot of amenities and local businesses. There are groceries and dentist. I live in Windsor and it's about a 5-minute walk. Did you know there used to be a gas station where the monogram is?

2. Elbow and Sifton - It was great during COVID when that section of street was closed down (Elbow and Sifton). It was such a straightforward and easy connection, during COVID.
3. 39th Ave / Chinook Station - The LRT station is important to help decrease traffic. It's a bit far for me to use it, but I do try. But overall, I think it is an asset to the area.
4. Stanley Park - It's a bit of a destination park. In the off time there are people who live near there that use it, but it is a destination park for people who live across the city, and also for Canadians and other who live in the apartments in Manchester – you see them there a lot.
5. Escarpment / Stanley Park - The natural escarpment is also great.
 - a. There's so much to do in that area with a baseball diamond, pool, tennis courts, picnic area and beach, playgrounds and an amazing skating rink in the winter.
6. Britannia Slopes - There are a lot of dogs, it's frequented a lot.
 - a. Great to bike there.
 - b. There aren't houses on that side of the road so it keeps things nice and open. Once you turn the corner, and it is more closed off, which isn't as nice for pedestrians, bikers and other users.
7. Green spaces, open spaces large lots. - Love them, through the plan area.
 - a. Love large lots, they are really valued.
8. Windsor Park park - The park/green space in Windsor Park where the community centre is is great. They don't discriminate on access to things like the tennis courts or amenities. Anyone can use them at any time.
9. Chinook Mall - It's a million square feet and it's really handy to have so close by.
10. Meadowlark, Mayfair, Bel-Air - Meadowlark, Mayfair, Bel-Air, it's 3 communities, but feels more like one and I think people value the format of the community. Larger lots, you can cut through mid-block through pathways. It's just really well designed.
11. Elboya School - That is a catchment school for most of these neighbourhoods. They have a French immersion program. I have heard they are overcrowded and are going to closed status (so they are looking to close down the catchment boundaries to manage enrollment).
 - a. There is also a catholic school right nearby.
 - b. It's great to see the schools doing so well. It must be a sign that density and things are doing well.
 - c. The City and CBE really need to work together to plan density and schools together.
 - d. You don't want portables so it's good that there are kids, but you want to manage it effectively. Portables are a terrible long-term solution.
12. Seniors Residence (I believe it was in Windsor Park), that replaced bungalows. •
 It's a good examples of a multi-family building in the community that keeps people close to what they know and need. I understand that you like big lots (referring to previous comment made about valuing large lots), but I think this a good example of where some old bungalows that turned in to something great for seniors to live close to where they once were.
 - a. I think we need to find more spaces for things like seniors housing.
13. Phil's Diner (just outside of plan area) - It's a great asset, don't let it go.
14. Breweries - The barley belt is great.
15. Breweries continued - It's a super way to do an industrial area, you see other cute little shops and businesses when you travel in there to go to the breweries and while heading there to meet up with friends.

16. Bike lanes - Love them though the plan area. Use them a lot, but there are some issue areas.
17. Pathways are drawn on the map in black sharpie.- You can pretty much get to all of these area through pathways and bikeways

Table #4

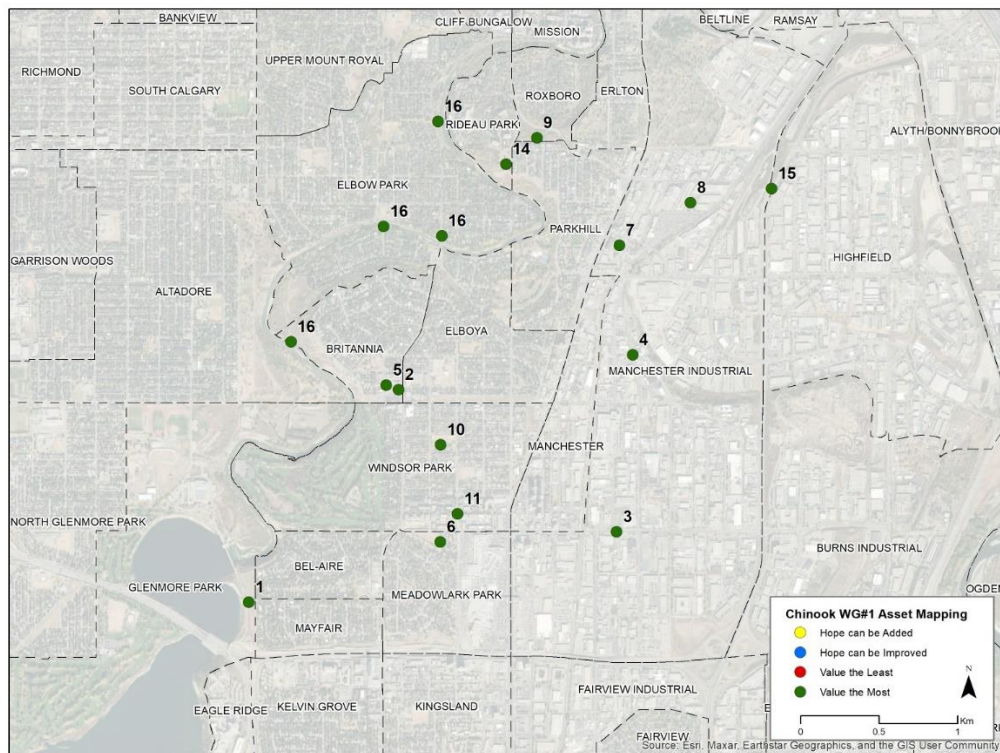


1. Britannia Dog Park and all green space/parks - I like that it's a large continuous green space. We don't own dogs but we use it very regularly. Its nice to go for a walk and see the mountains.
2. Pathways/river park system - Connecting to Stanley park and the whole river path system.
 - a. For the most part it's very complete. There's some places that could put red dots for incomplete.
3. Quiet Streets - The parking availability on the streets and they are not crowded. The traffic flow in many areas are quite conducive to slower traffic. Safe streets.
 - a. It was designed with curved streets to reduce traffic. (Britannia) same with Mayfair.
 - b. Same with Windsor park. The parks slow down traffic.
 - c. There's a couple throughfares in Parkhill but it appeals to slower streets.
 - d. Within the neighbourhoods. Elbow Drive and Mcleod Trail are different.
4. Stanley Park- Pool, park, river access brings a really diverse group of people. It's very vibrant and gets used a lot by different communities.
 - a. It's very broad, there's lawn bowling, disc golf, rugby, tennis, soccer, and frisbees on Sunday
 - b. We hope to have a basket ball court.
 - c. Prized and well developed area. There could be improvements. I know there was an improvement plan at one time but that was pre pandemic. The plan

was to move the mechanical area away and reconfigure the parking to allow for more recreational facilities. IT's a positive but there's room for improvement.

- d. The best ice rink in Calgary
- 5. Britannia Shopping Centre - For us specifically, it's walkability to access Canada Post in Britannia specifically. Shopping and whatnot. Now with Lina's as well, it's nice.
 - a. They've done a good job at getting a diverse amount of services. Pharmacy, restaurants, etc.
 - b. Local shops, in terms of mobility for walking and bikes it is accessible. You can get in and out quite easily.
 - c. It's central to the whole area.
 - d. It was designed for that. There's the plaza, apartment buildings all around it, and they built a parking lot so there's decent parking.
- 6. Chinook Centre - Good accessibility and central to the area.
- 7. Safeway - From Parkhill, it's good for a family with good mobility but for a 90 year old neighbour it may be inaccessible.
- 8. Bus System - One of the reasons we chose to live here was the number 3 bus. I was naïve in my 20s and thought I was going to work downtown all my life so bus access was very important to us.
 - a. Good bus access and a range of routes.
- 9. LRT Station – Chinook - I've never used the LRT, only to go to Stampede.
 - a. I always bike close to the LRT to hop on and get home in case I get a flat.
 - b. Great access to Banff – you can pick up the buses out to Banff and go to the mountains.
- 10. LRT – 39th - Really good public transit option that is close to the area and complements the bus system.

Table #5



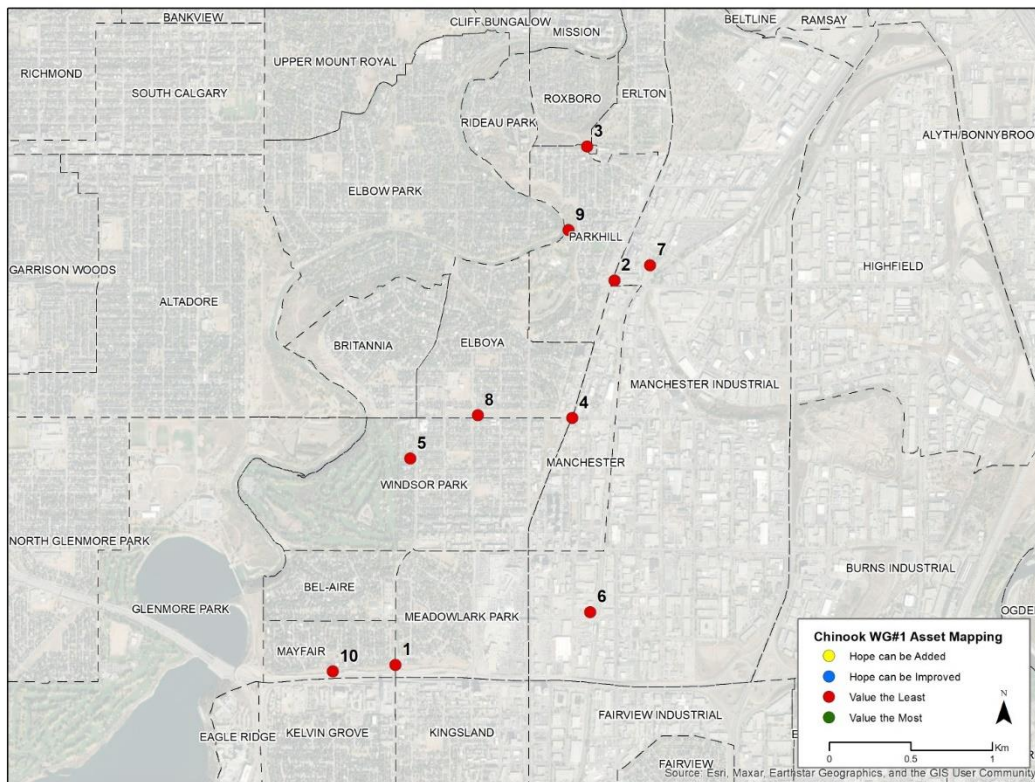
1. The entire plan area - When I look at the community I see an immense amount of green space, it's a tremendous attribute of the community
2. Britannia Plaza Shopping Centre -The retail in Britannia provides an opportunity for interaction and is a great amenity
3. Britannia Plaza Shopping Centre, Riverdale Park- Britannia is old and well-maintained, unlike on the other side where there is old infrastructure that's not as well-maintained
4. Manchester Industrial, especially centering on 58th Ave SE-If we look at Manchester Industrial, the ease of commuting along 58th Ave is great, allowing me to take unconventional lower-traffic routes
5. Great small businesses on the way
 - a. Bypasses Macleod – great liquor store, music lessons, a Red's diner and new developments that are nice and where I don't have to fight for a parking spot or for a table
6. Britannia Plaza Shopping Centre - Britannia Shopping Centre has a lot of local businesses, not just chains
7. Meadowview Park - Meadowlark Park by 58th Avenue provides great buffer from traffic on 58th, lots of green space
8. 39th Avenue LRT Station - The LRT station (39th Avenue) is an amazing asset close to our community
9. Burnsland commercial/industrial area, centering on 36th Ave SE -The Barley belt, which should be included in the plan, is very important to the area
 - a. The Barley belt area with the Annex where a lot of small businesses have started craft breweries
 - b. I am pro-business, it gets eyes on the street and gets people into these places and brings more traffic and activity close to the Stampede grounds area – distinct from event traffic

10. Pathway at 300 33rd Ave SW - The stairs going down to Mission Rd/4th St to connect people from Parkhill to restaurants and downtown
11. Windsor Park Community Association- Windsor Park Community Centre, though this could go for any community association
 - a. The Centre is a great facility in a lower-traffic area, which applies to many Community Associations in the area
12. Blocks of Windsor Park in between 58th Ave and 56th Ave SW - The transition area in Windsor Park is important to the community, is a buffer to 58th Av and Macleod Tr, keeping the sound down
 - a. Designated several years ago as a transition area
13. Elbow River valley between Edison Park and Elbow Island - Elbow River is a great location and so are the pathways leading to it
14. Stanley Park - Stanley Park has got so much activity for people – skating, pool
 - a. I enjoy going down to the park in the summer and seeing the hordes of people and realizing it's a real city asset, so many people enjoy it and it's exciting to see that, it's for everybody
15. Southern Alberta Pioneers Memorial Building - Pioneer Hall is a fabulous place, a venue for family gatherings, funerals, but you can only access it from the south – just wanted to mention
 - a. Always thought it's a part of our community, as our CA communicates with them
16. Entire plan area, especially north side (Parkhill, Burnsland) - The access to the airport is amazing, there are many great ways through to the airport
17. Elbow River Suspension Bridges - Pedestrian bridges along Elbow Drive and the river offer so much excellent connectivity – they are so beautiful and phenomenal

Activity 1: Community Asset Mapping / Values – Red Dots / Value the Least

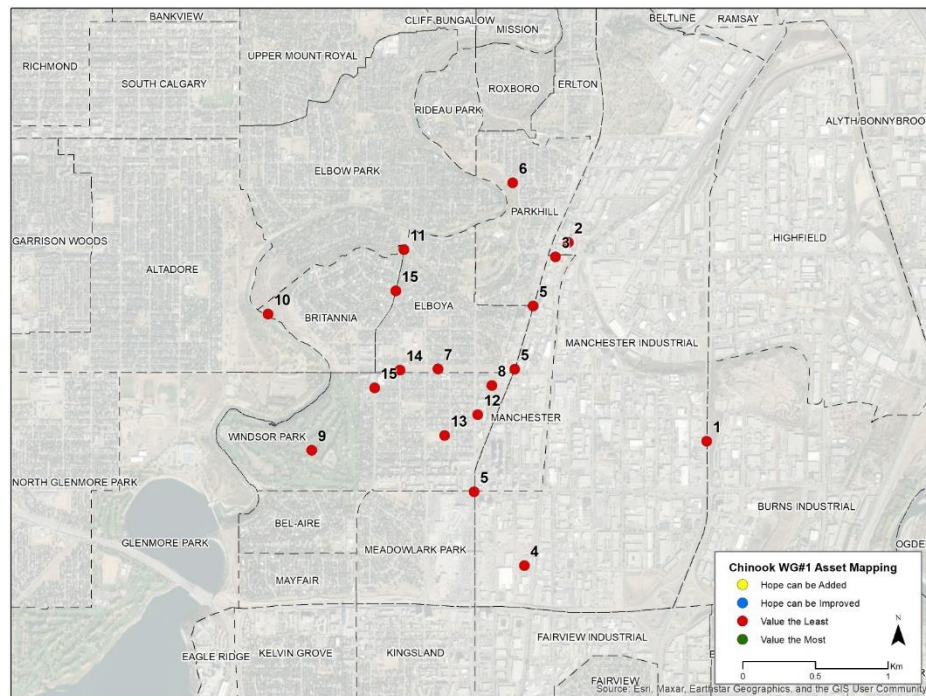
Table notes

Table #1



1. Traffic congestion due to commercial uses that effects the entrance of the community of Mayfair
2. MacLeod Trail is not safe to pedestrian and biker- Hostile environment
3. Lack of multi-use pathways
4. Lack of multi-use pathways
5. Lack of bike infrastructure on Elbow Drive
6. Safety issues around the LRT
7. Safety issues around the LRT
8. Missed opportunities for development
9. Safety issues due to encampment

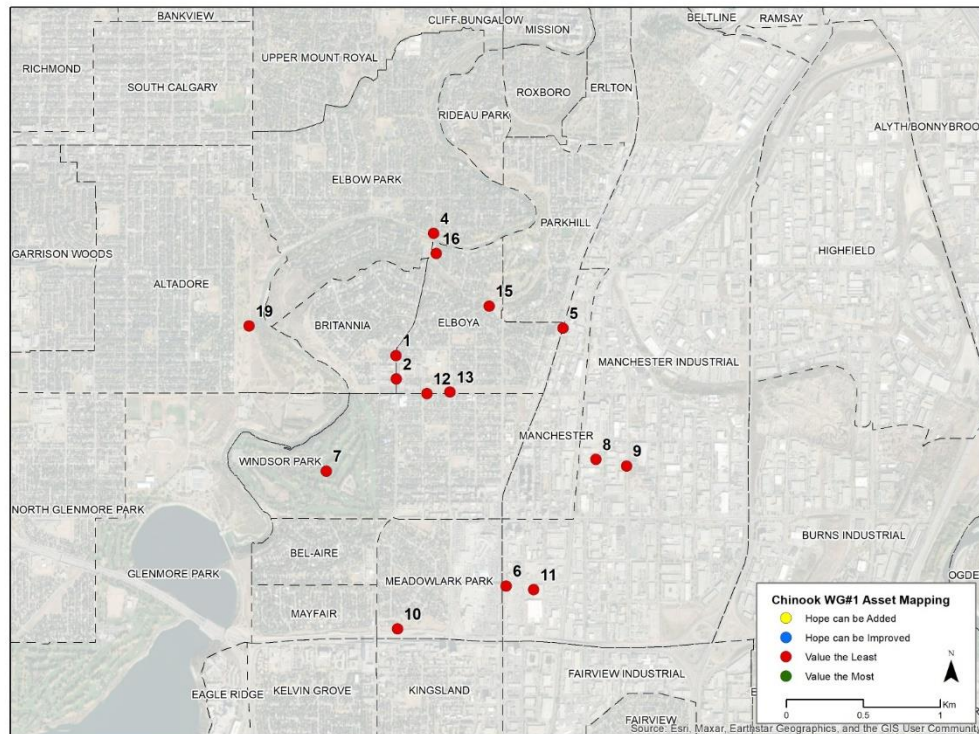
Table #2



1. Manchester Industrial -In spite of the businesses, there are lot of under-utilized space here. Use it for other uses such as residential.
 - There is access to major roads here – great opportunity.
2. 39th Ave LRT- 39th Ave LRT is an asset that is difficult to access. The path to access the station should be improved
3. 42nd Ave- 42nd Ave multi-use pathway has accessibility issues, such as where is it leading to?
4. Chinook LRT station- Chinook LRT station isn't very well utilized
5. MacLeod Trail -Crossing Macleod is a challenge. East-west mobility issues. As well as N-S mobility issues. It's dangerous to walk across Macleod.
6. Parkhill slopes - Connectivity from the north portion Parkhill to Stanley Park
7. 50 Ave SW - The power right of way of 50 Ave SW is an asset that we don't care about and needs to be developed. It's crying to be used.
8. Park along Macleod Trail - This park is useless too.
9. Golf Course - The golf course is useless to the community. They provide no value to the community unless you are a member. It interrupts the connectivity of the pathway. You have to cross that and then get back on the path.
10. Bridge on Elbow River - Sandy Beach pathway access from the north side needs to be improved. The pathway down the bank to get to the bridge is super sketchy. Missing link from the south side to the north.
11. Plan Area west of MacLeod- Area west of Macleod lacks north south connection where people are using other mobility options. People are riding their bikes on the sidewalk on Elbow Drive SW.
12. 4th St SW – south of 50th Ave - 4th st sw – south of 50the ave – it's a really bad sidewalk
13. Windsor Park School - School in Windsor Park is underutilized. It is used as a home-school school. Why are the portables if there is a school in Windsor.

