NORTH CENTRAL

Area Structure Planning Project

Phase 2 EXPLORE: Verbatim Comments

Verbatim Comments

Verbatim comments presented here include all input that was collected online and in-person through the engagement for Phase 2 EXPLORE of the Nose Creek Area Structure Planning project. All input has been reviewed and provided to the project team to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the City's Respectful Workplace Policy or Online Tool Moderation Practice, have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the input have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Nose Creek Area Structure Planning

Phase 2 EXPLORE: Verbatim Comments
November 2026

TOPIC 1: Draft Vision

Question 1: **What do you like about the draft vision? Tell us why.**

Honouring indigenous history is a waste of money and resources. We need to protect natural landscape and keep as many green spaces.
That it's preserving the nose creek valley.
NOTHING, leave it alone!!!
I want you guys to ad a hospital like south health centre here. And sports arena. We don't have much of the health side here. I mean we got a fire department just not any health. It would reduce the over limiting of PLC and will increase the number of beds.
Let's expand on the green space and keep it green.
Draft # 2 is better but not the best due some safety concerns.
Leave the area alone for wildlife.
Absolutely nothing. Dont touch it. Leave it the way it is.
Celebrating its natural landscape
I do not like it. I do not think we need to expand into Nose creek. The northwest has enough residential development. Look at Glacier ridge, Sage hill, Livingston. Many empty units. We need to preserve the green spaces and nature in Calgary.
Nothing, because the area doesn't need to be developed for future investment opportunities, that those that are being built beside the current District area. Since they were not already in demand, development is not needed.
Nothing! We do not need to touch these lands or develop them to create more crowding and pollution!
Celebrating the natural landscape, and supporting long-term environmental health. Mobility networks and gathering places.
I don't like the draft vision at all. It is one of very few parks within walking distance to our home. I have been walking my dogs at Nose Creek Park for years & it is home to a lot of wildlife!
Please leave this land alone. I'm a born and raised Calgarian and ask that you leave its natural beauty as it is.
Leave the land as it is. Not every greenspace needs something built on it.
The proposal demonstrates a strong intention to build the community collaboratively, embracing modern planning principles such as inclusivity, connectivity, sustainability, and mixed-use development. It reflects a forward-thinking approach that prioritizes shared spaces, active transportation, environmental stewardship, and opportunities for social interaction, all of which contribute to creating a vibrant, resilient, and people-centered community
Preserving the natural habitat is of utmost importance. The "vision" of development is not sustainable and there is no "balance between preservation and development. Nose Creek must be deemed protected area with no development. Leave it wild.
It gives a good but general plan
There should be no development at Nose Creek.. Largest park within a city. Leave it the space and wild life alone. NOW .
Nothing leave nose creek alone

Nothing.
Nothing about it! Leave it alone! We dont beed more trashy retail /housing / commercial areas for greedy developers to become richer
Nothing. Don’t touch this land. My family uses this area with great frequency. No more businesses are needed. Leave it alone.
Leave the land au natural. People want NATURE and you keep taking it away
I think that the nose Hill park is perfectly fine the way it is. It does not need any development whatsoever, the only thing that needs fixing is some of the paved biking areas and gravel areas that need to be fixed. Taking away this beautiful development, just to build housing is not appropriate. It allows people to come to Calgary to see This magnificent piece of land that's just home to many animals, and you're driving them out of their homes for housings. That makes no sense. Majority of the condos and houses that have being built have not even been sold. They're just sitting and not being used and just taking up taxpayer is money
It is good
No just leave it as it is. Not every green space needs concrete on or in it.
To be honest, I don't like anything about it. I live in phase one of Livingston and we purposely bought here because we liked the farmlands surrounding the area and it felt so open. This proposed plan looks way too urbanized and all the farmlands are gone.
Leave it as is.. not everything needs to be developed on. This city thrives compared to others for its green spaces and outdoorsy feel. Leave the land the way it is.
This was a fight back in the 1970’s. Leave the park alone
It's very vague. I like the focus on the environment health.
There should be more trees for better area quality, transit buses shoild go directly to downtown and NE/SW/SE with early start of services, play grounds (if its a responsibility of builders , city management can give them direction, schools, more reserve areas especially behind of natural Carringford Areas reseves, put fountains , bike track and jogging tracks , due to heavy populations in this areas, Please make sure that builders will build houses with wide roads
I like that it will provide a diverse mix of housing and mobility networks.
The fact that it celebrates the natural landscape and honours Indigenous history. I hope you will commit to that promise.
Leave our parks alone. You are destroying this city!!!
The vision is inspiring, especially its focus on creating well-connected, safe, and inclusive communities. By prioritizing these elements, the plan can support long-term environmental goals, including reducing air and noise pollution, while also protecting the peace, comfort, and overall well-being of residents for generations to come.
Recognition of ecological importance and indigenous history.
The openness and flexibility of the proposed plans
I’m a bit confused about what the “draft” is showing. It’s not very personal to the space and doesn’t give much comfort the current residents.
Can we just leave it as it is? The development of nose creek is sad