14. Intersection 50th Ave and 6th St. - Intersection 50th ave and 6th st. is a dangerous intersection and there are near misses there almost daily.
15. Elbow Drive - Speed limits on the Elbow Drive go from 30 km/hr to 40 to 80 km/hr as you go from north to south. Hinders the connectivity to get across form the street. At the high speed you're a stone's throw away from school. Lets advocate to reduce speed on Elbow Drive along Windsor Park.

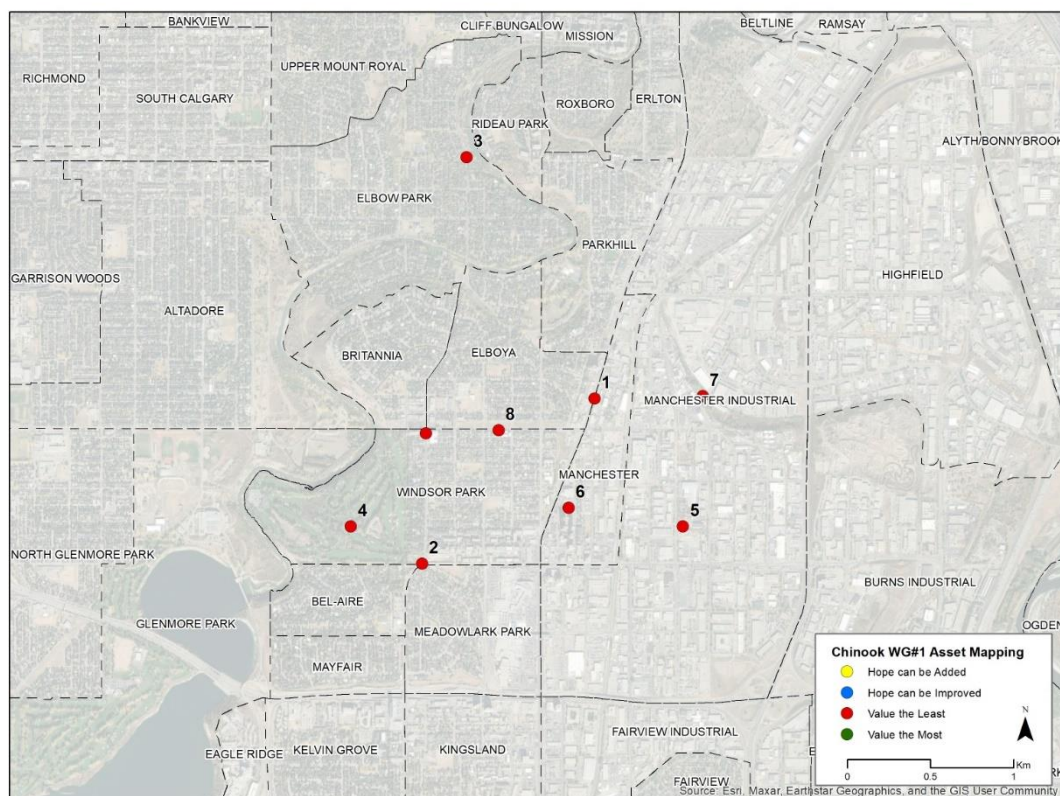
Table #3



1. Transit - Transit is the least valued asset for me. I tried to take the #3 bus down Elbow Drive in/out of downtown, but it was too difficult, unreliable and unsafe.
2. Elbow Drive / Buses- I think Elbow Drive is meant for cars. I think there is a need for transit, but busses are not the answer, we need to improve LRT and transit in general. Buses are more of a hassle than they're worth. Transit needs a lot of work to make it desirable.
3. Lost a dot 3 so N/A - NA
4. Elbow Drive & bridge at Sifton - You can take a pathway that connects. In the morning there are always cyclists that must have a tough ride over the bridge with so little space and lots of traffic. There is a route that is not as direct.
 - It would be great to make that road by the bridge wider, but not sure how. You cannot knock down houses to build a bike path on Elbow.
5. Macleod Trail - Macleod Trail is too congested, especially by Chinook.
6. Chinook to Elbow - Chinook Mall to Elbow Drive is very congested.
7. Golf Course - I'm not a golfer and I generally think they use a lot for resources and they restrict access to people who can afford to golf.
8. Chinook Mall / LRT - Social disruption migrating from Chinook Station and Chinook Mall (and that general area).

9. Safety and addiction from Chinook LRT through the communities - There are needles and things being found along the Glenmore ridge. They are migrating from the Chinook LRT area through the Mayfair, Bel-Air and Meadowlark to the greenspaces.
10. Safety and addiction from Chinook LRT through the communities additional area. - People with addiction issues, etc. are migrating from the Chinook LRT area through the Mayfair, Bel-Air and Meadowlark to the greenspaces.
11. 50th Ave - Lots of new rowhouses are creating parking and traffic issues which area creating issues for sightlines, turning, congestion, safety.
12. Intersection - The light doesn't work there. The signal that only faces 50th so if you are on the adjacent street, you cannot see it. If it turns green you cannot see it from the other side. It's causing issues and needs to be looked at.
13. Continued intersection from above - See above
14. Bike lanes - I Don't like them. General to plan area.
15. Cycle issue - I don't like this area because of the cross connection, the hills, it's just not set up well for bikes or pedestrians.
16. The bridge leading up to Sifton. Left turn going onto Sifton backs up traffic - There is back up due to the get into Elbow from the lower east-west corridor(s) leading to the bridge. People are trying to get way that people use all of the time. It's hard to get out of my community and go west. Traffic backs up all of the time heading to Elbow and Sifton. It's really hard to even turn into traffic.

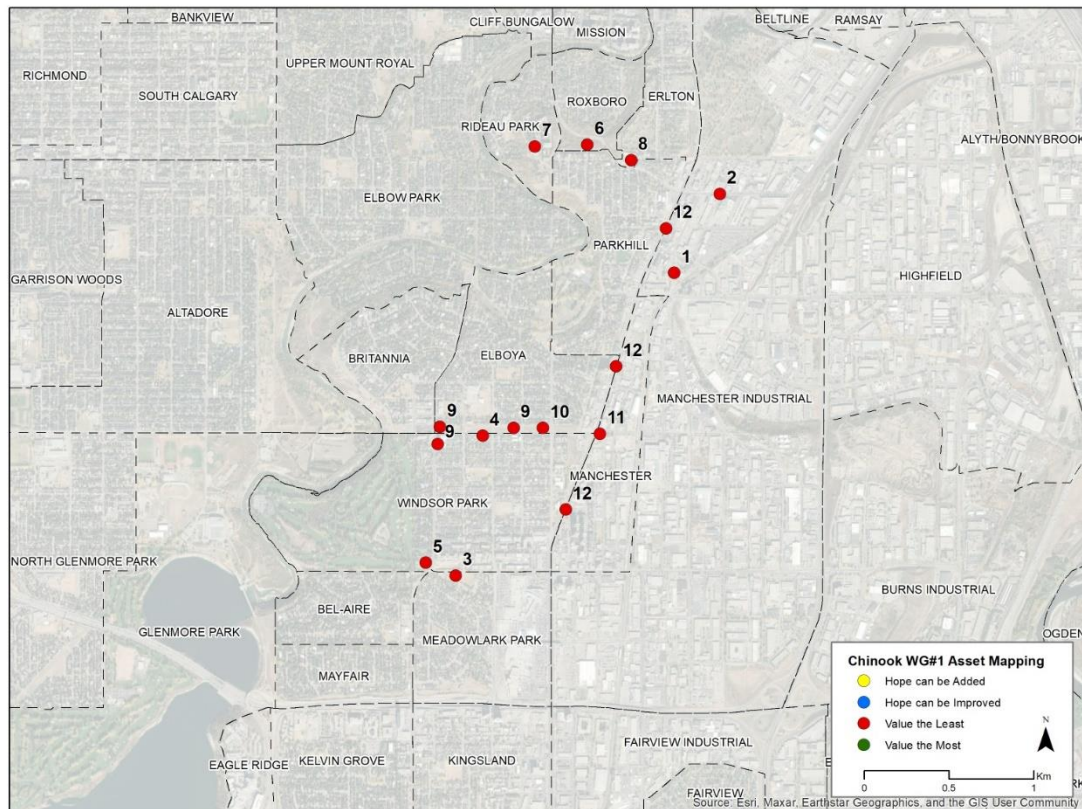
Table #4



1. Mcleod Trail- Mcleod Trail could use a few more trees. The aesthetics of Mcleod is not the most friendly. It goes from really lush green to just grey.

2. Missing network in bike system - I live in Windsor Park and I would bike to work downtown. There is nothing for bikes. I would either be fighting with pedestrians on the sidewalk or pissing off on the road. (between 50th ave and south of that and going all the way downtown -between points 2 and 3 red dots)
3. Elbow park cycling network (see #2) - It's already a 25 minute bike ride for me downtown, so by taking detours it adds time.
 - I did look at options, was to go up through the hill to Britannia and it added 10 minutes to my commute.
4. Golf Course - don't use the golf course and my husbands did so I recognize that people do but it's public land being cut off. There's all public land across the ridge and then it gets cut off.
5. Manchester Industrial Area - It's such a large area that's industrial. There's a number of industries that are portable and could be moved. And the area could be redeveloped.
 - It's a beautiful area but could use improvement and development.
 - I think the emergence of small micro breweries in the area has made good use of a very industrial looking area. It's a good area for more development.
 - I've used the bottle recycle area and the metal recycle area.
6. Affordable Housing Apartments (East of Mcleod and west of CP rail) - If you want density and affordable density, then you could replace marginal businesses with this kind of development.
 - Continue this (development). They are high density, they are affordable. I mean that seems to be exactly what we want.
 - You could say the same thing around the 39th area. Many of these buildings has poor use to them. It should be multi-housing and affordable housing. And the whole area is so poorly used.
 - If you were to develop that way...I lived in east France for a about a year. I felt weird where I lived because they had high density buildings. The reason for that was because I didn't hear any birds. There was no nature. I
 - The citizens would benefit if Calgary would include trees, so were talking about canopy, continued green spaces because it just I didn't realize how lucky I was to live where I live until it was taken away from me.
 - It is easier to put in a street that can be lifted up and used as a green space instead of putting it afterwards.
7. Green space north of 50th and connects to Blackfoot - It's an old railway track and nothing is there. It's just wasteland that could be improved.
 - Phenomenal views at the top of Blackfoot. Even a small pathway could be put there.
8. Along 50th Ave (Altalink) -This area could be reinvented somehow. There was a major area redevelopment plan for that. I would like to see what was planned (in the area redevelopment plan). The issue is that the land has been owned by Altalink and they have never been able to get it developed. They would have to get the power lines buried or relocated. It would be 10s of millions of dollars in development value so the 50k to bury it would be nothing.

Table #5



1. 39th Avenue LRT Station - The 39th avenue LRT station should be included in the plan, and is shady, uncomfortable, underdeveloped
2. Area east of Macleod Tr - Barley Belt is great for businesses, but could be more enhanced from a pedestrian side, access to businesses
 - A general lack of green space
3. Meadowview Park, Windsor Park School - Beside the Meadowlark Park, there is a fence between 58th Av, and the area is heavily patrolled by CPS, but there are not many kids running around – a lot of people come and speed on 54th Av instead
4. 50th Ave SW, 58th Ave SW - There's a lot of kids that cross 50th Av to go to Elboya – it's up to drivers to see children, and it is an issue, they need to balance enforcement between locations 3 and 4
 - There's people going to the mall through 58th Av
5. Elbow Dr/58th Ave SW intersection - The intersection between Elbow and 58th what I don't like about that location is that it's an opportunity for densification on a major road, but it's 7 \$2m dollar executive forms
 - I think that was allowed to go through because of Calgary Golf & Country club, it's a misuse of a prime densification opportunity so that it's on the edge of our community – densification needs to be in the right spots
6. Pathway at 300 33rd Ave SW - Underbrush in pedestrian corridor between Mission Rd and Parkhill needs to be cleaned out, maintained better – unsafe and uncomfortable
7. Multi-residential on Rideau PI SW -Hill above Roxboro should be included because (Rideau Towers) because everyone who lives in the neighbourhoods goes there
8. North block of 34th Av SW -Really strange that this block in Parkhill is not included

9. 50th Av SW and its intersection with Elbow Dr -On 50th Av, what's happening is that with the densification of businesses there isn't parking for their employees and the greenbelt is turning into an unofficial working space for all these people working here and for construction workers
 - Grass looks like MusicFest because people are using it all the time – everybody walks over here to park, they haven't required parking in these places because it's city owned
10. 50th Av between 6th St and Stanley Rd SW - A missed opportunity for densification in the greenbelt on 50th Av, but the developer who owns it will have to pay to bury the powerline, but it's a prime area for development that's not used
 - Maybe they could make parking lots rather than have cars pile up, we don't need any more above-ground parking lots, so the developer would have to pay for underground parking/burying the powerline, and the city should incentivize that redevelopment
 - A great opportunity to fight urban sprawl, especially if residential parking is restricted to 1 vehicle
11. Macleod Tr between 34th Av and 58th Av S - The area along Macleod Tr is old and not maintained, it is vacant and is sitting – a long stretch along Macleod, what I struggle with and what a business does is buy on both sides and disincentivize people to redevelop
12. Macleod Tr between 34th Av and 58th Av S - It's awful for pedestrians to use intersections along Macleod trail – could there be an incentive for businesses to activate the space, Starbucks takes up most of the parking. Macleod is vital to the whole community – too wide to be activated

Activity 2: Community Asset Mapping / Hopes – Blue Dots / Assets for Improvement

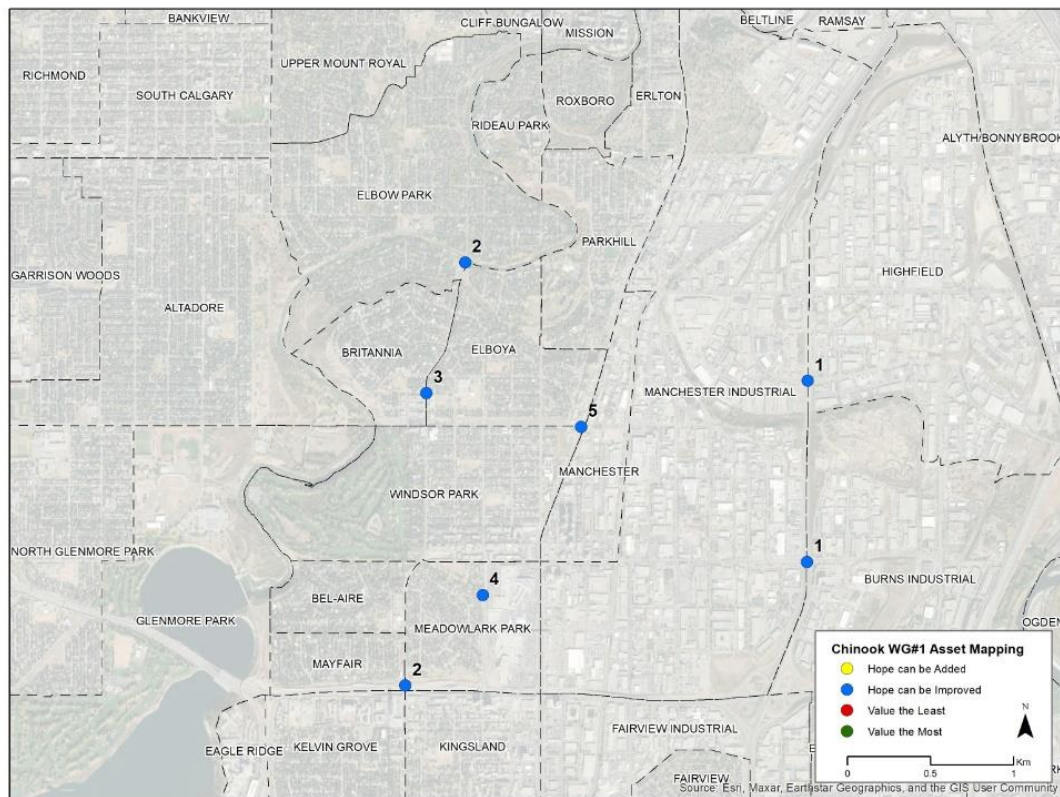
Table notes

Table #1



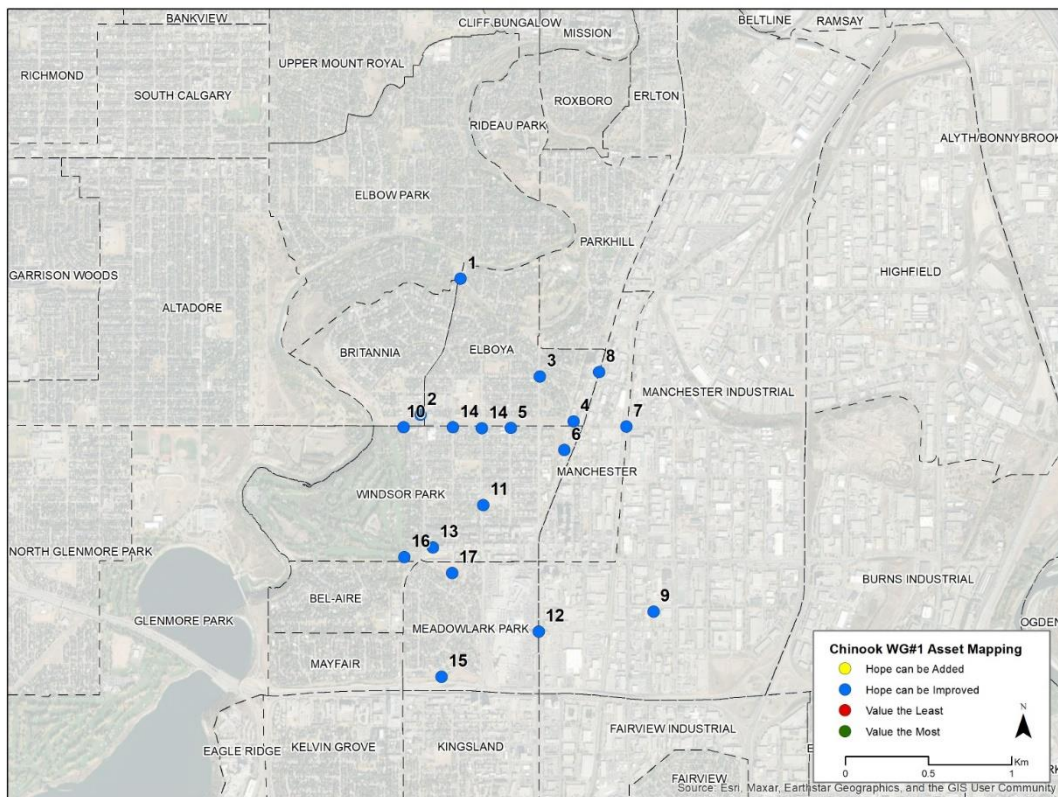
1. Wider pathways/bike ways as they have high traffic volume
2. Wider pathways/bike ways as they have high traffic volume
3. MacLeod Trail should be improved such as traffic calming and landscaping
4. Chinook LRT station safety should be improved
5. Safety issues on 39 Ave LRT
6. Redevelopment opportunity on under utilized land
7. Corridor plan for redevelopment and financing
8. More housing options in the plan area
9. Pedestrian infrastructure connecting Chinook Mall
10. Pedestrian Safety

Table #2



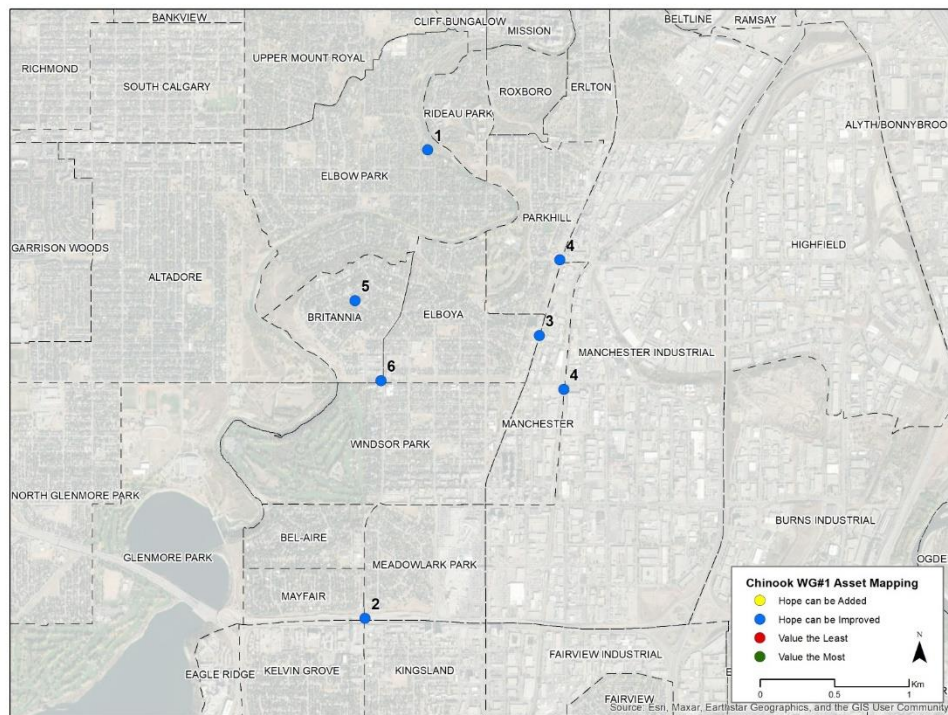
1. All of Manchester Industrial - The Manchester Industrial is an area for improvement. Lots of businesses and a few residences, but there is a huge opportunity there to develop a master plan such as the University District. There are restaurants and the brew pubs, why not encourage that more. Huge commercial interest in helping with that. Why did University District or East Village get developed.
2. Elbow Dr throughout Plan Area - Safety on Elbow Drive needs to be improved. Across the whole length of Elbow Drive.
3. Elbow Dr between 50th and 47th Ave - Its worth putting it to 30km/hr until 50th Ave (next to Britannia).
4. Green space along 5th St SW - The bike path here is an area of improvement so that it continues its connection to Glenmore Reservoir and the communities to the south.
5. Intersection of MacLeod and 50th Ave - City-owned assets here need to be utilized better.

Table #3



1. Elbow and Landsdown - Traffic circle at Elbow and Landsdown. It backs up. Not sure how you fix it, but it needs to be fixed.
2. Light at 49th and Elbow – pedestrian light - Too issues 1)too many pedestrians go and the cars can't get through or 2) people don't stop and you almost get run over.
 - Trying to work with Druh through Cllr Walcott's office, but haven't heard back.
3. 4th Street - Traffic Calming is needed.
4. 50th & Macleod - It's an eyesore. It's a weird hill lot that is abandoned. That would be a great spot for a multi-family unit.
5. 50th Ave Utility Corridor - Utility corridor. Could be a green space, could be housing, could be something. It is a wasted space.
 - Owned by Altalink and homes by Avi has the first right of refusal.
 - Heard through previous engagement that Altalink would never bury the lines, it's juts too expensive.
6. 50th & Mcleod where Carls Jr. is located. - Could be redevelopment into anything. Maybe housing, commercial or live/work mixed use. It's kind of built into a hill, but could work. There's definitely an opportunity for that space too.
7. 50th Cycle track going east-west - There could be a really great east-west cycling corridor along 50th linking through to the Industrial area.
8. Macleod Trail - Could have a better interface between Macleod Trail and the businesses. It's a weird feeling when you turn off to those buildings and there is only a tiny bit of traffic, etc.
 - It just isn't a great experience in general for cars or pedestrians.
 - I think you could improve it overall. I think if you got more cars off the road by getting people on transit, but Macleod traffic it very vehicular oriented.

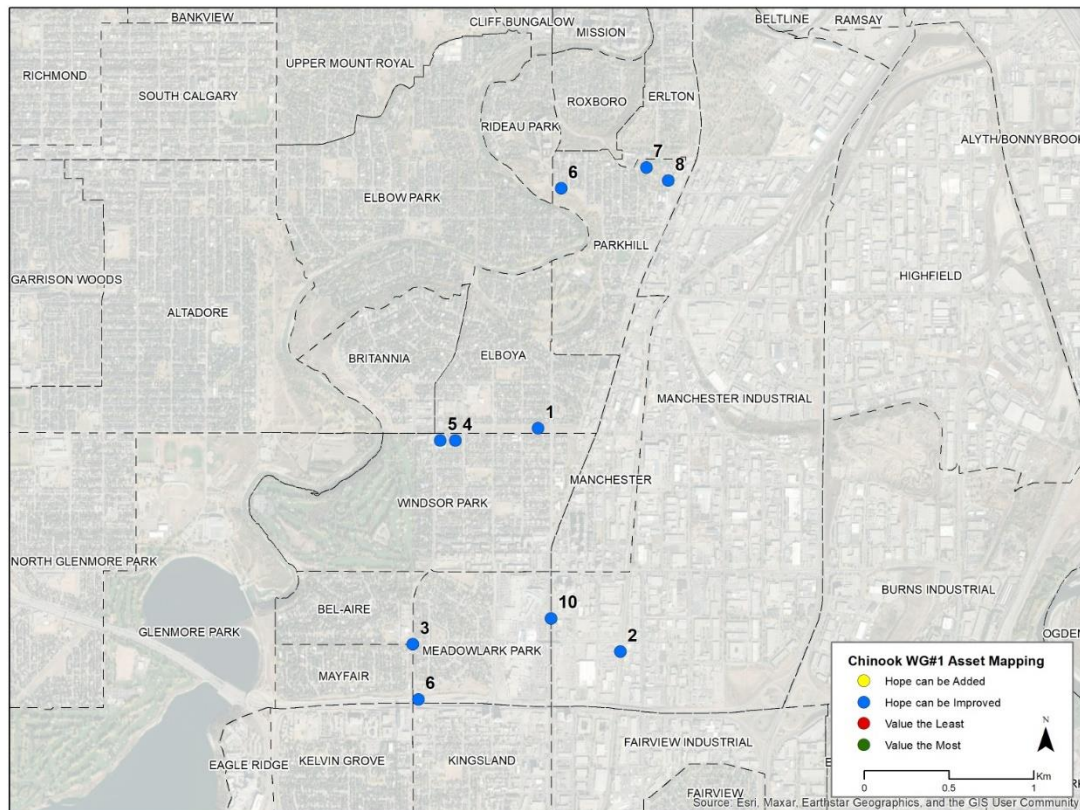
<ul style="list-style-type: none"> • It would be great if there was a decent sidewalk on at least one side of Macleod. The sidewalks are so narrow, especially in the winter, because there are businesses and the city both trying to clear snow onto each others spaces. • 17th with the wider sidewalks is a disaster with cars trying to get down there now. Made the sidewalks too big and now it's terrible to drive down. <p>9. Manchester Industrial / Chinook LRT - Safety could be improved in proximity to Chinook Tran Station.</p> <ul style="list-style-type: none"> • If you could get more people around at night I think it could help improve safety. • If you could bring businesses and energy to that area, I think that would be great. <p>10. Sunterra in Britannia - I think there was a design issue with how the development was designed. Nice people who come out of there seem really agitated. It is an older building.</p> <p>11. Old school / Special Program destination in Windsor Park - There could be something like an Arts hub there that could be reused or repurposed, similar to cSpace / King Edward school.</p> <ul style="list-style-type: none"> • It's not as nice of a sandstone building, but I really think there are opportunities to repurpose it into something great. <p>12. Chinook Centre - Access in an out of that mall for people and pedestrians and there are issues for turning lanes, especially if you are coming north on Macleod trail.</p> <p>13. 58th Ave and Elbow - There were houses there and it is being redone. It is currently a giant hole.</p> <ul style="list-style-type: none"> • A developer accumulated land until they were ready to build. They let the housing really deteriorate until they were ready. Hopefully whatever goes in there is nice. <p>14. 50th Ave - If you could somehow improve the sightlines and parking from 50th and onto the side streets that would be great.</p> <p>15. Greenspace along Glenmore where the school used to be - It's a green space, but the parks department doesn't treat it like a park so communities are in the process of looking to redesign it to be more like a park.</p> <p>16. Intersection - There are 3 access points. It is the weirdest intersection.</p> <p>17. Commercial vehicles along park where CA building is located - There is a guy with a commercial business that has many cars/trucks all of the time and he'll move them a little every now and again.</p> <ul style="list-style-type: none"> • It's an eyesore and the neighbours are always complaining. It causes issues for the kids trying to cross the street and access the park and well as people's view of the park.
<p>Table #4</p>



1. Bike Route along Elbow - All the way from Glenmore to downtown, just because that's where you get access from one road to another. (Same comment as red dot 2-3 above)
2. Bike Route along Elbow
3. Mcleod Trail - Mcleodo trail could
 - a. There's a lot of traffic lights and crossings, it could benefit from an over road pedestrian bridge to allow for connectivity.
4. 42nd bike Path - The 42nd bike path that starts on one side and goes over Mcleod could benefit from a pedestrian bridge.
5. Lighting - Suggest that we dim lighting some how as we are one of the brightest cities in north America.
6. Pedestrian Cross walks/traffic safety – elbow, Mcleod - I am not sure how to fix it, but traffic flow on Elbow drive is very fast and very hard to observe. I cross with my life type thing. I've heard that cars will rear end because one car will stop for a pedestrian and there's even been pedestrians hit. Even having more pedestrian cross walks might fix that.
 - a. Cars ramp up going from the light and so they're not paying attention and part of it is how they drive. (from Britannia shopping area around 50th Ave)
 - b. I agree that most of the community streets are quite slow, but I agree that there could be street improvements to slow traffic down.
 - c. In Montgomery, there used to be 2 lanes going both ways and shrunk it down to 1 way each way and it slowed it down.
 - d. There are not enough roads going south. There's Mcleod, Elbow drive and 14th street.
 - e. My dream would be to cut half the lights on Mcleod.
 - i. Why is that hard to imagine? Because of the merchants.

7. People are using elbow because Mcleod is too busy. A main street off of Mcleod would be great to access businesses. It's difficult in terms of design because the roads/parcels are diagonal along Mcleod.
8. Would it be possible to put in service roads where the lights are to get around the traffic lights? (slip lanes? Or perhaps just streets off the main street)

Table #5



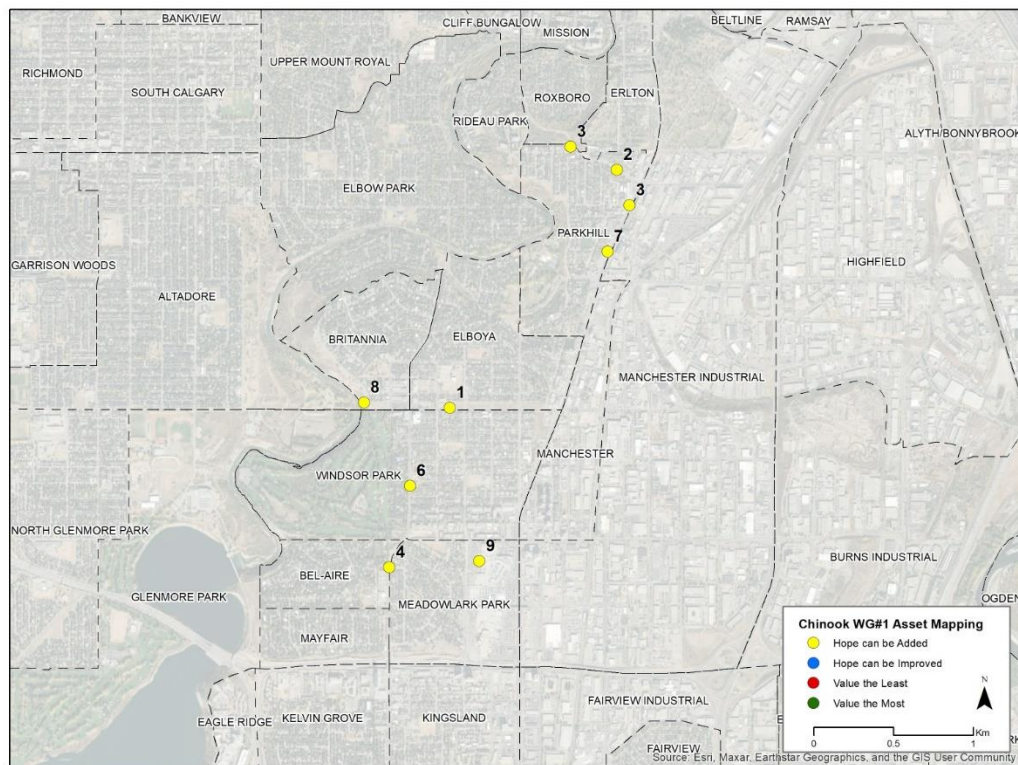
1. 50th Av between 6th St and Stanley Rd SW - Could 50th Av be an area for improvement, especially for seniors'/affordable housing, a need that is missing in the area and a way to use this asset better
 - a. Affordable seniors' housing? The city is proposing missing middle housing, but all the rowhouses are going into Windsor Park, still more affordable than buying an infill
2. Block that contains Chinook LRT Station (between 1A St, Centre St, Glenmore Tr, 61st Av) - There needs to be a civic space around Chinook LRT, not very private but a missing space that should be activated in a way that community members have a reason to go there and interact with a positive way
 - a. Should we be creating a space for someone to go when they don't have anywhere else to be, with places to plug in, so that they aren't behind the Home Depot or Staples?
 - b. It's really tricky to know where these people are supposed to be, what would I want there for me and my kids to engage with? I wouldn't want to go there with my two kids

<ul style="list-style-type: none"> c. Unfortunately, what I see, we are very passionate about newcomers, supporting them in transition to Canadian life, but they go to public spaces like these and it's not safe d. Isn't there a Filipino store, some longstanding businesses? None of them interact with the train area
<ul style="list-style-type: none"> 3. Plan area west of Macleod Trail - Our R-2 communities getting a lot of R-CG development, all the densification, could the R-1 communities in this area take some part and take on some newcomers that can't afford to move in, take on more R-2, in communities such as Meadowlark Park <ul style="list-style-type: none"> a. R-1 communities should give people opportunities to own a rowhouse in Meadowlark Park/Mayfair b. It's about distributing density fairly 4. NW corner of Windsor Park - Cheaply built rowhouses in Windsor Park 5. Area around the intersection of 50th Av and Elbow Dr SW - Lina's HVAC sounds are a noise concern for nearby tenants in apartment buildings/townhomes <ul style="list-style-type: none"> a. The other problem is it's poorly managed, catalytic converter thefts, it's really easy to get into their parkade, there's a lot of unhoused people sleeping in that parkade, someone over the winter stole all the catalytic converters in the parkade b. Executive townhouses (RND5QR) have consistent plumbing issues, are a constant issue for people living in them c. We're not able to retain tenants, so it needs to be managed better d. I really feel for the homeowners around here 6. 1611 37th Av SW - Obeliski park is an opportunity but needs improvement, the city overlooks it – it's a lovely park, instead of people sitting there <ul style="list-style-type: none"> a. Recently they fixed it 7. 108 Mission Rd SW - I would like a corner grocery store/convenience store/café <ul style="list-style-type: none"> a. It's poor in terms of connectivity, otherwise we're walking down to Safeway b. Back to that livability c. Knowing your neighbours and interacting with them 8. Mission Rd SW in between 1st SW and Macleod Tr S - This whole area has the potential to become like Britannia in terms of neighbourhood connection <ul style="list-style-type: none"> a. There's something going on on the corner 9. Macleod Tr/Glenmore Tr/5th St/Elbow Dr interchange - The intersection between Glenmore and Elbow is the most confusing experience <ul style="list-style-type: none"> a. On Glenmore going west is like, do I stay in this lane, it's very confusing b. If I'm coming from the south, I'll take Elbow, because it's a more pleasant experience, avoid all of it 10. Entry points to Chinook Centre - One of the things is that [road designs around malls in the US] take their vehicle traffic and introduce it on the corner, but in Chinook they slow you down because there is one entrance <ul style="list-style-type: none"> a. Enter at the tire shop? b. The way they've designed that is annoying

Activity 2: Community Asset Mapping / Hopes – Yellow Dots / Assets to be Added

Table notes

Table #1



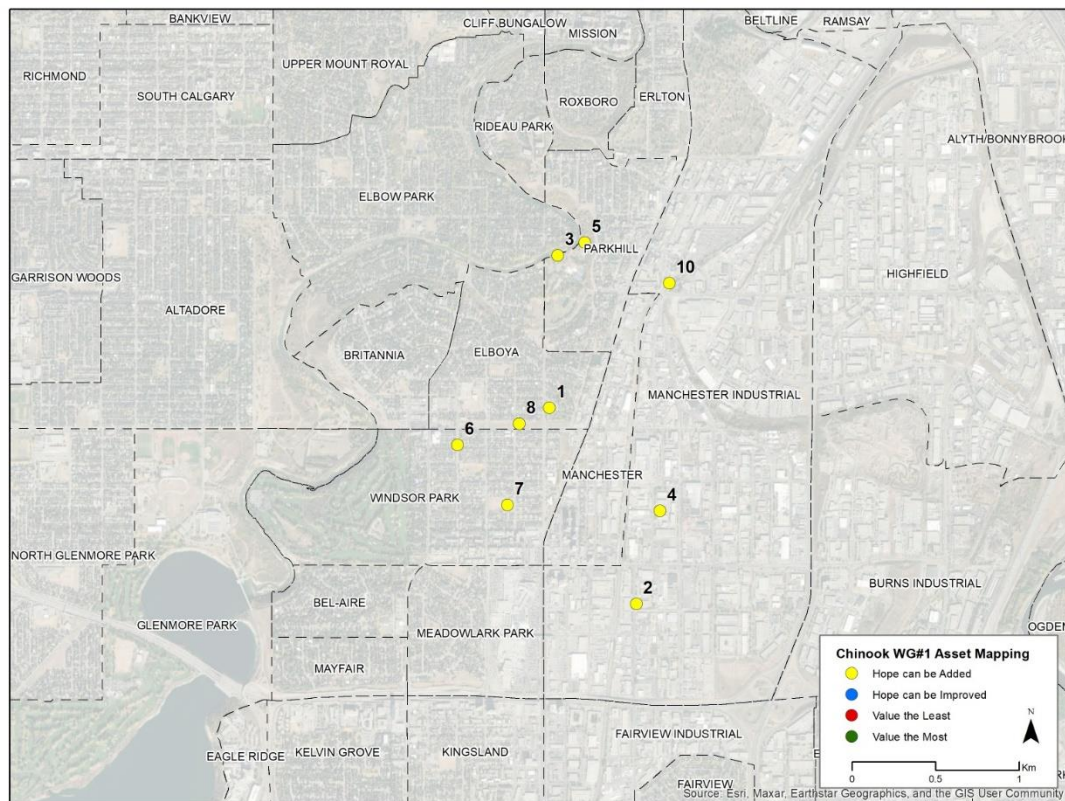
1. Development opportunity along 50th Ave such retail, offices and housing
2. Mainstreet type environment could be added
3. Connection to Mission could be improved
4. Traffic calming for entry roads into community
5. 38th Ave traffic calming
6. North South bike lane
7. Traffic safety is needed to car testing
8. Bike access to sandy Beach
9. Grocery store in Chinook Mall
10. Entire Plan area - Through out the plan area there is no grocery store