The second draft is better
The gathering places .I would like to see a toboggan hill were it is safe for all the kids. , fishing pond were they could experience country life and nature, picnic tables to share a picnic lunch with your neighbor , stuff for the kids to climb on and take time for them to get to know all the kids in the neighborhood .This will really make a tight community .People won't be afraid to go up and say Hi! It will help new comers ,feel like they belong. A PLACE WERE YOU CAN MEET YOUR NEIGHBORS AND HAVE SOME FUN WITH THEM AND MAKE GREAT MEMORIES! It is important to know your neighbors.
The overall language sounds good, and has broad appeal. Nobody is really going to object to celebrating natural landscapes, honouring indigenous history, and foster a strategic location for regional connectivity.
Honestly, nothing. With minor changes, you could use that same vision for any ASP. The vision should really focus on preserving the abundance of natural space found in this area.
I don't like much about the vision. This comes across as a lot of fluff meant to mask what is really happening and that is destroying a very important environmental area within the city of Calgary.
I don't like it and I don't buy it. It won't be the same nose valley landscape when you put more houses, cars, congestion and pollution and displace nature. To protect the environmental health long term, simple- don't build on it. You can't celebrate nature and Indigenous history when you cover up that land. Remember people have moved into this area already because of that green space and that was their vision. Now you are trying to change the vision and make it just about the new residents that would live here. It's also too close to airport as well.
I like the following vision: ' These communities will establish a welcoming and inclusive sense of place that supports long-term environmental health.'
I like that the draft vision treats Nose Creek as more than just an area for future development. It recognizes the valley, the natural landscape, and the importance of building communities that are connected, welcoming, and resilient. I also appreciate the focus on complete communities. North central Calgary has grown a lot, but in many areas the public spaces, amenities, transit, streetscape improvements, and gathering places have not always kept up with that growth. A plan like this is a chance to do better from the beginning. I like that the vision mentions Indigenous history, environmental health, and the area's role as a regional gateway. Nose Creek has the potential to become a better connection between existing neighbourhoods, new housing, employment areas, natural spaces, and local services. If it is planned well, it could benefit not only future residents, but also the surrounding communities that already live nearby.
N/A
I like the idea about preserving the natural habitat and honour indigenous history
natural spaces, some density.
Complete and connected. Honouring indigenous history.
I like "the celebrates the natural area, honours indigenous history"