Table #2



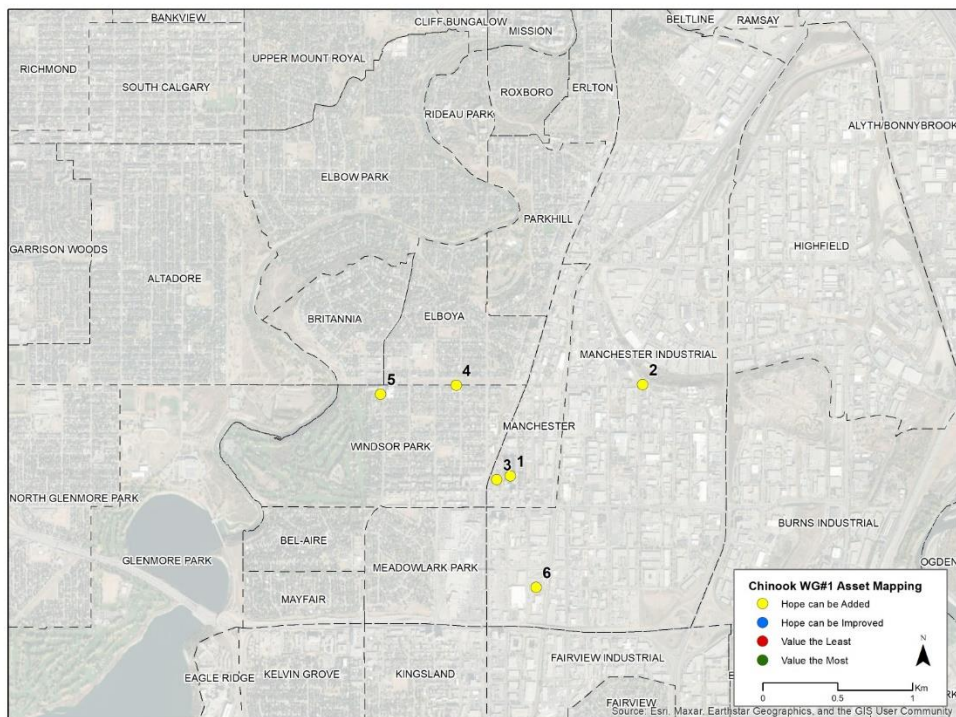
1. 50th Ave - Power lines on 50th Ave – if you bury those, its almost an extension of Britannia plaza, between the existing plaza until Macleod.
2. 5th St SW from Glenmore to Lansdowne Ave SW- North South bike lane along west side of Chinook mall, and extend it all the way across on 5 St. It's probably a designated route but its not protected right now. It needs to be a separated bike route. Its not too bad right now north of chinook. But along chinook it's just a disaster.
3. Around LRT stations - Why don't we have a community hub such as the Calgary Library or the Genesis and use the train station as a hub for feeder routes for buses. Chinook Village Community Hub or Chinook Village Leisure Centre somewhere near the LRT station.
4. Along MacLeod Trail - Need an affordable grocery store such as Walmart. Such as East Village. A commitment made to the density of population. The density justified the location of Superstore.
5. Along the LRT tracks to connect to 42nd Ave - Getting a bike path along the NW way in the Manchester area to tie in to 42nd to get you downtown. The crossing of Macleod Trail is a challenge on a bike.
6. 39th Ave LRT station - We need to develop around the C-train station there is so much opportunity here for residential development.
7. Along Elbow River (near Golf Course) - Really like the idea of a trail here along the west side of the river , it is such a beautiful area and the trail can connect to the Glenmore Reservoir. A trail that goes up the river is needed.
8. MacLeod Trail - Better connectivity from Parkhill to the south. It makes sense here because you want to get as close to the train station as possible.

Table #3



1. 4th street green space - Playground structure on the east side of Elboya would be nice as east-Elboya doesn't have anything like that currently.
2. Manchester - Redevelop that area. Gentrify it like a little town or Kensington.
3. Beach park - Adding grass at the beach playground. Better grass maintenance is needed as it is stripped down to the dirt.
4. Manchester - Public area in the industrial zone.
5. Stanley Park - Zen garden and natural landscaping and vegetation in Stanley Park.
6. Windsor Park - Put art in the centre of the intersection that acts as a natural traffic circle to help traffic calming.
7. Windsor Park - Community garden in Windsor Park would be great as people have smaller yards in Windsor Park.
8. Windsor Park - Another potential location for a community garden
9. General - Generally, better transit to reduce car traffic, walking, biking. Personally, I like to drive, but I don't want everyone to drive.
 - a. My kids love get around other ways than cars so we need to make it easier for people to get around using other methods.
10. Barley belt / art belt - There are examples of train lines and things that have art along them. It would be cool to have an art district like the brewery belt, but art. It would be cool to make the Barley Belt more walkable and interesting. Wayfinding in the barley belt would be great.

Table #4

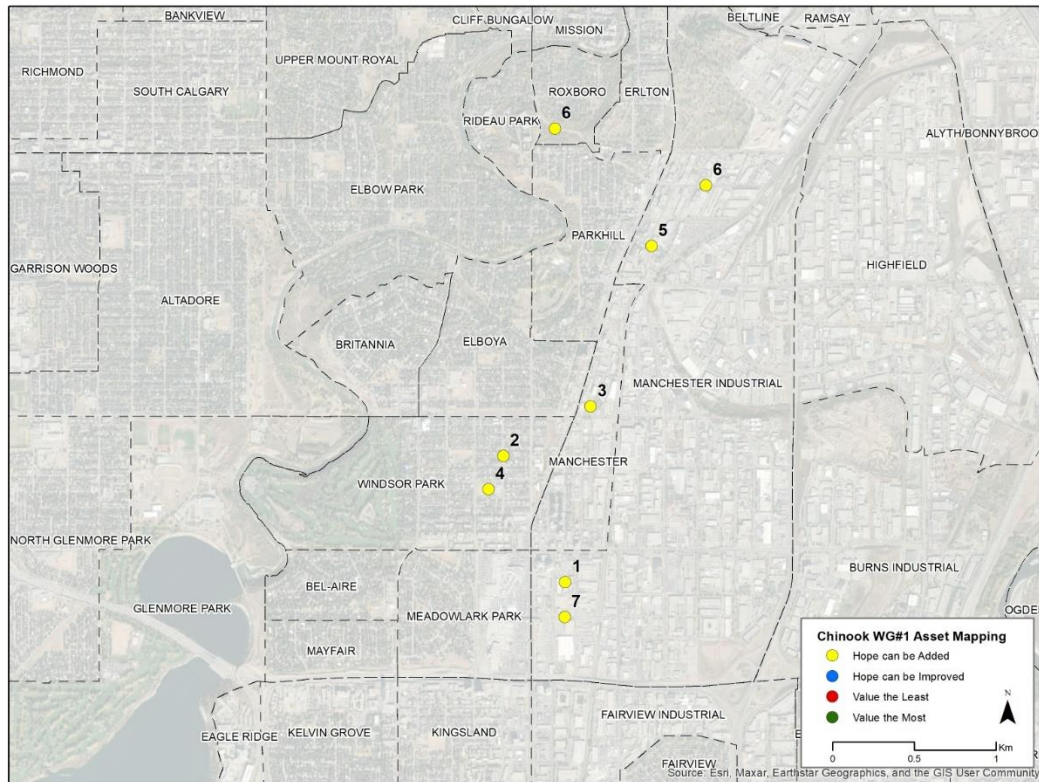


1. Affordable Housing area - Improvement of affordable housing area (similar to comment in last activity where improving and adding more affordable housing)
2. Affordable housing area - Same as above.
3. At grade commercial - General comment: Building high density stuff. I really like it when the ground floor is shops and commercial stuff. It gives more access to say Britannia type stores. It creates less of a need to go in your car and drive somewhere if you want to decrease cars on the road.
4. At grade commercial - Same as above.
5. Parking (Britannia Plaza) - When Britannia Plaza was built, they didn't build enough parking with it. There was overflow in our area which forced us to get parking permits which I didn't like. I don't know how they didn't get enough parking, I don't know why it happened.
 - a. It caused a lot of problems within our neighbourhood because of the lack of accessible parking for the patrons. And ldk if the apartment building made enough parking for their tenants.
 - b. Well as you noticed, this area along Altalink is always filled with cars. It's probably employees who work at the plaza, Lina's, daycare and me!
 - c. Parking comes along with higher density.
 - d. I think parking is the issue that makes people most angry.
 - e. It's not feasible to park the way we do if you're developing an area for the future. I know we have long winters but I think Calgary has a lot more parking than other cities I've lived in.
 - f. As the car population goes down we can turn them into parks but it can serve as a transition for the future until we get there.
 - g. In part it was just how Calgary was designed. The legacy transit system was created, everything goes downtown. So if you wanted to go downtown it was easy, but if you wanted to go anywhere else it was difficult. I grew up in

Bowness and went to u of c, it was a 2 minute drive, but by bus I had to go all the way back to crowchild trail.

6. Vacant Lots - Utilize vacant lots for parkades and parking and transition them into parks when cars are reduced. It would be great if the City looked into best practice examples (e.g. New Zealand transitional parkades).

Table #5



1. South part of Manchester Industrial east of Macleod Tr- I think it will be great to have a grocery store, even if it's beyond Chinook Center, but even then you're still having to lug your groceries
 - a. You still have to drive to get groceries
 - b. When the Target was there you could at least get milk, it's interesting what will happen to Chinook, because that's an amenity that our community needs
 - c. I always think of that when they think of increasing density without infrastructure
 - d. From a development standpoint, for grocery to fit you need a significant amount of land, exposure and access are issues, but it is a good opportunity
2. Residential areas in the plan area- We need more greenspace to accommodate the densification being proposed
 - a. Our greenspace to people ratio is low
3. Manchester- More greenspace east of Macleod, Manchester only has one park
4. Elboya, Windsor Park - The school in Elboya is over capacity, they might have to reopen the older school in Windsor Park
5. 39th Avenue LRT Station area - Eyes on the street, affordable housing as TOD by 39th avenue station
6. Mission Rd, 36th Av S - Multimodal divided bike lane on Mission Rd

- a. Remove the median and do bike lanes
 - b. It would be nice if those bike lanes moves into the area of the Barley Belt
 - c. These pubs are awesome on a Sunday afternoon, it's just hopping
 - d. Design shop here as well
 - e. There is potential
7. 61st Av S - Redevelopment on 61st Av needs to create a mainstreet feel, more pedestrian oriented

Chinook Working Group Session #2 – Sept. 12, 2023

Activity 1: Core Values and Vision

Core Value #1: Flexible Industrial Development

Encourage resilient and flexible low-impact industrial development in proximity to Macleod Trail S/SW that enables production and innovation alongside residential and commercial uses supported by green infrastructure and visually appealing urban interfaces.

REFLECT - Do you feel that this draft core value aligns with the public and Working Group comments so far? Why / why not?

- Yes, I believe this is a good core value, it allows for people to work closer to where they may work, and will allow for more innovative industrial businesses to thrive in this landscape.
- Yes, I think this aligns with concerns around security/safety in the area and promotes increased density,, and makes the area more walkable. I further feel like promoting green infrastructure (transit/bicycle access) along 50th ave can play into this at the 50th and Macleod intersection.
- Yes - providing a transition area would align well with the feedback and input provided so far; this would allow for transition between industrial to residential/commercial uses. Would increase the visual appeal of the area to provide green infrastructure/canopy/cover.
- Yes - As each LAP will be covered in commercial, residential and industrial, it's important to understand specifically what the industrial area should / may look like
- Agree with comment on transition from industrial to residential, at least as it pertains to established residential areas. That would differ in areas like around 39th Ave LRT where building high density adjacent to LRT and in the midst of commercial/industrial would have a lot of benefit and leverage.
- I like the idea of innovative industry, particularly having this area designated for technology industries
- I like the idea of finding mixed uses as much as possible. This area has so much potential to be a business accelerator innovative hub with amenities beyond curb and sidewalk but for public improvements that incorporate multi-modal transportation
- Yes, so long as this occurs on east side of Macleod Trail
- I would like to see “resilient” and “flexible low-impact” defined or expanded on, but otherwise I believe this is a good description

- Should this read industrial or commercial? I think some commercial west of Macleod is okay but maybe not the industrial. Agreed - industrial should be kept on the east side of McLeod. I agree.
- Not sure what “green infrastructure” is or whether it’s needed
- As long as it is worked alongside with the evolution of Macleod Trail
- I agree with comment immediately above
- I agree with adding the green infrastructure on the east. There are residents (people living) on the east side of Macleod Trail too!
- *‘that enables production and innovation alongside to ‘that supports the Calgary economy through enabling..’*
- Yes, I believe this is a good core value, it allows for people to work closer to where they may work, and will allow for more innovative industrial businesses to thrive in this landscape.
- Yes, I think this aligns with concerns around security/safety in the area and promotes increased density,, and makes the area more walkable. I further feel like promoting green infrastructure (transit/bicycle access) along 50th ave can play into this at the 50th and Macleod intersection.
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EXAMINE – What stands out about this draft core value? What is still unclear in the draft core value? Why?

- What are examples of low impact industrial development?
- What do we mean by resilient and flexible? This is not very clear
- Would recommend clarifying that it is an improvement to the existing industrial corridor, not necessarily adding industry where there currently is residential.
- Clarify: “existing light industrial areas” rather than “in close proximity to Macleod Trail”
- Does this include 15 minute grocery options for all or would a grocery store be encouraged here?

- This reflects the existing light industrial, commercial and quasi-retail nature of what exists east of Macleod Trail
- Defining and providing examples of goals, such as specifying locations where certain developments would be more appropriate (eg. light industry east of McCleod Trail) and what levels of density are being aimed for. Specifying that density needs to be distributed as to not create any areas where .. how do I put this... only a particular type of housing is present and as such only a particular income bracket?
- Good comment immediately above. I agree that what happens east of Macleod Trail should integrate with services desired by Chinook communities
- Would shared workspace be part of this plan?
- It shows that this would allow for more live work areas, with businesses that would employ multiple people in the area. I do not believe anything about this core value is unclear.
- I don't understand what "green infrastructure is. Without understanding this definition it confuses things. I think it can be a high level vision with a desire where appropriate but having it as a specific requirement is limiting and creates barriers
- What does production and innovation mean? I think this is unclear
- I agree with the comment above - the green infrastructure definition provided during the discussion was useful (not necessarily understood by just reading the core value). Similar on the low-impact industrial development; the discussion of what this meant made it more clear than it was just upon reading it.
- Gives the impression that the development east of Macleod will only be industrial, or light industrial, could be residential, small shops, grocery, park, restaurants, live/work
- Feels like you need to provide some more specific examples of what Flexible Industrial Development would be. Ie what industries are you thinking about? Hard to comment on this without fully understanding what you'd hope to see for development in the area. Car dealerships? More Breweries? Light Industrial?
- I like the mention of innovation here - The City of Calgary has a focus on becoming an innovative hub and lots of money has gone into it - Has there been work done at the city to promote this area to innovative / entrepreneurial companies? What would this look like?

**CHANGE – Would you change any focus areas or wording in this draft core value?
Why?**

- I think, given the housing crisis, development in these areas next to LRT should be mixed use commercial and residential mid to high rise. I see transit oriented development is another core value.
- Agree to above but perhaps the value of low impact industrial devt in this location of a city needs to be clarified
- If "sustainability" is a goal, it should also be applied to the types of residential development seen in R-CG areas - this is of greater concern and to this point does not seem to be a focus for City Development.
- Focus should rather be on improvement of existing light industrial areas

- 'in proximity to Macleod Trail S/SW' changed to 'in proximity to transportation corridors east of Macleod trail S/SW'
- Change "in proximity to" to "east of" Macleod Trail.
- Define "green infrastructure"
- Does low-impact refer to re-development of current industrial buildings or new light industrial?
- "Introducing diversity in permitted housing to encourage density and address the "missing middle"
- No don't change the wording, keep it clean, keep it simple. Nice urban areas make a city thrive!
- I find this a bit too wordy. It's hard to pick out what this actually looks like. Can we provide an example of what this looks like? How does this differ from what Manchester industrial looks like now? I.e., what changes?
- How do we define low-impact industrial development
- It was helpful to understand that this is specifically focussed on industrial type areas to the East of McLeod Trail (this was obvious in the discussion); is this clear enough in the wording of the core value? It would be helpful to outline that the core values are associated with different land use.

General Comments:

- It could be a bit more clear that when talking McLeod Trail you should be specific that it's east of McLeod Trail.
- I missed the first exercise, so is low-impact industrial the proper terminology opposed to light industrial?
 - When we say low-impact industrial it focuses on impacts to adjacent neighbours. Could be noise, smell, etc.
- I wonder if I was one of the people who identified the existing light industrial area east of Macleod trail, adjacent to Parkhill, but the way this reads, we are encouraging in any direction in proximity to Macleod trail, opposed to existing land use areas that support industrial. I don't think people who spoke to this would imagine low-impact industrial close to all areas along Macleod Trail, near Chinook Centre for example. I don't think that this type of development near Chinook would be what people were imagining. Need to better define the area that is being spoken about.
- Is this focusing on Industrial lands versus proximity to Macleod trail.
- Do you not think that with the breweries, for example, there is more of an opportunity to improve the pedestrian connections rather than add more industrial.
- Yes, I think it's more about improving the existing areas and I think adding more development near transit is also reflected in another development.
- It's good to understand what you mean about the terms adaptable and resilient. I think adaptable and resilient to be more about sustainability and you aren't continually building, etc.

Questions:

- When you talk about flexible industrial development we're talking about small-scale manufacturing, offices, etc, I'm thinking Inglewood as an example?
- What do you mean by green infrastructure?

- To add to that ^, when I read this and I put a comment in there, I find it confusing as you explained it to me more like a green canopy, but do you really mean like zero emissions concrete... so I think that definition needs to be worked on.
- I'm trying to understand how the core values will lead into the vision and what will come next, I think of entrepreneurial, equitable, accessible, business generating...seems quite fixed on chinook transportation, industrial rail line, trying to figure out where this fits and where it goes next. Are these the main themes of our plan as it doesn't talk about residential, business, community.

Core Value #2: Parks, Open Spaces, And Natural Areas

Enhance and improve parks, open spaces and natural areas to meet the needs of current and future residents with a focus on creating recreational and communal spaces while protecting natural areas particularly along the Elbow River, Glenmore Reservoir and Stanley Park.

REFLECT - Do you feel that this draft core value aligns with the public and Working Group comments so far? Why / why not?

- Agree that this aligns with comments so far (improving/maintaining existing and creating new)
- Agree!
- Great Core Value
- Great core value - protection of rare inner-city natural areas is critical
- Recreational and communal spaces are very important. Need support to keep them clean and safe. I agree with the verbal comment just now that the natural spaces mentioned are already well developed. We should focus more on underdeveloped or underserved spaces.
- Prior working group had included maintenance/protection of mature tree canopy
- Windsor Park actually has pretty low green space coverage - could use more to bring average up.
- Another agree, though I would like to focus on preservation and enhancement of current areas
- I think this is a good description - I am good with flipping the focus to preservation first
- I'm not sure I agree that focus should be on CREATING more spaces while protecting.... I would flip it. Preserve what is there; only modest development/improvement on existing natural spaces. Too much CREATION of recreational spaces destroys the natural spaces now existing.
- Agreed with what was stated above. We need to focus on preserving and improving what we have. Manage the spaces we have to accommodate the increasing population. Would like to see focus on more natural features than buildings and structures.
- I agree with preceding above.
- Green spaces along urban/ suburban development are key for gathering spaces and public events. Having a moderately busy park such as Stanley park that also has separate sections is excellent to allow for community building but also allows for separate quiet areas if needed.