Not a lot, it needs to stay as green space not filled up with a ton of dense housing like all the other communities north of the ring road have. I can't believe entire neighborhoods are houses with secondary suites. Where are all these people going to park? Are stores are so full now, our neighborhoods have been ruined. Thanks.
I cannot find the draft vision.
It's ok
It gives more land to developers to increase strain on city services without getting an effective tax base.
I like it. I'd like it more if it included more transit like trains connecting Airdrie to Calgary and trains to downtown. Transit is the future to reduce emissions.
None of it.
I like that environment, wildlife and ecosystem was highlighted.
Have you seen the amount of commercial buildings already ruining the area? "Pave paradise and put up a parking lot" comes to mind!
The walking pathways, park, and bike lane. Also the rec centre. Pots of free and healthy activities.
I like that it is considering and respecting the environment as well as the indigenous perspective.
I would like to see Nose Creek left as it is, why does the city always have to change things, when they are perfect as they are, lots of wildlife, stream life, just leave it alone, we do not have to make everything a concrete eyesore, it is beautiful and natural so leave it be please...
The roots of what it is are admirable. It upholds core principles and values that are being shaken up by current affairs and need to be heralded now more than ever. Creating communities that exist in synergy with already existing eco-systems is incredibly important while also ensuring longevity of new areas is key.
Please leave Nose Creek alone. Constant development is destroying the land, ecosystems and native species. I would like to know exactly what Indigenous communities said, not just that you consulted. What was their response. We have a responsibility to preserve natural spaces and to listen to Indigenous communities feedback.
I like that the draft vision is catering to the needs of community living by having a mix of residential, commercial & institutional.
Lots of ground-oriented and multi near public institutions -- A focus should be placed on implementing nature and nature parks" as much as possible to promote community gathering and quality of life like Riley or Bahar but even more heavy on nature, a botanical garden? A library like in Melbourne.
I support the vision of creating complete connected & walkable communities while preserving the nose creek valley & its natural environment. Protecting green space is a good idea.
I like the concept as Calgary population growing we need more to build new community.
Great vision
Celebrating history + cultural identity
The lean into nature greenspaces that promote getting together like riley or baker but even more magical.
Connected resilient communities

Support residential development
I like your ideas very smart and effective for community.
I like how it honours Indigenous history and the landscape unlike other communities
I like the draft vision such as the component that talks about community connection, pathways, connectivity and preserving the natural landscape
I want to thank the process for inviting feedback. This is a good initiative. I like the part of the vision that talks about making it more walkable and friendly for families to move around. I have an observation, a large artery is moving through the options 1 and 2 - and I wonder how that would make the future community more connected and accessible?
I really appreciate the effort the City is making to seek public feedback.
The vision is inspiring, especially its commitment to fostering connected, safe, and inclusive communities. These priorities not only support environmental sustainability by helping to minimize air and noise pollution, but also contribute to a peaceful, healthy, and welcoming environment for current and future residents.

Question 2: **What would you change in the draft vision? Is anything missing?**

Do not waste money on any cultural initiatives
Keep more green space than what is proposed. Nw does not have enough beautiful parks. Living in Beddington I have to drive a decent way for a nice park to walk in.
Leave nose hill as is!!
Hospital And sports arena like ymca or a stadium where concerts and soccer games or something like that can happen. We need a train service that can connect these areas to city or train trail like stoney trail that ciccle cities out areas
Would love to see a “Sue Higgins” park - fenced, off leash green space in the Calgary north west area. With the competition on our “shared” walks ways lately with pedestrians, cyclists, e-bikes, e-scooter and jogger, some individuals not being considered or courtesy with sharing the space. Some dogs are triggered by bikes and react even though the dog owner is responsible and have the dog on a leash. These bikes zoom by without a warning and startled the owner as well as the dogs. It would be nice to have this space where the dog can room and the owner can be at peace and enjoy the walk and not have to worry about such encounters. We don’t have this space on this end. Nose hill has grown popularity and very busy with cyclists of all sorts in the off leash areas. And the 2 dog parks at this end are just not enough space for a larger breed to room and explore. Driving on Deerfoot every day to go to Sue Higgins isn’t easy. Please consider some “safe” space for our furry family members:)
i would like to suggest there should not be any big road way thorough residential development such as 11 str connecting 15 street please keep it outside the residential area,thanks .