- There are small patches of “green space” along the west side of Mcleod Trail that are not really utilized as natural areas. They are really just a scrubland on the hillside above Mcleod and a bunch of businesses. I walk my dogs there frequently just to see if anyone else from the community uses the area and I have never seen another person from the community using this space. It is littered with garbage, drug paraphernalia, tents, bike parts, etc. Not very inviting. This would be better utilized for high density residential similar to Stanley Park Apartments.
- Green Spaces are key, and we are fortunate to have a lot of them in our communities already. However, there seems to be a gap in age groups; we need to clarify that we are creating inclusive green spaces with amenities / elements that adapt to all age groups, background, ability, etc. We also need to consider how we can make green spaces more active to promote outdoor activity / exercise, rather than just large open fields that just meet a quota.
- This value is easier to understand than the industrial value; it is more clear and less words that requiring defining. This captures would the feedback was provided from the comments so far; it is clear and easy to understand. I also like the reference to specific areas/natural areas.
- I don't think this captures the comments with respect to the mature tree canopy of many communities within the Plan Area. So keep the mature trees on private property and boulevards, add more trees. Also add more parks or extend parks.
- Yes, I think these areas were noted by many to be keystones of these communities and attractions for many in the city. Continuing to protect and promote these parks was clearly communicated.
- Some of these areas are regional and city attractions. Should this be highlighted they are not all community amenities.

EXAMINE – What stands out about this draft core value? What is still unclear in the draft core value? Why?

- Wonder if there is value in articulating maintaining public access to natural areas
- Clarify that “focus on creating recreational and communal spaces” is in areas not currently served by this.
- This is a very important core value. We must not only protect the existing natural areas, but also all existing parks and playgrounds, and other green spaces, no matter how they are now designated.
- I'd like to see data on the “*needs of current and future residents*” being acknowledged. If there was a study/observation of people using certain areas, it would be nice to have those areas be analyzed so the features that people value can be repeated elsewhere. For example, picnic table distribution in parks needing to be spaced out enough that groups feel comfortable being directly next to one another is something that has been observed, so it would be appropriate to say something like “in response to studies on how these spaces are used, we plan to _”
- Is there a leaning towards more facilities or more nature? How do we prioritize? Does the city have data on how green spaces are used around the city how does it change with population density and general demographic? If so this would be a good place to start.

- Parks are great, everyone loves them. Nothing seems to be unclear
- This value is more clear and easy to understand than Core Value #1 (re: industrial). This is straight forward and well defines what is needed to maintain green space and natural areas. Is there a core value that includes the mature tree canopy? Or would that be included in this core value?
- Open spaces needs to be defined as green not concrete, the city is using a lot of hard landscaping in open spaces or parks
- The area plan, overall, is fairly developed. There wouldn't be a lot of space or room to create more parks, open spaces and natural areas without taking something away. Or possibility without taking space away from existing areas. How would we decide what took priority....the existing use or the items in the objective?
- "Recreational and communal spaces" - this is key for me! We need more spaces that promote physical activity and interaction of community members. However, we still need a better focus on adapting to all ages and abilities, moving beyond young children

CHANGE – Would you change any focus areas or wording in this draft core value? Why?

- I would add improve/maintain existing in addition to creating rec and communal spaces (although note that it starts with word 'enhance'!)
- Perhaps turn the 50th ave green space into something much more significant? (Urban farming?)
- Add social gathering areas, bikeable
- Add in mobility, accessibility and connectivity as part of the goal
- I would love to have more occasion to cross Macleod for shopping, social, rec activities. Great comments.
- More focus on preserving existing natural areas, and NOT converting any existing parks, playgrounds or other green spaces to any other use.
- I think at my table the last time people also spoke about connectivity and connection. What about spaces that are inclusive to various people's needs such as places for female teens, different cultures and various demographics.
- Promote effective use of green space, engage communities in how to develop green spaces. Quality space is more important than number of parks.
- I'd like us to have "flexible" recreational and communal spaces...ie creating spaces for recreation that are multipurpose
- These parks are attractions for many in the city, not just residents of Chinook communities, and I think that's a good thing that should be promoted in this statement.
- Would include tree canopy and considerations for limiting impact to natural coordinators like helping clean watershed through best practices. This may be an area with multiple viewpoints. Perhaps identifying areas for naturalization
- I agree with the comments re: the tree canopy - is maintaining that captured in this value?
- I feel like there needs to be a comment on safety. Several of our green spaces are not safe due to the unhoused. We need a focus on what needs to be done to these

spaces to make them safe for all members of our community so that they can be utilized more.

- Safety Agreed ! there seems to be no value for housing at all... this seems important to support above.
- I love the natural habitat and bird migration. We have incredible river valley that is a community asset. This is missing in this statement. Connection with natural environment.
- More natural areas does not mean better. I support less greenspace if there is a value add. There is a large property by the bus stop on mission road for example it is open space however has potential for another use.
- Keep greening along 50th ave, 58 ave, elbow dr, mature trees, boulevards
- Remember we are a winter city, use of natural spaces in the winter, wind tunnels when walking in the winter
- I find it strange that these is nothing about climate change

General Comments:

- For the reflect #1, first bullet in Google doc is important (under reflect), important to have some smaller local parks, Stanley Park gets so busy it becomes unusable, esp. if you have little kids. There's no room on paths, you're getting run down on bikes, etc. Agree with that dot.
- I always get a little nervous when I see things like open spaces as I notice The City in the last few years when they redo parks it's very concrete-y, then you get into what do you do with storm water and rain water, climate change concerns, and then you're losing space it's not a green space anymore, I want it to be focused on natural. We're losing tree canopy, I think mature tree canopy needs to be captured in here as well, it's not just bush or grass.
- I just wanted to elaborate on a comment I put in, there's a thin strip of green space on west side of Windsor park and east side of McLeod, we need to value green space but to me that space doesn't meet definition of what most people would see as valuable green space. My opinion, this would be better utilized as residential space. Right on bank of McLeod Trail, full of garbage, people experiencing homelessness setting up camps there, it's not a pleasant place, it's grass and has small trees but isn't a park. I walk my dogs there to see if it gets used and I've never seen another person from the community there, it's people coming off McLeod Trail. Re previous comment about tree canopy, I'd prefer to not see mature trees from older homes bulldozed, put more homes in areas like that.
- I'm not sure, but it seems that the Elbow River pathway, Glenmore Reservoir and Stanley Park have rec opportunities and are really well developed. Maybe it's not about creating spaces, it's about enhancing the spaces. I am really on board with protecting natural areas, but I like the terminology of enhance versus protect. Sorry, I just re-read it and I think it's good actually.
 - We heard from a lot of people that when you look at the east side (and even the west side of Macleod Trail), we are missing a lot of green spaces. Green spaces are really hard to create so any time we have the opportunity to enhance spaces we should do that because they are valued.
- If you look at Britannia, Elboya, Windsor Park, Meadowlark Park...they all have significant green spaces, but the amount that they get used varies significantly. If you look at the areas where there is the most opportunity to add existing types of accommodation, I think it is east of Macleod Trail and I think near those

microbreweries, is there are way with that anchoring it and with those new taller buildings, is there are way to add more green space on that side of Macleod Trail.

- If you look at cities like NYC and the yards (Highline Trail?) there are interactive elements and there is an elevated garden that you can look down on. How do you do something like that? How do you open up Manchester and maybe add soccer fields or a mini leisure centre.
- If you go further south to Heritage there are those rinks, there is likely still really high demand and if there is demand (and we used to play outside on a rink) could you do a cycling path that becomes a skating path and mut some overhead crossovers, maybe on 50th or 36th, if you could put something there to allow people to cross that would be great to pull more people into that area.
- Everyone feels that the neighbourhood they live in area green and have beautiful spaces, but if we are trying to add more homes into areas in Manchester, I think there is disparity and it will be really severe and a stark contrast, so I Think the core value is really well placed and the focused, I think knitting that across Macleod is great.

CORE VALUE #3: Main Streets

Support development along the Macleod Trail S/SW Urban Main Street that enables a broad range of mixed-uses, placemaking initiatives and enhanced east-west connections across the Macleod Trail S/SW Urban Main Street that connect residents with local businesses and employment opportunities.

REFLECT - Do you feel that this draft core value aligns with the public and Working Group comments so far? Why / why not?

- What are placemaking initiatives?
- How does the city convince developers to work around macleod trail given the socio-economic challenges - yes and traffic.
- Again - it feels like this core value is less important than the discussions we had around housing affordability, providing people housing near LRT stations that are safe, accessible.
- Agree, Macleod Trail is a lost opportunity for more storefront businesses that would be walkable from our communities
- 'Placemaking' is a very good term here and 'enhanced east-west connections' - perhaps bring focus to support 'pedestrian-oriented' development along the Macleod Trail main street
- Agree. I think the enhanced east-west connections is a good point
- Agree - so much potential for Macleod (still giggle at its comparison to Champs Elysees as a main street); but striking in its strip mall/bareness that is vastly different from surrounding residential areas; very little draw to walk to that street (although would like better connection/more desirable walkable pathways to industrial area)
- Agree
- Cannot ignore the killing effect of traffic
- In my view this street shouldn't be a highway to downtown anymore
- I agree with this and would add along 50th avenue, or adding 50th as a Main Street

- Elbow drive gets busy due to the heavy traffic load on Macleod. There are many accidents on Elbow due to the fact that pedestrians have trouble crossing, so any changes that would slow down the road could have negative impact on safety for Elbow drive drivers and pedestrians (residence)
- Agreeing with above comment. We need to protect the most vulnerable on the road- those who are not in metal shells- with traffic-calming measures
- Access to businesses being defined as either pedestrian-focused or car-focused. Walking in the area without fear or discomfort from noise. We could use a multi-use pathway running parallel to Macleod trail. The road is currently like a loud, risky, and ugly river in how it interrupts pedestrian and cyclist flow, so it would be wonderful to not essentially be forced to drive
- I would like to see safety increased for pedestrians and cyclists.
- I'm OK with the statement as drafted. I disagree that we should be doing anything for cyclists on this major thoroughfare. Cyclists should not be on this road.
- But cyclists need to cross macleod trail and cycling routes running parallel to Macloed trail on east and west sides.
- Respectfully, de-prioritizing motor vehicles (losing lanes) in order to accommodate seasonal cycling is not efficient nor catering to the needs of the vast majority of (vehicle based) commuters.
- Cyclists should not be on this road 'as it is designed now.'
- Yes, this is a key value on McLeod
- Yes. MacLeod Trail is hostile environment to anyone not in a car. I do question if it would be a main street if it could be a main street. What is the goal of macleod in terms of transportation purpose? Is it a commercial corridor? There is so much development potential on Macleod however if transportation speed and efficiency is the priority and not lane reduction or more access egress to commercial that will affect development potential. What about a place for people to live? Recreation and more urban amenities?
- Macleod trail is for lack of a better term is currently a stroad its not a street it's not a road. It doesn't allow for traffic to flow, but also doesn't allow for any businesses to thrive. Please make it better. It's not doing a good job in it's current state. ALso why isn't any area along elbow drive included in this? It feels like it's in a very good state, but can be in a better state with a little more traffic calming and more public transit access.
- Macleod trail feels like a highway, I avoid walking along the sidewalk due to safety concerns and noise. I think this value aligns with many of the points in other values and improves the value of this space to the community and city.
- In the discussion, it was helpful to hear the thoughts re: safety and crossing and access for bikes/pedestrians, etc. I think that the idea of the value captures that. This captures and aligns with the public/working group comments to improve transportation and mobility
- Definitely. More holistic thought needs to be put into how MacLeod can be developed and how people can get to those businesses safely (without a vehicle).

Businesses are sporadic and seem to be only able to access via vehicle. More thought needs to go into what businesses are there and how they work together in a logical way. It would be wonderful to have a larger grocery store within walking distance.

- Additional mixed use development would be great along Macleod Trail, but would want to ensure any development had adequate parking and good access/egress without slowing down traffic on Macleod Trail. Can't have traffic, from additional development, backing up on Macleod Trail while people are trying to access the development
- More east/west connections over Macleod Tr are really important
- 61st Ave towards the Chinook LRT station should have more high density residential development (ie apartments, not single family homes).
- Is there a goal to make MacLeod Trail multi-modal? Sometimes I wonder if Macleod should be lowered like at Glenmore with sidewalks at grade – mini version of Vegas for example something to separate traffic. That wouldn't be a main street though. It is the main connector from south to the core.

EXAMINE – What stands out about this draft core value? What is still unclear in the draft core value? Why?

- This could address traffic concerns - higher density or more development on the east side of Macleod will result in more vehicular traffic unless planned for to improve alternate modes of transportation along Macleod (or near Macleod)
- Somehow balance pedestrian friendliness/accessibility with what is a large traffic corridor (second this) (i also agree strongly with this)
- Does mixed use include residential?
- Can we take away a lane of vehicle traffic for a multiuse pathway? Green space? Does the City have additional ROW or road registered on these properties along Macleod trail that could be used for a pathway or trees?
- Can you give some definition to "main street"? Its a six lane Expressway
- City tried to do this with 16th avenue and it still is what it is...a major transportation corridor
- The cross connections East and West need to be limited to density areas
- What is a placemaking initiative?
- I'm OK with placemaking initiatives so long as they are not intrusions into traffic lanes.
- You could have pockets, like on Crowchild and Glenmore where cars can turn off to local stores, making it safe for customers, and add pedestrian overpass crossing
- Huge opportunities exist for densification of residential housing along Macleod Trail
- What about the intersection of Elbow and 50th ave sw,
- The wording in the value is clear; but agree with what others are saying re: if the focus should include 'main streets' other than MacLeod trail.
- There is a focus on MacLeod Trail only here. I think there needs to be consideration on what parts of Elbow drive can be rezoned to commercial. Also, 50th & 58th avenues seems ripe for commercial development, especially with higher density residential units nearby.
- Agree 50th is a great opportunity both east and west

- I am not clear from this statement the value with regard to this area for people - local people regional and citywide

CHANGE – Would you change any focus areas or wording in this draft core value? Why?

- Add a focus on improving the pedestrian experience along Macleod Trail (agree! Would add cycling too)
- Add focus on providing more flexible housing options on the east side of MacLeod to leverage access to transit.
- More high density residential should be part of the mixed use in this area. Without that there won't be the people to use pedestrian areas. Probably need way more people to drive these changes.
- Placemaking might be a focus on the creation of pedestrian nodes that enhance the human environment and is more readily achievable than completely widening sidewalks all along Macleod in one massive urban renewal project (highly unrealistic aspiration).
- I would like to see more re-development of some of the abandoned/underutilized buildings or areas.
- Agreeing with the above comment- as much as I like older buildings, the run-down areas are not serving the community as much as they could
- Not sure how realistic it is to consider MT a "mainstreet". Its a key corridor in/out of downtown
- The traffic will just jump over to Elbow if you slow it down on MT
- I'm all for improving some of the run down older commercial buildings and vacant lots, but NOT if it means reducing traffic flow. Macleod is a vital artery for everyone in the south of calgary.
- It seems very narrow. Why are the other main streets included in this plan as well?
- I think 50th and Elbow should be considered as part of this value.
- I think retail development and a transit bicycle corridor connecting to the bow river pathway system should be promoted as meeting the east west connections point.
- Seems to be focussed only on Macleod, what about other mainstreet areas? 50th ave as well as Elbow Dr around 50th ave sw
- Should 50th Ave also be considered a main street as discussed during the conversation.
- Yes need to add, greening of Macleod if this is a mainstreet, adding a boulevard, making it more pedestrian friendly which can be done by making a separation between cars and people, and adding some trees
- Need to add in other main streets for commercial development - Elbow Drive, 50th, 58th! However, this also needs to go hand-in-hand with mobility choices to promote walking/biking to the businesses

General Comments:

- Wanted to share my comment, McLeod Trail is more a "stroad", not a street not a road doesn't do anything well. Happy you're going to address it in this way. Some businesses succeed there like the mall (but not all), I live close enough that I could walk to McLeod Trail but I don't cause I have to walk along MacLeod Trail.

- I LOVE that stroud. It's trying to be everything, but it isn't. I can think of extremes, ex. lower all of McLeod and make it like a mini Vegas strip, have pedestrian corridors that traffic doesn't compete with. Or reduce traffic flow and increase cycling. It's more of a city wide transportation corridor than a community amenity, but it doesn't seem to have a value or purpose.
- I was visiting people in Mahogany and a couple things struck me. Mahogany was a scale equivalent to a few communities combined (Britannia, Elboya, Windsor Park etc.), but one thing they have there (which is kind of like Chinook, which is all indoor shopping though), is that in Mahogany they do it in an outdoor environment, which would lead people to getting off Macleod and drawing them in behind that.
 - We did hear from people a lot that Macleod trail is a barrier.
- Maybe in a way you don't have to look any further than within our greater community, it's the only neighborhood shopping experience that we have because Chinook is such as behemoth, but on the east side of Macleod, near the bike shops and breweries could you come up with a Britannia Park part 2 (the Manchester Plaza concept)
- Re: Macleod Trail being a placemaking place (e.g. unique signage, unique places, the public realm, etc. is the aim of placemaking initiatives).
- A community bakery and bike shop and some community coffeehouse would be good. There is a need as there are two in Britannia alone. There are some drive thru coffee places on Macleod, but I think we need to draw people off Macleod.
- How do you improve the pedestrian experience without taking away a lane, because high-traffic volume next to pedestrian realm is not really easy. Without a wider sidewalk it will never improve.
- Maybe there is your Champs Elysees idea, you need to put trees and a wider sidewalk along the East side of Macleod trail. There is no way that the way it has built out (tire places, drive thru, restaurants, motels, etc.). You would have to go to businesses to take 20 feet from businesses to make that happen, which might not be possible.

Questions:

- Are you able to... McLeod is considered a Main Street vs 50th Ave SW?
- What is an urban Main Street (vs neighbourhood main street)?
- Follow up on question about 50th Ave and Elbow in context of main streets, were they specifically excluded? I'm surprised if yes, priority seems to just be on McLeod tr, why aren't they include for a future vision?
- If, for example, 50th were to be considered Main Street or a neighbourhood Main Street, the one thing I would suggest then is that it's considered as to how you will restrict traffic through Elboya, ex. what they have in Kensington where they restrict traffic from Kensington Road into the neighbourhood behind it, I'd suggest something like this if 50 this considered under this core value.

CORE VALUE #4: Mobility Choices

Maintain Macleod Trail S/SW as a mobility corridor and improve the active mode connections throughout the plan area by providing safe, comfortable and equitable year-round mobility options including pathways, cycling, wheeling and pedestrian infrastructure, particularly across Macleod Trail S/SW and near the Red Line LRT transit station areas.

REFLECT - Do you feel that this draft core value aligns with the public and Working Group comments so far? Why / why not?