Leave the area alone for wildlife. There is too much development happening in the northwest and it is causing large amounts of wildlife into the city, causing more accidents due to animals being hazards on the road and more importantly no one is asking for more development the people of Calgary are tired of these garbage plans of over development and are not in favour of this.
Everything. Scrap that garbage and stop destroying everything good in the world. You're making me depressed, stop it.
Renew the landscape and turn it into a golf course to cater to the community and generate revenue for the city.
Do not start the project and keep Nose creek as it is a pathway for people to enjoy and where wild life ecosystems can exist.
Remove all development and destruction of land into investment opportunities, shopping, and fast food. Develop the green space into a usable green space for dog walking, biking, and nature observation. No one wants to deal with a train crossing anyways- airdrie always has delays because of it. Bringing in an LRT station without first addressing the current safety issues is problematic. Don't bring the fentanyl crisis up here because of pretend demand for development.
These lands should remain untouched!
The draft vision should not include homes or jobs or mobility networks aside from walking and bike paths or minimal roadways to allow access to and from parking areas. The draft vision should focus on leaving the area as natural and untouched as possible with no structures added.
There wouldn't be one! There should be no changes to this park now or ever! Shame on the city for even considering it!
Everything. Leave it alone.
See above.
What is missing is a strong, comprehensive plan for surveillance and enforcement. The City spends millions of dollars each year repairing graffiti, vandalism, and damaged public infrastructure, yet there appears to be little emphasis on preventing these issues from occurring in the first place. As someone who reports hundreds of graffiti incidents and numerous cases of damaged infrastructure every month, I believe the current approach is largely reactive rather than proactive. Investing in technologies such as surveillance cameras, smart monitoring systems, and other modern tools could help deter vandalism, identify offenders, and reduce repeat incidents. By preventing damage instead of continually paying for repairs, the City could redirect significant public funds toward priorities that have a greater positive impact on our community, such as parks, recreation, public safety, and other essential services. A stronger focus on accountability and prevention would better protect public assets and make more effective use of taxpayers' money.
What's missing is responsible stewardship of the land. There should be no development period.
I would change "celebrates the natural landscape, honours Indigenous history" to "celebrates AND PROTECTS the natural landscape, honours AND PROTECTS Indigenous history"
Yes. The open space for nature is missing.

Li would change everything and not build
Leave the area alone or invest in the natural habitat by adding pathways, planting more native vegetation, add water features, eliminate chemicals, make sure animals can move safely across the area. We need more large green spaces in Calgary, especially ones with moving water. Let us enjoy nature!! Not everything needs to be cleared and built on.
Where are the animals living there supposed to go??? Deer, fox, porcupine, ducks, etc live there! it is surrounded by highway & you would be destroying one of the last peaceful, beautiful sanctuaries / relaxation areas we have around here Besides, isnt it sacred indigenous land where the buffalo roamed at one time? And those large majestic rocks from the ice age make it especially worth protecting
No businesses. Leave the space alone.
NATURE is missing
Anything that would change is not developing. Leaving it as a beautiful green space. Has it been for many years for many people to enjoy hiking, bike riding, taking their pets there. And also just an observing nature
Please allocate space for place of worship. It is really required. A common area for Mosque/church/etc would be sufficient as well.
Stop developing it. We all know when the water gets to high it's going to flood.
I said in Phase 1 that I didn't want the LRT anywhere near my neighbourhood. Now it's going right through it, I thought it was going near Symons Valley? I don't want the Nose Creek area developed. Make it a park, like Nose Hill Park. I bought in Livingston because I wanted a "removed" feel and bringing the LRT and making Livingston more crammed will only harm my property value.
Leave it as is.. not everything needs to be developed on. This city thrives compared to others for its green spaces and outdoorsy feel. Leave the land the way it is.
Throw the entire draft out
A strategy on protecting the Noise Creek area around the creek itself.
yes, more trees, schools, wide roads, preserves more natural resverves areas, transit services to downtown, jogging tracks and bike tracks in Carrington especially Carringford view area , like hampton NW/Bearspaw etc, unfortunately, i requested trees because of lots of people are coming on jogging tracks but city did not response
What does “celebrates the natural landscape” mean? I would like to see land use and pathway networks that allow people to access and enjoy the creek valley. Existing central north communities south of Stoney Trail don’t have the best pathway networks and it can be hard to navigate the communities on wheels. New communities need to be designed with micro mobility in mind.

I would like to see a green park extending from the Nose Creek Valley east of Coventry Hills and all the way up north of Stoney. Please accommodate this green space and consult with the Nose Creek Preservation Society. We would like to create Calgary's first urban national park in that area and the residents of the proposed new community will certainly appreciate being next to one. It will serve as a wild life corridor. It will also accommodate a multimode recreational trail running from Calgary to Airdrie. Also the Old North trail or the Calgary Edmonton Wagon trail runs in that area. We would like to see markers indicating where this historic and legendary trail is. It runs close to the Balzac archaeological site. It is of great importance to the Indigenous population as well the settler population. Montana has markers denoting the trail, why can't we? Also place controls to avoid light pollution and maintain dark skies as much as possible and preserve the health of the Nose Creek waters.
Leave our parks alone. You are destroying this city!!!
To strengthen the vision further, consideration could be given to emphasizing sustainable transportation options, the protection and enhancement of natural areas and waterways, and the provision of accessible community amenities such as parks, schools, healthcare services, and recreational spaces. Ensuring that future growth is balanced with environmental stewardship and infrastructure capacity would help create a resilient and livable community for current and future residents.
No new communities until infrastructure can support it. This includes schools, which I understand are under provincial jurisdiction but we can't fit more communities without schools (leaving a empty space for a future school does not count), proper transportation (and a BRT will not be enough), water drainage, roads.
The request is to redesign the layout plan of 11th Street, as it currently runs through the main residential area and effectively divides the community. This configuration restricts access and raises serious safety concerns, particularly given the road's width and the associated risks of higher traffic speeds. It also increases the likelihood of accidents, negatively impacts pedestrian safety, and contributes to noise and air pollution, ultimately affecting the health and well-being of residents across all age groups. As an alternative, it is proposed that the City consider upgrading and widening 144 Avenue and 15 Street, which run along the periphery of the AMJ land. The original road planning appears to have been designed with commercial and truck traffic in mind; however, the area has since transitioned into a residential community. In this context, it is more appropriate to route higher-capacity traffic along the outer roads rather than through the center of a residential neighbourhood, thereby preserving community cohesion, safety, and accessibility. The second concern relates to the proposal to locate a maintenance depot within the residential area. This raises additional health, safety, and environmental concerns for residents. It is recommended that the depot be relocated closer to Highway 566 and Deerfoot Trail, where access for service vehicles would be more efficient and where its operations would not disrupt the daily lives, safety, and well-being of the surrounding residential community.

Ideally the draft would be realistic as I stated. It doesn't show anything truly other than the downtown core in the background. I understand what the city is wanting to do with the space but it would be a lot more comforting if there were legitimate Mach ups of what the idea is. At the end of the day as long as there isn't homes I will be happy. Retail / commercial use only with the exception of maybe apartments on top of businesses. Enough with the townhouses. This community is great and we don't need more "modernizing"
Please just leave it as a wild space. It's home to so many animals and bugs. It's so sad to see the development going on. Can't we just stop expanding and start building up?
The industrial area should not be close to the creek What about the archeological area?
I think we have else were that we can put more houses, condo's, row houses. We have enough commercial buildings. One thing that might be great would be a farmers market to get fresh produce. Maybe a couple soccer fields or base ball fields.
The vision requires a little more specifics, such as type of connectivity envisioned, the way regional pathways are utilized and maintained, what natural landscapes are preserved and celebrated, and the role of housing and commercial activities within those aforementioned goals with a targe proportion, i.e. 70/30 - res/comm.
It should spek to preserving the natural space found throughout the area.
I would like to see more of a focus on environment and how that is going to be preserved. There seems to be more of a focus on future communities then existing communities which does not make sense to me as the existing communities are the ones that will be affected most.
I would get rid of this plan altogether to "develop" the area. It's not long term thinking. Calgary doesn't need to keep growing. Just because there is land it doesn't justify building on it. Furthermore we can't even get a train built in this city to the NW central side so it'll all be car based. You are just decreasing quality of life for existing communities in this area.
I would like to add that vision should give high priority to safety of this development. Calgary is already having very high road accident records and we should design roads in such a way that our people have safe area to reside. We must add more bicycle routs.