- It seems so many of these core values are focused on MacLeod trail, plans for industrial areas, etc. I heard a lot in the previous sessions about all communities in the LAP area sharing the load in helping with affordable housing, RC-G development. Wouldn't housing options in more areas be a core value?
- This should look to address as Calgary grows, how does this deal with increased commuter vehicle traffic through the area while still improving other mobility options
- This aligns with previous group comments
- Rather than focus on Macleod Trail - focus on improving active mode connections throughout the plan area
- Enough with the cycling/wheeling on Macleod Trail. It is a major multi-lane transportation artery. Cyclists should not be on Macleod Trail, nor should it be modified to accommodate them. OK to improve pedestrian safety, though.
- People who don't have cars have just as much right to access the world around them as those in cars do. In order to emphasize that the goal is not a "war on cars" it would be nice to see consideration for pedestrians and cyclists (noise, safety, etc). Perhaps referencing the data which shows that traffic is improved when people have reasonable options to travel without cars and thus overall volume on roads is reduced? Better infrastructure is better for *all*, which includes motorists
- I support ways for people to travel other than cars; just don't remove existing vehicle infrastructure to do it.
- I think the important issue is accessibility for getting across MT especially at transit location.
- Agreed with above. Crossing MT can be unsafe.
- Creating separate elevated pedestrian walkways such as the Chinook walkway
- I would like to see longer lights to cross MacLeod Trail. It's not easy for someone with walkers, wheelchairs, canes to get across MacLeod Trail.
- Walking to 39th ave station is a bad experience. I've seen the inclusion of bike lanes along 42nd ave and it's bad time and trying to make it there with a bike or even trying to get to chinook station is a pain with. Year round options need to happen to access any sort of LRT. If I can't access an LRT to get downtown in the winter I'm taking my car.
- The inclusion of the pathways/cycling/pedestrian, etc reflects the comments so far; this stands out as a positive. I agree with this approach to make MacLeod more comfortable and equitable.
- Perhaps reduce this one or consolidate with above and then add a new value about people! Who visits, lives in, works in and experiences chinook- i.e. chinook offers a variety of housing options and tenures, is accessible, is inclusive, supports innovation, demonstrates heritage .. there is a lot of focus on transportation for the whole plan values.
- A bicycle corridor connecting east to west was clearly communicated. I think this value aligns with this as an opportunity to expand cycling access in and around Macleod trail in general. There would be great opportunities to connect to the stampede area cycle pathways to avoid cycling on city streets further west.

- Would like to see more (covered) pedestrian bridges that run east/west over MacLeod Trail, so I'm glad it's referenced here. Covered making them more "year round" options
- Emphasize mobility connectivity and safety and comfort
- Lights to cross Macleod trail should be more pedestrian friendly ie push the button and the light changes fast rather than two minutes later
- Yes, mobility is a key issue, especially with an aging population. However, this needs to extend far beyond MacLeod to mobility concerns in our neighbourhoods as well as other corridors. Crossing 5th over to Chinook from Meadowlark Park can be a terrifying experience, especially with young children.

EXAMINE – What stands out about this draft core value? What is still unclear in the draft core value? Why?

- Does this include the pathway systems around the Elbow River?
- Unclear if we are trying to improve macleod trail as a mobility corridor for more than just personal vehicle use (current state)
- Good to see MacLeod will remain as a major mobility corridor.
- There is no real corridor for cycling through community to downtown. Should not be on McLeod but if someone wanted to cycle downtown, its very disjointed
- I agree with the above comment. There needs to be better North South bike / wheel access
- Agree not on Elbow, cyclists don't use the cycle lanes there now
- The cycling lane on Elbow does not seem to have been well thought out, as the difficulty in making turns from it encourages people to simply use the road. A review and adjustment would be helpful.
- I don't recall there are any dedicated cycling lanes on Elbow at this time? Where?
- Past Sifton adjacent to river
- Could convert existing boulevard strips BESIDE roads, into cycling lanes.
- The path is in the north and disappears in Elbow Park making it hard for cycling
- I like the equitable year-round mobility wording - and then the examples of options provided. The way that examples provided here would be helpful in Value #1.
- Improving walkability and cycling access to the LRT stations promotes increased LRT use, which further improves security and safety around these stations.
- The focus on MacLeod seems limited. There is a designated bike route on 5th. This would be easier to develop and making it safer would promote actual usage of this route, rather than having to redevelop Macleod. Also need safer connections to key zones from 5th. In a lot of places, you have to take your life in your own hands to connect.
- Year round is good, really applies to snow removal, ice issues, safety standing on a corner waiting for a light to turn, access to LRT station on 39 ave sw
- Should Elbow be the main corridor with east west connections? Some of this discussion is city wide vs community

- Multi modal transportation integrating cycling with transit and automobile. -year round mobility and scooters, wheelchair accessible,
- Safety is very important
- If we're going to discuss year round mobility, maybe the City could consider extending the covered pedestrian bridge all the way to the Chinook LRT station.

**CHANGE – Would you change any focus areas or wording in this draft core value?
Why?**

- Focus on multiple mobility corridors, diversity of mobility corridors
- Diversity of mobility corridors is best to ensure diversity of options/opportunities for everyone
- De-emphasize references to cycling and wheeling.
- Could say connecting with cycling from communities to facilities along Macleod trail, and add something to cyclist will have better routes on the quieter streets to commute, that way there is a point of no cyclists on MacLeod Trail
- *equitable year-round mobility options including pathways, cycling, wheeling and pedestrian infrastructure, particularly “corridors perpendicular to Macleod as well as east/west ” across*
- *Creating alternative transport routes into and out of downtown / commuter routes*
- Year round options need to happen for accessing any LRT or transit option.
- Focus in the discussion included talking about getting to the LRT stations; specifically if needed to travel along or across McLeod - not always easily accessible year-round.
- I think the “year round” terminology is unnecessary, improved cycling infrastructure should be a goal even if it is valuable to most in the summer. This terminology poses an opportunity to be critical of this value.
- Again, this seems too focused on Macleod. I feel consideration needs to be given to how Elbow could be safer (terrifying walking so close to traffic), as well as 5th street - this is the bike path, but there's limited signage and no designated area for cyclists, putting you in hazardous situations. Also, how can one access Macleod safely on their bikes from 5th? Consideration also needs to be given to our pathways. They are dangerous, too close to the roads, too narrow, and difficult to navigate on wheelchairs or with strollers.
- I'm concerned about the reference to cycling as we discuss Macleod Tr. Cycling options are good, but Macleod Tr is a traffic corridor. I don't think we should ever consider reducing the number of traffic lanes on MacLeod Tr in favour of bicycle lanes. 1st street SE might be better for bicycle lanes.
- Macleod currently isnt a centre of our LAP from my consideration. It is harsh barrier. Is the vision for it to be a community centre for locals? I see it as more regional. Would like to see more on elbow drive, pathway connections mission road, 50th 42nd Street
- I agree with the comment above about not thinking that reducing traffic lanes on McLeod would be a good idea. I don't think it would be a good idea
- Would like to see more focus

General Comments:

- I don't think you need the first bit, of course it will be maintained. We want to make improvements, I don't think we need to say we need to maintain it, it takes the umph away from all the other wonderful stuff you have written there.
- I used to take my bike to work along 42nd in industrial area, not much a diff between driving and biking so I'd bike, but issue was any time I'd have to go along McLeod Trail, I wouldn't. Seeing what Mc Trail is and knowing what it could be, is a big deal. We have 2 transit stations there, it's a pain using/getting to them because McLeod Trail is essentially a river.
- I have an invisible disability, I moved to Parkhill as I'm losing my eyesight and it has better access, I also have some progressive physical issues, there's talk about ableism, so I've put some comments in about addressing peoples' needs in our city. Currently more able but McLeod Trail is impossible, it's impossible when you can walk, very hard to cross. Accessibility has a huge place and there's quite a bit of work although I'd like to recognize at least in Park Hill it's an incredibly connected neighbourhood. Connectivity with Mission and services there. I worry that the values are narrowing in on some very specific things and I think we might be missing some other. Even block typology and lot sizes, being able to walk around the block in 10 mins to get to (services needed) I couldn't do that in my old neighbourhood.
- To do much along MacLeod trail itself might be difficult, maybe you need to look more in the industrial areas and the opportunities for sidewalks there. The breweries are not really conducive to foot traffic or bike traffic and that could really be improved.
- Not sure if it fits here, those bigger buildings, if you go across of 58th and duck on to the north off MacLeod trail to the east, there are 4-5 buildings that are 10-15 storeys high, you could almost canvas those buildings and say, would you welcome a Manchester Plaza with a Starbucks and a bakery. How would you execute on that, would you work in partnership with private developers to make that happen there.
- I wonder if this one is a little too much of the focus. Mobility corridor, people use Elbow Drive, people use Blackfoot. How do we have people keep using these ones and primarily driving corridors, but still improving safe/comfortable/equitable year-round options. I like that working I just think MacLeod is too narrow, maybe you could include the other North-South connections.
- 5th street which runs by Elboya School, etc. I think it's crying out for a dedicated bike lane.
- I see on the city's website that 5th is a dedicated bike lane. I am a cyclist, and I would rather use 5th versus MacLeod Trail as it is a more peaceful route. There are multiple routes through, and I think we need to look at the routes and what they are used for.
- If you look at 5th, there is no dedicated bike lane, perhaps there were painted lines that have worn off.
 - The mobility team has dedicated bike lanes (that are blocked off) and shared bikeways (often with just painted road markings).
- I would suggest blocked off bikeways on 5th would be great.
- I re-read and I think the first clause and I think that makes you really think of MacLeod Trail as the focus and the other connections are there, but fade away a bit. Maybe we need to change the focus of the statement to be on active modes and maintain MacLeod Trail as a vehicular route. I don't think that MacLeod Trail is going to change as a mobility corridor – so does that need to be a core value?
- If we are focusing on MacLeod trail, maybe it's about softening it a bit with trees, versus changing it's intended use etc,

CORE VALUE #5: Transit-Oriented Development

Support the evolution of the Chinook LRT station as a cultural, artistic and social destination within the Chinook Communities and foster the transition of the Chinook and 39 Avenue light rail transit station areas into compact, distinct and safe active-use areas that enhance the public realm.

REFLECT - Do you feel that this draft core value aligns with the public and Working Group comments so far? Why / why not?

- Need more housing diversity and options in all communities in the LAP
- Agree! If there are more businesses in the industrial area and on Macleod that attract pedestrian traffic, 39th Avenue should be an attractive train station for people that want to access those areas
- Most of this works well, I would be more clear on what kinds of development will be used to support this.
- Previous working group emphasized high density residential at LRT
- Chinook LRT might not quite be an artistic destination - seems like a stretch
- I agree about adding development and thus increasing the concentration of people (could be housing but thinking more just employment, retail, etc that attracts people) and then hopefully increasing safety which is important for both of the LRT stations
- Agree with above comment
- I support TOD around Chinook LRT and 39th Station.
- I would like to see more facilities around these areas for those to access supportive resources.
- I agree with the above comment having cycled by it last Friday night
- I agree with the above as well. Safety needs to be prioritized in this area.
- I don't understand the cultural hub part in that area
- 39th, to me, is a station which is filled with people getting to a wide range of areas, whereas Chinook seems to cater to the mall. It would be nice to see smaller businesses that could cater to those who use 39. I'm picturing a place to grab coffee, a sandwich, etc. -elements that increase how many people are around at any given time to increase feelings of comfort and safety.
- 39th is more "industrial than Chinook, which might make TOD development at 39th more focussed on employment nearby, whereby Chinook can focus on housing also.
- 61st Ave should have more residential development (apartments/condos) and then along with that asking developers to add service retailers to the development ie restaurants, coffee shops, etc.
- Chinook station is a major station that connects to not only industrial but commercial amenities such as the chinook mall. Unsafe transit stations are a big deal but this core value feels like it wants to make that station better. Higher density and more transit level businesses around stations would help to make areas around stations safer and have more people and more eyes in the area.
- Working to make this station safe and accessible is key. It's a major station, and one that draws many people into our communities to work, live, play and shop. I feel

people would use this station more if it feels safer & cleaner. Not sure it needs to be a “destination” in itself, or just a functional and safe place.

- Clearly communicated value via security and safety concerns. Promotes increased LRT use and supports increasing density in Chinook communities.
- Continue to encourage more residential development around Chinook and encourage new and expanded residential in underutilized land around 39th Ave
- This aligns with the safety use feedback/comments; and should apply to both Chinook and 39th Ave stations.
- Should also have retail at both stations, maybe live/work
- Not really about an evolution of the stations but an evolution of the community around it
- It is great that 39th is included. It is more than a station it is about economic generation through the infrastructure - business development, accessibility and potential for cultural public spaces and redevelopment. How can we make these areas able to have multi activities through different times of the day inclusive and vibrant with safety. Also hubs for connection with cycle ways, scooters, other mobility activities

EXAMINE – What stands out about this draft core value? What is still unclear in the draft core value? Why?

- Title of TOD seems different from the value statement - would like to see TOD emphasis on housing more clearly stated(i agree with this observation that the focus should be on housing)
- Transit-Oriented Development should be centered on support of multi-housing options
- Look to incorporate connectivity of transit hubs with good mobility, greenspaces, etc. to tie it in with the previous core values
- City needs to recognize there is already a major TOD development approved at Chinook on the West side and plans on East
- I would like to see values that are focussed on recognizing our city wide amenities and infrastructure - chinook mall, higher order serving industrial area-economic incubator, the Lrt stations, the parks these are higher order citywide amenities and also recognize this area is not a place where everyone transition out of or travels through but they are places and spaces for people to live - so far the values feel a bit focused on citywide lens which is great but also what about the local amenities and places for living locals- .
- The key to me here is safe. Our family, as well as most other families in our neighbourhood, avoid the use of the Chinook LRT as it is unsafe to access; there are numerous encampments around the station and several people lingering that appear to be high. I’m not sure how to resolve this larger issue, but need high consideration to how this can be a safer/cleaner place to be.
- One area not addressed, but related, is there’s a lot of negative social behaviour (encampments, drug use, etc) in the area around the LRT stations. I’d like to see something included in the plan that helps address/improve safety in the area.
- I like that both Chinook and 39th Ave stations are included here; as discussed in the conversation that the stations may be somewhat different; but creating safe spaces at

both will encourage use of transit to local communities. Is access to the stations included in this value?

- I agree that the concept of safety needs to be incorporated into the values
- It is not really about the station but about the community including retail around the stations
- Build residential developments around Chinook Station and the cultural and social destination concept will follow. So the first step of a vision is residential.
- We have a lot of great bus routes in Chinook and connectivity. How can that be recognized. What is the vision

General Comments:

- Agree that this aligns with comments, but the '*Support the evolution of the Chinook LRT station as a cultural, artistic and social destination within the Chinook Communities*' not sure if this is a true value that aligns with comments or if it's more to encourage more density. LRT transit is not accessible from my community.
- Basically, it sounds like a suggestion of gentrifying these areas so what happens to the people who currently occupy the areas now? We've talked about safety, drug use stuff like that, and The City needs to think about what happens every time we gentrify, it pushes people out. When you gentrify an area where there is certain behaviors it doesn't solve that behaviour it just pushes it out. So that needs to be considered as well.
- Other cities have done crazy things, I think Seattle has a music festival where you can go station to station to station, things like this, other interesting activities can bring money into the economy. Hard to be envious at Chinook and it takes an entire system not just a station. Could be a hub, if people can put bike/scooter on train, there is also the wonderful bus network, I think there's a lot of potential here like the library was reinvented. There's huge potential/opportunity here but right now I don't feel safe going to 39th Street Station.
- Going on from this comment, you think of Union Station as Toronto. Yes, there's a lot of people moving through, but you can grab a coffee, get food, you don't have to wait outside in the cold. You can do something while you wait and then grab a train. Other cities too have these historical stations. Maybe this can't happen at Chinook but maybe you could put Tim Horton's in one corner.
- I drive down 39th and Chinook maybe less so, but people are often getting on an off there as a drug stop. I stopped at the McDonalds and down behind there is a lane that runs behind that train to get back on Macleod south and there must have been half a dozen people in distress.
- How do we appeal to a cross section of people to make it appealing to people to get off those LRT stations.
- I like the idea of the TOD for sure. Is there more of a core value around different housing forms of what type of density this LAP wants to drive toward in terms of affordable housing, housing options, not just at the transit stations, but along the green spaces, the pathways, etc. I heard a lot of those comments, and I don't see any of that surfaced here.
- The core values are missing a lot about housing, etc.
- The Core Values, I find are very transit oriented. And really focussed on the both LRT stations and Chinook. This community wants to be inner-city like. We want walkability to all retail and services AND transit, what happened to a 15 minute neighbourhood? Parts of MacCleod can be walkable if we did a tree lined blvd to separate pedestrians

from traffic. 17th ave is more walkable with all the work that was just completed there. I would like to see a few more small shopping and dining destinations within 15 minutes of everyone.

Activity #2: Chinook Communities Local Area Plan: Draft Vision

Vision

The Chinook Communities will thrive as an economic hub and a place where people want to live, work and play through a unique combination of residential, commercial and industrial uses near the Major Activity Centre and Main Streets. Supported by a public realm that fosters safe, green and well-connected mobility opportunities, the Plan will attract residents, employees and visitors with the Red Line transit station areas and Macleod Trail S/SW Main Street acting as focal points.

REFLECT - Do you feel that this draft vision aligns with the public and Working Group comments so far? Why / why not?

- There is no mention of linkage with the natural spaces, or that they are also an important part/focus of chinook communities.
- I like that it isn't too wordy
- AS an all-encompassing Vision, t's odd to have the focus firstly on the Chinook Communities as 'an economic hub' - while economy is important - a neighbourhood is firstly 'a place to live' (it doesn't mean that being supportive of commercial and light-industrial isn't important)
- Macleod and LRT are certain transit/employment hubs, but the rest of CHinook communities are great places to live and play, with wonderful proximity to natural spaces which are critically important to the area. Focus should be on those communities; not just the economic.
- Yes, I shouldn't have to take my car to get groceries, or to go to work. Why shouldn't we make the redline stations a more positive place to be and allow for a safer space on public transit.
- I feel like the focus is on attracting people outside of our community rather than on residents inside our community. Macleod trail is just one of many main streets / areas. More consideration should be given to smaller, more walkable commercial areas; how people can access them from our communities and what services should be provided. Macleod is a thoroughfare THROUGH our LAP, so it's not as big of a personal / local concern. Also, no attention given o green spaces / parks; we need these and need to focus on revitalizing them to keep our communities healthy and active. (i agree with this comment - well put)
 - Agree with the above. Also agree with the above.
- The focus is on being an economic hub when I feel like the focus should be more on live/play. No mention of prioritizing green space, schools, community centres, etc.
- Completely agree with immediately above comment.
- No. It doesn't reflect what I heard about the communities at the tables. It is very linear and functional.. It is so focussed on the perspective that this area is a transportation area that people go through. Lots of planning language. I would like to see a balance in this between city wide amenities that bring people through and too and celebrating the local communities... this is a area of villages that connect through many ways

including britannia main street -however the focus seems to be more on the amenities that are city wide items i.e. attracting people here - these are very historic communities - parkhill is from 1910 and has significantly changed building types and population since it was first created however there is an incredible community context, walkability, access to amenities like a small town with being part of mission. , also some neighbourhoods are post war. This description seems so functional and not highlighting a vision for our neighbourhoods more about how to get to and from from north of the city to the south? I rarely think of macleod trail where I live. If there could be a macleod trail corridor plan it might help as well with equal balance on the communities in this local area plan not citywide plan. Which parts should be covered in the MDP vs this plan. Local context business owners, community providers, residents....

- It has been discussed tonight, that some of the areas outside of just McLeod would be captured; so this focus too heavily on the McLeod trail area and not include the other areas within the communities?
- The emphasis seems to be commercial/industrial without consideration for valuing and preserving the character and environment in the core of the established residential areas. There should be focus of areas to develop and intensify and balanced with respecting character of lower density areas
- We're missing where kids can get together at a park with friends, be safe, etc.
- DOESN'T capture all the concerns heard about lack of housing options in different communities within the LAP. Only certain communities are seeing growth. Others are shrinking. This is not sustainable.
- Unless the parks and green areas are contemplated in "Major Activity Centre," I think the vision should mention the area's priority and focus on maintaining and enhancing these areas.
- I think all communities should have a variety of housing options in building form and tenure not only along macleod trail. . These values seem to be skipping this issue. It will be a big topic with diverse opinions to dig into.
- Most of the communities in the LAP area are R-1. The vision should include some variety and unique development opportunities that provide different socio-economic groups opportunities to experience these areas.
- Light Industrial only on east side of Macleod Trail.

EXAMINE – What stands out about this draft vision? What is still unclear in the draft vision? Why?

- I like the connection between the residential/commercial/industrial uses; I also like that it captures safety and green space and mobility, etc. This encompasses all of the core values well.
- This is a vehicle (car) focused area....we should add amenities to support transit, walking, and alternative ways of transportation, but not at the expense of reducing traffic lanes. That will just increase congestion, idling, etc
 - Agree with the above.
 - Ditto

- What exactly is the “Major Activity Center” - this needs to be clarified. It would be good to focus away from one activity center for the whole LAP, which does not promote walkability. Smaller, community focused businesses close to our homes would be more functional.
- Unclear in that no mention of the residential communities nor the n natural spaces and parks.
- “Economic hub” is good, but it is also has existing residential areas that should be addressed.
- Traffic flow on Mcleod isn’t actually that bad. It is an important corridor to access DT. If we congest Mcleod traffic will spillover to Elbow... bad idea (agreed)

CHANGE – Would you change any focus areas or wording in this draft vision? Why?

- Add reference to commercial focus on Macleod, complemented by existence of natural spaces on west side/ river valley, including Stanley Park.
- Less focus on being an economic hub. More focus on preserving natural spaces, recreational areas, community spaces, schools, etc.
- Need much more focus on the residential communities, and their proximity to natural areas and parks. THAT is what makes Chinook communities special. Needs to be recognized and prioritized in the vision. Focus on PRESERVATION of existing parks and natural areas.
- Define that the “economic hub” is referring to MT and the area east of MT.
- Change to add the natural spaces - “...mobility opportunities, including both natural and recreational spaces...”
- Could some examples or definitions be provided? Ex: ‘green’.
- Should reliable transit be included in the core value that we previously discussed (it came up in this discussion; but not when we were looking at that core value).
- Add mention of green spaces / parks and the need to revitalize them. Add focus on safety - people want to know they can walk the streets at night and be safe. There is a lot of crime in our neighbourhoods now due to the proximity to Chinook LRT; what design can be done to help improve this situation? How can we create more main streets?
- No need to mention “green mobility”, as that is just socialist nonsense.(someone doesn’t understand what socialism is)
- Maybe green could be expanded to “green spaces” or “sustainable spots”
- I agree with the above comment about adding reliable transit as a core value...and along with that safe transit spaces (ie safe LRT stations, bus stops, etc).
- More focus on creating harmony between commercial, industrial and residential.
- A Community Hub would be wonderful for residents. I'd love to see that near us.
- Would like to discuss spaces and places more - how to attract and retain families, planning for kids teens, dogs, seniors, renters owners, diverse cultures - what is the vision for the plan? How is chinook different then other LAP areas how is it similar? How can we build upon synergy of other areas. What is the time horizon for the vision.

- Doesn't capture all the concerns heard about lack of housing options in different communities within the LAP. Only certain communities are seeing growth. Others are shrinking. This is not sustainable.
- Doesn't capture the green spaces and naturalized areas, recreational opportunities

General Comments:

- That Britannia-like experience (there is one thing to have Chinook Centre) having a cobbles and Starbucks – is there a way to create one or two Britannia-like experience in the Manchester area to get that cosmos of bakeries, brewpubs, etc.
 - Do you feel like something like that has not been reflected in the core values or vision?
 - I think you can get wordy, but I think you could say a Britannia-like experience off of Macleod trail a couple of blocks (in the vicinity of the LRT station by Scotia Bank north of the Home Depot) could that not become an area like that with a microbrewery and coffee shop, bakery, etc. As we know, Britannia Plaza is almost too successful, it can't handle any more people and there is no parking. It's great to have the shipping opportunity at 75th, but we kind of need another one or two of those.
- I have been spending a lot of time driving around Mahogany and the University District and I think that type of model with an outdoor experience is a great model that we could look at for the Manchester area.
 - We have heard about that as a successful model, but one of the challenges is the extent of the privately owned land that could incentives that type of model there. Like you said, there are spots like the Scotia Bank site, like that district that could work there.
- When you say fosters safe, green opportunities, not sure what you mean by green opportunities, but also needs to ensure there is mobility options. McLeod Trail is a significant road here, traffic is congested getting out of downtown on all corridors. That should be a key pillar when talking about mobility. (Not sure what word would be). When you're saying 'green and well connected' you're making me think it's going to be bike paths on McLeod Trail or large sidewalks that cut into traffic, and I think that would be a big problem. Even if we reduce gas powered cars, we'll still have EVs, so not reducing number of cars. And transit from my community is impossible. I tried it, couldn't do it, so now we drive to work every day. With all construction it's so incredibly frustrating trying to get home from downtown. I'm a 12 min. door to desk commute on way there, on way home it's 45 mins trying to get out of downtown and McLeod is sometimes fastest so I don't think you should push this away from a car-focused thoroughfare.
- When people talk about walking on MacLeod Trail, I'd never do it, like other people said. I've never tried the transit there. I tried the 3 on Elbow, still took me a bit as I'm 4-5 blocks from Elbow, plus you're going past safe injection site (& walking past people there), people OD'ing on the bus, and it just wasn't reliable, and I need to get home for childcare.
- Elaborating on the above comments, having McLeod Trail as a thoroughfare, if we keep increasing the people going into downtown, doesn't matter how big you make the road, traffic will always be a thing there. We live in a car-centric area, you have to drive to get downtown. When I go to 17th on weekends, I try not to drive as traffic is terrible. I try to take my bike, sometimes transit but as we've said, transit isn't safe right now. It's important to make transit safe so more people can take it, more

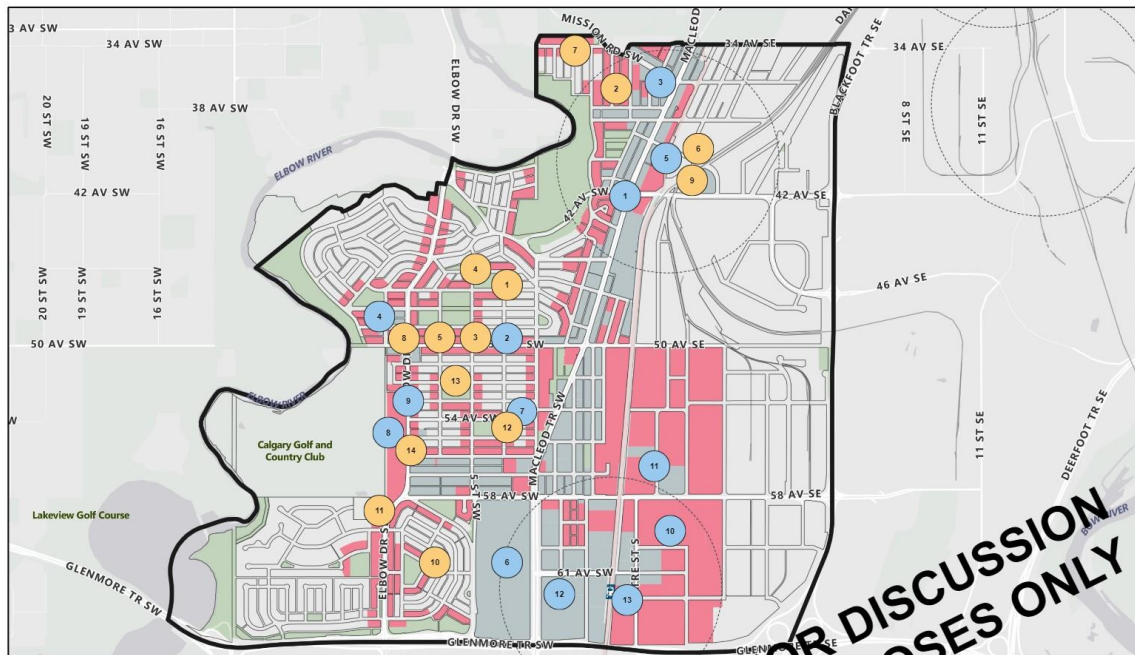
investment into transit so we don't have to rely on cars, it should just be a 10 mins transit ride to get DT.

- Core Value #3
- Let Macleod Trail Flow & Go. Pedestrians and bikes should lonely be allowed to cross in designated locations.
- Macleod should be left as a main thoroughfare with no pedestrian, bikes or traffic calming.

Chinook Working Group Session #3 – Sept. 28, 2023

Breakout Room #1

CHINOOK COMMUNITIES LOCAL AREA PLAN - DRAFT KEY GROWTH AREAS MAP



Key Growth Areas

- Existing Growth Area
- Potential Growth Area

FOR DISCUSSION
PURPOSES ONLY

Activity 1 / Map 1: Potential Focus Area – YELLOW – Rethink

1. Looking at Westbrook, surrounding area around parks was RCG not 4 storeys, this is a massive increased compared to other LAPS
2. 18-19m surrounding a park will make that park a cavern, I don't think that is appropriate
3. Looking at this, people are alarmed at the amount of the mixed use. In Windsor park when we look at townhouses south of 50 Ave, Parkdale, this looks like an influx of vehicle traffic, the last place as a mother of 2 young kids, the last place I want that is around parks and corner

4. Echo that I don't want them are the park, visitors to community for commercial purposes but increased transient traffic in the community prefer closer to MacLeod trail where we can sufficiently plan for parking
5. Not used to the fullest capacity
6. Aggressive, looking at heights that are beyond HGO, 4 storeys, I don't see this even in a 30 year plan, 50 Ave study, look at higher density, and 49th, the thing that might be more appropriate for HGO
7. Two schools, traffic is already a gong show, it will be a cluster
8. Good access to parks, incentivize density, increase traffic around MacLeod consider limited adoption of 4 stories around parks
9. Traffic is a very valid concern. Putting it near a park, they are not wide roads, lots of kids crossing at playground, not sufficient plan for traffic there will be issues
10. Opportunity missed – 42 Ave east of Macleod, develop parks and high-density areas there probably a lot less people against east of Macleod high density/mix used, reclaim this land for residential, around the LRT
11. Concerns Powerlines, kids cross the 50 Ave
12. surprised to see so much of Parkhill in pink, seeing huge amount of infilling – 4 units on a 50 foot lots, a few blocks in between Macleod and – corner lots of small and almost every house has been rebuilt, not wide enough for high density, have you looked at all these houses, along 35th Ave. 8 years ago you could have had high density. I would be nervous about that, right on the edge where it says Mission Road,
13. Happy to see pink along the industrial side of MacLeod – so many old under utilized hotels that could be redone. Surprised to see this at the end of corners, not enough land to do it, would it ever happen
14. Concerned where the neighbourhood has successfully transformed into high density already
15. 50 Ave – are we burying the Enmax powerlines anytime soon
16. East side of Macleod Tr – lots of development, breweries, not really surrounded by other things, they are a sole destination, not a lot of other things to do in that area. come up with better ways to move across MacLeod, aided by more people that want to be in that area. add more places that bring in more vibrant community in that part of town, that train station, bring more traffic, etc. could be vibrant
17. approved main street plan for 50th – the plan is to bury the hydro/Enmax line – really restricted what was to be allowed on top of the powerline
18. Support #9 and 6 – opportunity on the other side of Maclead near the LRT, really neat opportunity residential development

General comments:

- This is a 20 - 25 year plan right?
- This is a lot to absorb think about and comment in one meeting. It would have been helpful if this info was circulated prior so we can contemplate our comments more deeply.
- Is the hydro line on 50th being buried? how will density be added there?
 - for example 34 ave is almost all new homes built in 5 years and I am unclear how it would be come redeveloped as high density in the next 50 years.
 - They are actually Altalink Transmission lines. Very expensive to bury. Depends on how valuable the land becomes and whether or not the regulator would allow Altalink to put the costs into the rate base...regulator unlikely to sign off on it so developer would need to pay
- The pink around the west side of Stanley Park is my concern. There is already a lot of traffic in the area and the streets are not wide. There are many people visiting for the

<p>beach, baseball, rugby, skating etc and there is already not enough parking on busy days.</p>
<p>Activity 1 / Map 1: Potential Focus Area – BLUE - Explore</p>
<ol style="list-style-type: none"> 1. Looking at this, people are alarmed at the amount of the mixed use. In Windsor park when we look at townhouses south of 50 ave, Parkdale, this looks like influx of vehicle traffic, the last place as a mother of 2 young kids, the last place I want that is around parks and corner <ol style="list-style-type: none"> a. Echo that I don't want them are the park, visitors to community for commercial purposes but increased transient traffic in the community prefer closer to MacLeod trail where we can sufficiently plan for parking 2. Good access to parks, incentivize density, increase traffic around MacLeod; consider limited adoption of 4 stories around parks 3. Happy to see pink along the industrial side of MacLeod – so many old under utilized hotels that could be redone. Surprised to see this at the end of corners, not enough land to do it, would it ever happened 4. Reduced parking for residents, where City reduces parking requirements for condos and homes and increase commercial traffic in these areas – around community parks – Windsor park – lots of visitors – driving traffic from the commercial activity, residents parking, traffic proposal how it will be accommodated before the developments so there are no issue <ol style="list-style-type: none"> a. Explore what type of commercial activity is welcome in these spaces, I like the restaurants and coffee shops in walking distance – can you require a nice restaurant or coffee shop- would be welcome, % of retails that has to be an amenity that has to support a community 5. add to industrial – glad to see that, you said that can't have industrial more than 4 storey – But I want to challenge this – look at storage facilities, Calgary Herald – mixed use around 39th creates huge opportunity, retail and making of materials happening, so much that can happen with lot conciliation and potentially density, mostly residential but old industrial thinking is not right for this area, we need to protect industrial, <ol style="list-style-type: none"> a. agree with this – pet care business is industrial, not really a refinery etc.
<p>General Comments:</p> <ul style="list-style-type: none"> • The Pink areas in Parkhill are already filling in as RCG style housing with semi- and secondary suites 4 homes on a 50 foot lot. Many of these properties have been redeveloped recently and so I am wondering if an inventory of housing age and assets was taken when this was created. It seems very disconnected with the actual fabric of existing dwelling and redevelopment opportunity of what is realistic.
<p>Activity 2 / Map 2: Potential Focus Area – YELLOW – Rethink</p>
<ol style="list-style-type: none"> 10. West side of Elbow drive going past BelAir into gold and country club, new houses put there now and won't be taken down in 30 years for 4 storey buildings 11. 4 storey buildings in Meadowlark Park is completely unrealistic 12. Windsor Park – seeing this makes me upset- these are the 2 only green spaces we have and one is a school, WP has been the target of higher densification than any other area, we have seen land use changes the most, our community is not built to sustain commercial traffic in the middle of this community <ol style="list-style-type: none"> a. This side of 50 Ave – keep them at Elbow and MacLeod where traffic can already sustain the traffic, I don't want to see this type of traffic in the community 13. Around the park – roads are very narrow, some of it is already pink, there is proposed developments for duplexes and rowhouses already, and near 50 ave there is lots of townhouses – won't be able to do this in the next 30 years anyways. The community

centre, baseball, etc. it can't support high density. some people drive but a lot of residents just walk. Already new duplexes there – there won't be appetite for people to sell that land anyway

14. anything that is a corner will be high – this needs more context. WP is already so old and redeveloped.
 - a. Realistically we need to look at the age of the stock rather than look at just it's a corner – the lots are too small
 - b. Speculate land prices in an area that is doing well. – blanket categories – look at age of stock – a whole block could work rather than a corner
 - c. Areas that already have density are being dumped with even more and other 50's neighbourhood – we aren't seeing it
 - d. Some blocks that could be developable – could be more useful than a small corner lot

General comments:

- 1a street is all pink but all housing is new and likely to be undeveloped beyond the life of the plan. the last lots are being constructed now across from Stanley Park pink lots - RCG however high density is unrealistic given lot depths recent new age of all the housing. time horizon is beyond 30 years.
- I agree with the area around parks should have denser development but a less drastic change from R1 to duplexes, infills, townhomes, etc. is preferable to over 4 stories. I think these larger buildings (over 4 stories) will overburden the parks which were what participants value. The higher buildings on the larger roads, and east Macleod make sense.

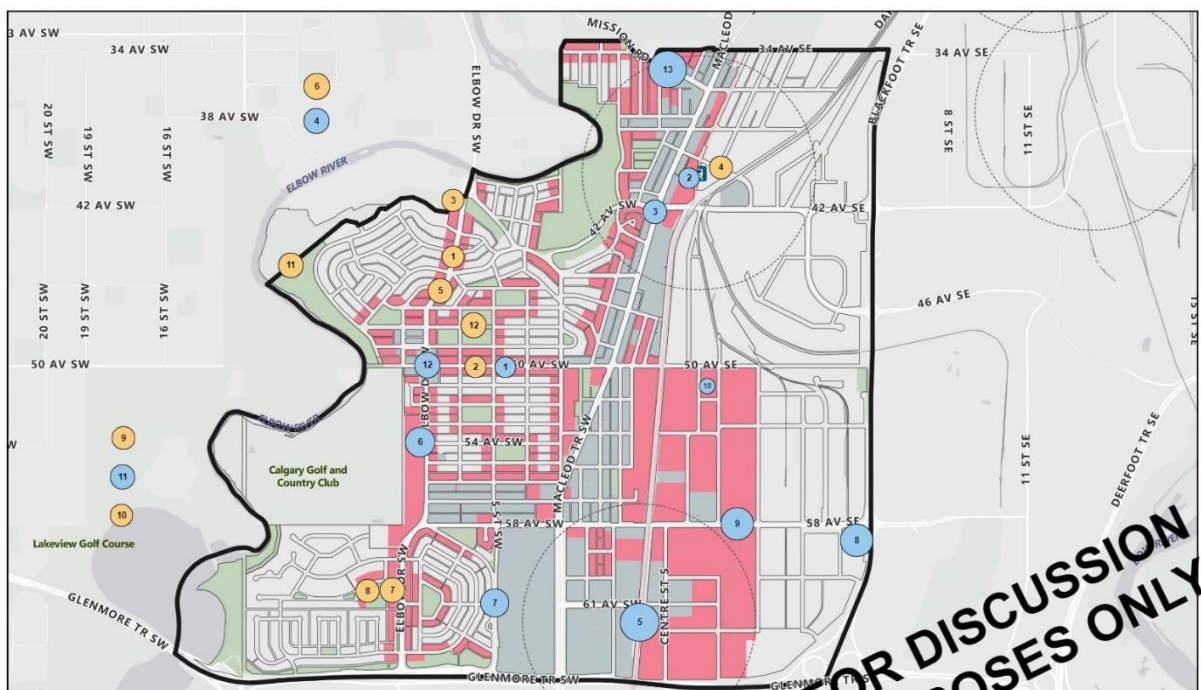
Activity 2 / Map 2: Potential Focus Area – BLUE - Explore

6. 4 storey anywhere in the community in the next 30 years, DC bylaw on Chinook Mall site, the front end – it exists already – its massive, FAR 8.1 150 m – 2 OR 3 Towers of commercial, hotel etc. all of which the community is happy, hundreds of new units in our community and now you are adding 4 storeys along Elbow in an R1 neighbourhood. From logistics, this does now work, soundwall along Glenmore, greenspace, there are brand new houses being built there no, they won't be torn away
7. City should explore compulsory % of X single house, X rowhouse, X townhouse for each community- look at Mayfair and BelAir – there is no pink, I know there is covenants, disappointed to see how much pink in our community
 - a. Obligation to create housing is not being shared by all communities
 - b. Make my house of Airbnb and get out
 - c. WP cannot sustain more – we need amenities, more lights, wider roads, large grocery store? There is nothing other than a small Sunterra within walking distance
8. country and golf club- are they immune to development there? What is the land there for? I hear they are struggling with members – will it still be there 30? I don't want to get rid of golf courses
9. Elbow Drive – Mix of opinions – strategy on its own – more than just a blanket density – potential opportunity
 - a. Some blocks that could be developable – could be more useful than a small corner lot
10. Massive amount of density happening on East side of Macleod – more to be explored. We don't want to sterilize development, we don't want to over allow density as it can lots out on density bonus
 - a. Churches everywhere, one storey, built industrial areas
 - b. What is possible through lot consolidation

11. need to think amenities in that area to make it sustainable – grocery store – rather than blanket pink, thoughtful blanket pink
12. grey out home depot area near the train – already grey – indicating high density, but its not really? Its parking lot and retail. Reconsider the definition of high density in that area. is it really density. The greyed out area still opportunity for development?
13. Centre Street LRT– highest crime spaces in transit. We talked about the age of the existing and uses, out of date and hard to use, people may sell and rebuild and rezone, existing commercial space has its back to train station, when looking at redevelopment – ex. Breweries, increasing foot traffic and good reasons for people to be there, it will make it a safer space occupied by people who need ot use it – good use of space that is underutilized.