I would like the vision to more clearly state that new development should benefit both future residents and existing surrounding communities. The vision talks about complete, connected and resilient communities, but it should be stronger about how that will actually be achieved through public amenities, local services, transit, safe walking and cycling connections, parks, community gathering spaces and investment in existing neighbourhoods. I think the vision should include clearer language about community infrastructure, not just homes and jobs. This could include things like community association support, youth and family spaces, recreation or wellness services, public plazas, improved signage, streetscape upgrades, and better connections to existing communities such as Coventry Hills and the Northern Hills area. I would also add stronger language around mobility equity. North Calgary communities need reliable transit, safe pedestrian routes, cycling connections and road access that does not simply push more traffic into existing neighbourhoods. If this area is going to grow, transit and mobility improvements should be planned early, not after residents are already living there. Finally, I would like the vision to include accountability. The plan should clearly show how environmental protection, Indigenous history, public amenities, affordable or diverse housing, transportation improvements and benefits to existing communities will be delivered as development happens.
Calgary does not need to expand. As a Native, I would prefer to see this land improved for a park space for residents in the far north of Calgary. The creek could be improved to become healthier. I would far prefer to see projects like that than more destruction of natural habitat.
Keep the area as is, adding more homes isn't going to fix the housing crisis. Instead of viewing nature as raw land waiting to be altered, urban planning should frame these natural boundaries as permanent, non negotiable fixtures, allowing the city to grow inward while leaving vital ecological systems untouched. Keep this area protected and keep people out of it. This is area needs to be a protected regional park and actually respect the indigenous land here. Adding more homes isn't doing that. More homes means more people, more noise, more pollution and it will destroy the existing ecosystem. We need to do our part to keep green areas untouched for future generations to enjoy and respect indigenous land
Build the CTRAIN out there!
A clearer vision for the type of green space. It’s great that there will be protected space along nose creek but north central Calgary needs a structured park (think similar to Bowness or Prairie Winds Park) there is nothing that serves this area that is structured with park amenities and while driving to a park is an option the large parks are already over demand, there is no parking, etc.
I would like to respect the natural areas, wetlands, as they are many wildlife in the area
Leave it as green space and not ruin more of the city. When are you going to stop building dense neighborhoods? When the market crashes?
I cannot find the draft vision.
I think, we should make hospital there
Just leave it alone
I’d like to see a clearer plan for public transit and commuter trains.

To leave it alone. It's like what ever green space with have in the north of Calgary is all ways taken up. But the south gets all the green spaces and dog parks and we get nothing.
I believe that the nose creek area should be further protected from additional development. The habitat lost already around the Country Hills Blvd / Deerfoot Tr area is concerning. The construction of warehouses and Dairy Queens imposing on the nose creek ecosystem is upsetting and makes me sad and anxious every time I drive by the area. In my neighbourhood (Coventry Hills), there has been a diminishing level of wildlife habitat; I've see many trees cut down, yards paved over, and seemingly endless expansion of the city. I think the city needs to look creatively at development areas in order to preserve as much natural area as possible. I also believe the city should incorporate more natural areas into planned developments and should work with experts in conservation to do so. I don't believe the city currently does enough in this regard.
Leave the nose creek valley as is, a natural valley, rich in wildlife, birds, water creatures etc, we do not need any more commercial buildings, housing (The high density housing built on Harvest Hills golf course was a travesty) to destroy what little green the northern communities have left, which isnt much!
The lack of parling and how crowded the urban area looks.
Nothing I can think of at the moment.
As above, leave well alone
I think it's fine for what it is since it's just a vision statement, you don't want to make it too long and yo I couldn't possibly fit in every detail.
See above note. There is no undoing development once it's done.
I would like to change the regional gateway to N central calgary part.
Re-route Arterial road much much closer or parrallel to 144 AV NE and roundabout on bottom right corner of commerical "n" placing a major arterial in a heavily foat-traditional area via kids & elderly is asking for increased risk and accidents to happen ESPECIALLY sicne such accidents have been at an all-time high in Canada + NOISE for residential and multipurpose homes & increased traffic with pedestrians, cyclists etc.
The vision should place greater emphasis on pedestrian safety by avoiding major arterial roads that divide residential neighbourhoods from school + community facility. Maintenance facility should be located in Industrial Area. Bicycle lane needs to be added.
I think we need more greenery like parks, play ground, for walking.
Please add safety as an important element
My main concern with 11 Street pass through that parcel of land. It has multipurpose residential difficorent types of residences and school and shopping. 4 land 11 street will adversely affect the residents + school children for the purpose of safe and convinient access. So I suggest that Northland 11 Street should be elminated which cutting through the parcel/community to make it safe for community + children. So 11 street should go East along 144 Avenue and at end it should go north to join 15 st East of the the parcel or community.
More emphasis on safety of residents
Multifamily. Residential. More walkable more connected liviing experience LESS TRAFFIC.
e-bikes are the future. More effort should be put into promoting new modes of transportation