Breakout Room #2

CHINOOK COMMUNITIES LOCAL AREA PLAN - DRAFT KEY GROWTH AREAS MAP



Key Growth Areas

- Existing Growth Area
- Potential Growth Area

1:35,000
0 0.17 0.35 0.7 mi
0 0.3 0.6 1.2 km
City of Calgary, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METINASA, USGS, EPA, US Census Bureau, USDA, NRCan, Parks Canada, The City of Calgary

Activity 1 / Map 1: Potential Focus Area – YELLOW – Rethink

1. Density along Elbow Drive is not appropriate due to it being a very busy road and there are already too many accidents happening now
2. Concerned that the pink faces north of 50th (across back alley) into Elboya, surrounding park space with pink (4 stories). It seems much of the green space is bounded by pink
3. the pink on Elbow Drive going north toward Elbow River bridge might not be realistic. There is a relatively steep hill down toward the river, not suitable for any density. It's mostly retaining walls right now.
4. There are no height restrictions here
5. Traffic calming around Elbow Drive
6. Parking needs to be kept in mind for residential development

7. There is a church here now
8. There is a school building here so not appropriate for 4+
9. Not around parks due to shading caused by larger building
10. Preserving trees for mental health and for the birds
11. What impact would density have on
12. Schools in the area due to safety issues and traffic

General comments:

- What is the demographics you are targeting with this growth?
- I have no issue with pink along 50th avenue, but am concerned that the pink also faces north (across back alley) into Elboya, surrounding park space with pink (4 stories). It seems much of the green space is bounded by pink. What is the thinking behind this approach to higher density? And, on a related note, the pink on Elbow Drive going north toward Elbow River bridge might not be realistic. There is a relatively steep hill down toward the river, not really suitable for any density. (It's mostly retaining walls right now...)

Activity 1 / Map 1: Potential Focus Area – BLUE - Explore

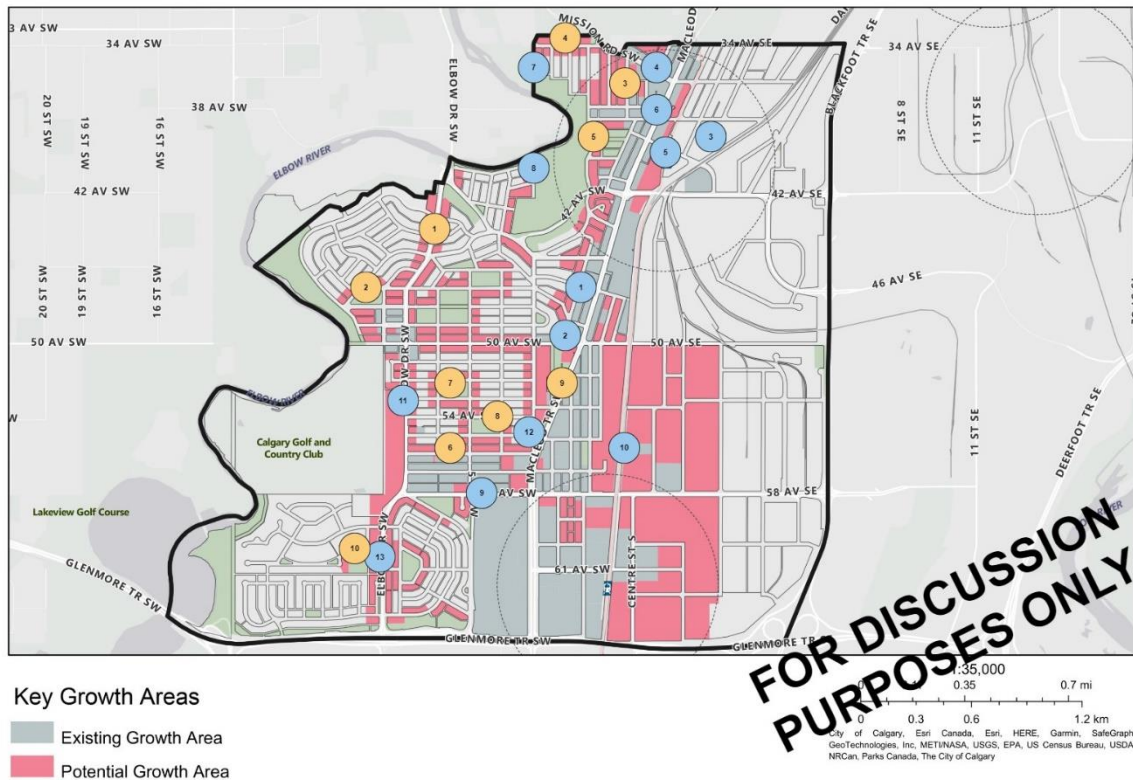
1. Along 50th Ave is a good spot for mixed use
2. More commercial around the LRT station
3. Traffic calming here
4. Parking lots should not be considered as they have no economic benefits
5. Transit oriented density would be worth exploring
6. Mixed-use multi stories that is a good thing for this area
7. Across for Chinook Mall is a good area to explore
8. Hotel across the street
9. 2 commercial land use districts
10. An ability for residential might not be a bad idea BLDR Community
11. Mixed use building would be great around parks
12. More mixed-use buildings here as there is commercial already here
13. Entry into Mission makes sense to increase density

General Comments:

- Around Train stations is a good area for density

Breakout Room #3

CHINOOK COMMUNITIES LOCAL AREA PLAN - DRAFT KEY GROWTH AREAS MAP



Activity 1 / Map 1: Potential Focus Area – YELLOW – Rethink

- The red area along, I think you should reconsider decreasing the height along Elbow Drive. The housing there is somewhat unique and provides a history to the area. It looks blanketed and there is some interesting architecture.
 - I am not against higher density housing, but in this part of the city we are looking for some diversity. Making everything look the same goes against that diversity. We are looking to create some interest in the neighbourhood. Having a program that decides where the density goes is a bit too programmatic, very thoughtful. The housing that is there now is interesting and provides some diversity to the neighbourhood. I think if you ever get to the point of putting transit in that area, you will have to change it. There needs to be some changes to Elbow Drive.
 - My comments are about Elbow Drive are that, I know you are doing another plan for Elbow Park, etc. down there, and I am not sure it should be pieced out because it is very residential even though it is a corridor. One of the great things about Elbow Drive is that it is very residential and walkable, and used by many to walk to school, with babies, walking their dogs, etc. My worry is that if you densify it to 4+ I struggle with on Elbow Drive for the walkability issue more than everything else. Just because there is a bus on a road, doesn't mean that it should be densified.
- Near Britannia, by the green space, why did you decide to do that? I don't think it's a good idea because I think it's good to have some areas of the city that are high-

density and some areas that are lower density rather than making each of the neighbourhoods look the same by mixing scales across them all.

- a. I am more in agreement with density around corridors that are high-traffic versus this area.
3. From a Parkhill perspective, I don't think it's realistic. 1A which goes along the bluff, it is fairly density high calibre housing you could say. Red doesn't work here.
 - a. The density of parkhill street and 1st street was shocking to me Those lots are very skinny. There are already a lot of cars on the street and duplexes and low-level apartments. I don't know how a community like Parkhill could handle more density than we already have.
4. The housing along 33rd Ave faces the city skyline. Those are 2.5-to-3-million-dollar homes facing the park and you might say that the quality of neighbourhoods...people like the diversity of housing and how that has developed overtime. You have to maintain a level of diversity in housing.
5. Perhaps 4+ storeys aren't appropriate near green spaces at all. I think it would change the character of the street that people have come to appreciate.
 - a. I struggle with the higher density option being 4+ storeys. There is a huge difference between 4 storeys and 10 storeys. I think near Stanley Park, there could be some nice opportunity for some 4 or 5 storey there, but I can't imagine there being a 10 storey building there.

General comments:

- Question about the identification of the red areas, it looks like in other areas, where there is green space that has red around it and some areas where there is not red around it. Is there a reason why?
- FROM THE CHAT: It seems like the higher density is 'nice to have' around parks but should not be the driver. Current 'feel' / diversity provided by the neighborhood should be considered first.
- Manish question: Do you think the transit station area (dotted circle line)...would it be better to have people closer to a train station or not? Participant answer: I think we are overcorrecting the problem on the west side of Macleod, when there is a lot of potential on the other side of Macleod (east of Macleod).
- FROM THE CHAT: A lot of the pink areas noted in the Parkhill community are already narrow 25ft wide lots - dense neighbourhoods.
- FROM THE CHAT: There's no argument that it would be good to have higher density close to a train station. However, it's a mistake to destroy the attractive treed residential character of streets that are the reason why people like living on these neighbourhoods and want to walk these streets daily. Consider focusing on redevelopment to undertake mixed use within the light industrial area that has lots of asphalt and lots of underdeveloped land. Consider developing these industrial streets to be more pedestrian and mixed in character. Clarity of what is a higher-scale mainstreet vs a lower scale residential area is what defines a clear hierarchy of healthy communities.

Activity 1 / Map 1: Potential Focus Area – BLUE - Explore

1. 43rd Avenue and Macleod Trail would be appropriate for growth of 4 storeys.
 - a. I think those spaces would be good because they are near transit and they are very good to put in a grocery store for the community and have those amenities closer by.
 - b. Second commentor: Agree with Amber's comments
2. I'm thinking about the green space beside the skewer hot pot, north of 50th and Macleod Trail (on the right-hand side of Macleod Trail) for a large growth.

- a. I think those spaces would be good because they are near transit and they are very good to put in a grocery store for the community and have those amenities closer by.
3. Listening in, I would give a thumbs up (to #1&2 yellow). Looking at areas that aren't focused in the residential areas, its quite close to 39th street LRT to the right, there is an odd, shaped polygon there, that's a city impound lot. I support the concept of supporting standard industrial closer to the centre of the city. I don't consider towed cars to be economic value add. I think you could probably put a few thousand households in that area. I think that is low hanging fruit and city land and it is not productive use, tow cars somewhere else.
 - a. Second commentor: Agree with Ken's comments too, City property / impound lot could be better used/activated.
 - b. If we are going to say that we have a housing crisis, but everyone has to live near a park, we are not dealing with housing. This site has access to transit, university, it has access to parks in 4-5 block walk, to the Elbow River, or the Rexall Centre, we have tons of parks around Calgary that people can access. We don't need to give people access right outside their door to a park space. In NYC most people don't live near a park. If we try to replicate a high-density model, you are going to ruin our communities. If you have too many people around a park, they may become too congested.
 - c. Agree that there could be housing here.
4. Rather than having criteria that decides you are near a green space, so you get density...I would rather see higher density along Mission road. That could be 6, 7 8 storeys. There is a parcel of land where there is an empty electrical station that could easily go to high-density. There are some houses on a square parcels of land on 34th avenue, it's not the character of street that you think it is. It's quiet dense residential areas there. I wish we were connected with Rideau Roxboro because there are good linkages there, that's why the bus goes there, because there are apartments there.
5. Think about upgrading that area with trees along it and creating linkages into the industrial area rather than this zone that no one wants to walk in. Make it a bit more pedestrian friendly.
6. Do you think the transit station area (dotted line)...would it have people closer to a train station or not? I think having people live near transit is great, but I think we are overcorrecting the problem, when there is a lot of potential on the other side of Macleod (east of Macleod).
7. The land below the yellow 4, that is not identified as an area, but is park-adjacent – why is that. It is a missed opportunity because it is adjacent to some higher density in Roxboro. Maybe that would be appropriate because it is still adjacent to higher-density and a park/green space as well.
8. I struggle with the higher density option being 4+ storeys. There is a huge difference between 4 storeys and 10 storeys. I think near Stanley Park, there could be some nice opportunities for some 4 or 5 storey there, but I can't imagine there being a 10 storey building there.
 - a. To be clear, I'm not saying #8 blue should be explored for high density as it is currently defined

General Comments:

- You mentioned that perhaps 4+ storeys aren't appropriate near green spaces at all or are there locations that are appropriate? I think it would change the character of the street that people have come to appreciate.
- I agree with everything that everyone has said prior to me.

- I really encourage everybody on the team to come and walk, cycle, drive your car around the area that we are talking about.
- Huge missed opportunity in the Industrial area, I think we can keep some, but why would you try to put this density on the few neighbourhood that are there when there are so many underutilized spaces there. There are warehouses there that are under capacity and has that been looked and there are tons of opportunities there.
- FROM THE CHAT: I think another "explore" circle in general is that not densifying the poorly used industrial area is a giant missed opportunity of this plan
- FROM THE CHAT: Re impound lot - I'm thinking that's a great idea! Not only is it close to transit, but the impound lot has a lot of potential for multiple housing, plus can put in a really nice coffee shop and other cool places to gather as a community, plus not only can people take transit but it's great for commuting other ways.
- FROM THE CHAT: is there a mid density option? theres a big difference between 4 stories and more stories
- FROM THE CHAT: I'm also specifically looking at Just North of 45 Ave and MacLeod Trail. There are 2 parcels of land, one just south on the East side of MacLeod that's right beside the dream centre that can be built for high density, as well as the land just East of that.
- FROM THE CHAT: Agree to utilize land east of rail line and changing land use policy from just industrial.

Activity 2 / Map 2: Potential Focus Area – YELLOW – Rethink

6. 56th as a min street doesn't make any sense. You have 58th which is quite clearly the main street. 56th is quite skinny.
 - a. I thought you had a typo that 56th Ave is a corridor. 58th to the lane on the north side of 56th is already high-density. You have just pushed things further north to push things further. That needs some thought. Looking at this in general, the impact on Windsor Park if you look at that grid, there are 255 apartment units and there is one on 57th that is 40 condo units. If you do multipliers on that, what you are suggesting is that it could be something in the range of 1000 households, and as it currently stands, we've got less than 250 households that are single and semi-detached. You are squeezing out single-detached out all the way. You have gone 3/4 of the way there with this plan. You have 58th which is quite clearly the main street.
 - b. Sure, Elbow drive, go nuts. 58th Ave, go nuts, but not along 56th.
 - c. FROM THE CHAT: Agreed 56 ave does not make sense.
7. In thinking about any analysing the proposed areas of 4+ story growth in Windsor Park, it would be catastrophic to the community in terms of increase in density. WP is already one of the most highly densified communities in the City. It is taking a toll on our parks. There is less grass on the fields than on my head.
 - d. FROM THE CHAT: Agreed 7 and 8 points - parks are at capacity
8. Same comments from #7 apply here.
9. <<NOTE: Yellow #9 should be a BLUE EXPLORE, but Manish couldn't change it>>
 - e. There is a little triangle, that is not a usable space that is filled with homeless people unfortunately. Something could be done here.
10. West of Elbow and North of Glenmore. You have highlighted high-density housing around the church south, so you might want to consider having high-density around the church.
 - f. I think to me this idea that you might want to rethink density around parks, I think it makes sense around transit, but finding parks and putting density around them makes me nervous. People move there because it's lower density

and because of the parks. Adding density inner community creates a homogeneous environment. I think it makes sense along Elbow, but not on the parks on their side.

- g. Thinking about the feel of the neighbourhood and a building that creates shade and feels impeding just doesn't feel right.
- h. The abstract of picking parks seems like a good idea, but in reality, it doesn't really make sense. I don't think you should be using parks as a key criteria. Busier streets such as Elbow sure, but not parks...doesn't feel right.

General comments:

- FROM THE CHAT: Maybe park-adjacent brittania is an area to reconsider?
- FROM THE CHAT: Apartment towers similar to Stanley Park Tower could be built on east side of Macleod Trail north and south of 50th Avenue.
- FROM THE CHAT: It seems to me that the super high density south of 50th ave and east of Macleod looks ghetto making. no Parks, it needs way more park and maybe some small commercial within an easy 5 minute walk.
- FROM THE CHAT: Agree between 58 and 50 aves on east side of 4th Street increase density, west side row houses.
- FROM THE CHAT: agree with the higher density along this south portion of elbow drive and higher density along 50th ave
- FROM THE CHAT: agree with the higher density along this south portion of elbow drive. I'm looking just south of 50 Ave, behind the Skewer Hot Pot, by the 2 street and south of 52 Avenue, but honestly I see no room for higher density around Chinook.
- FROM THE CHAT: putting a 600m radius around the 39th Ave train station and just capturing all residential lands within that circle and converting them, regardless of residential character, historical character, whether its mostly 25ft wide lots that are densely populated,... it seems insensitive and heavy-handed. increasing density should be considered with greater refinement with consideration to preserve the strong character of the community that people love so much. any lands adjacent to park are not automatically a great area to increase residential lands to multi-family.
- FROM THE CHAT: I think we need 300% more free space on the east side of Macleod north and south of 58 ave
- FROM THE CHAT: adjacent to Chinook mall also seems to be an opportunity for high density
- FROM THE CHAT: why is glenmore trail not considered a growth area? adjacent to glenmore trail seems like a missed opportunity for high density
- FROM THE CHAT: excellent comment Maura about walking the neighbourhood. I have done a ton of this. Walking every street and park space. That is the only way to fully understand the context and effectively plan for growth and the impact on communities

Activity 2 / Map 2: Potential Focus Area – BLUE - Explore

- 9. 9 Blue: Windor park is already one of the densist communtieis so densifying those parks will put a strn on them. They are so over allocated.
- 10. #10 blue: I am happy of see that there is a lot of densification on the east side of Macleod trail. I am happy that you say you want to include park space, but I don't see.
- 11. Elbow drive, go nuts.
- 12. 4th street. There is a fire station and a special needs school and a high-density residential area. No one goes there and no one uses it because it's scary. I think this area is appropriate along 4th. That road is quite different because it has a different purpose on the east side of 4th. I think rowhousing could work there. I would prefer to leave it as rowhousing, maybe more, but would prefer rowhousnig.

13. East side of elbow drive across the street should also be reconsidered. I think it makes sense along Elbow, but not on the parks on their side.

General Comments:

- FROM THE CHAT: I don't understand why four plus, likely higher buildings, on Elbow drive or pretty much anywhere west of McLeod Trail when the industrial area does have repurposed areas. Tall mass buildings on Elbow drive will block access to the Elbow river park and the safety of the street used by/for schools in the area.
- NOTE/COMMENT ON THE SESSION Format & Facilitation: Showing a coloured map without form is very misleading and if you looked at that in a 3 dimensional form, and getting into a fine tooth comb, if you showed every home and garage, you would realize there is very little space and if you did put 4 storeys you would destroy that space. I would suggest that sharing ideas like, "*wouldn't you agree that living near a park and transits would be great*". I think some of it is a given and some things could cause some issues.
- I wanted to follow up with saying and we live in these neighborhoods and we use each other's neighborhood and was shocked to see possibly 10 storey building along these very important communities. We are receiving an influx of park visitors and this is impacting our communities as well. We do host a lot outside visitors and if there was to be a densification up Sifton and to Britannia you would be cutting off neighbourhoods. I think you should definitely avoid using parks and a space for densification.