pedestrian safety within walking distances of the schools
Please add more parking spaces or street parking in residential areas. New communities have been awful for this + Winter parking considerations.
Add more shopping. --Add more greenery + green parks
Main arteries crossing communities is against connectivity of communities.
Ensure larger proper natural areas, not just storm lakes -- > suited for both wildlife + community
Importance of local amenities
Lakes to skate on in the winter, not just stormwater ponds.
• More traffic lights too many uncontrolled intersections in new communities • More finished roads • Get publics opinion before putting in new structures
More transit connection in newer communities and more accessible rec. centres!
More recreational space
Nose Creek Watershed Group comment: I really like the breadth of the vision. Can we use some stronger languages such as replacing "rooted in the character of the Nose Creek valley, to "shaped by the character, hydrologic and ecologic function of the Nose Creek valley. Also, consider changing the last sentence from "long-term environmental health" to long-term watershed resilience" that suggests linkages to a broader system.
Consider environmental health change to preserve watershed resilience rather than looking at the specific environmental characteristics of the Nose Creek valley.
The vision is inspiring and comprehensive. As an enhancement, it could place greater emphasis on environmental stewardship, sustainable transportation, the preservation of natural spaces, and ensuring that infrastructure and community services grow alongside development. These additions would help create a more sustainable, resilient, and livable community for future generations.

TOPIC 2: Draft Core Principles

Question 3: **Do you think the draft core principles reflect how best this area could grow? Tell us why.**

I do. Preservation of the Nose Creek Valley Landscape should be the highest priority in my mind. Ensuring connectivity to surrounding communities is also key including connecting a bike path network to allow cycling from the City of Calgary to the City of Airdrie.
The draft core principles are broad and consider a large number of factors.

These areas should be left natural. With minimum disruption to the land. We have minimal green spaces left in Calgary and at most these should be walking/bike paths and be enjoyed as nature areas.
I think preserving green space should be the number 1 priority. Green space and natural parks are what make the city great.
Not sure.
It sort of does -- you MUST keep the Preservation of the Nose Creek Valley AND the History and Cultural Identity at the FOREFRONT of this plan! We are losing so much of the valley (i.e. the District and the plan for East Coventry) already and IT MUST STOP!!!
I think in a city as big as Calgary is, you should leave Nose Hill alone and have the green space. Cities need green space as well as urban areas. The area doesn't need to grow. The issue with Calgary compared to any other large city is that we have too many single dwellings compared to high occupancy dwellings.
yup
Don't think anything needs to be done to the area. It's perfectly fine. It's the only green space in this side of Canada that's not developed on or has anything going on. Taking it away from animals homes, just to build more transit that nobody can afford. Makes no sense. It goes against the principles of others to just enjoy nature as it is. People take this to hike to bike ride, and to enjoy picnics of their family.
Please just preserve the Nose Creek Valley. No development is needed especially housings and commercial development. The creek has been becoming uglier and uglier every year.
Leave the land alone
No. Putting another community under an air runway is cruel. Move the airport out of the city so residents around it can SLEEP when planes are taking off/landing.
Yes. The draft core principles provide a strong framework for growth by balancing environmental protection, community connectivity, livability, sustainability, and cultural heritage. They support the development of safe, inclusive, and well-connected communities while preserving the unique character of the Nose Creek area.
I only like the draft principal to preserve the natural landscape.

While the draft core principles provide a strong foundation for future growth, the proposed plans should more closely align with the principles of community connectivity, livability, environmental stewardship, and resident safety. The principle of preserving the Nose Creek Valley landscape is commendable and recognizes the importance of protecting natural features, biodiversity, and environmental resilience. However, the proposed alignment of 11th Street through the center of the residential community appears inconsistent with this objective. A major roadway dividing the community could negatively impact the natural character of the area, increase noise and air pollution, and create barriers between residents and nearby parks, pathways, and natural spaces. The principle of enhancing community connectivity and accessibility should prioritize safe and accessible movement for pedestrians, cyclists, and residents of all ages. Routing a wide, high-capacity roadway through the middle of a residential neighbourhood raises concerns about traffic safety, pedestrian access, and community cohesion. Instead, widening and improving existing perimeter roads, such as 144 Avenue and 15 Street, would provide regional connectivity while minimizing impacts on residential areas and maintaining safer neighbourhood environments. The goal of creating complete and livable communities is particularly important. Residential neighbourhoods should be designed to encourage walking, recreation, social interaction, and a strong sense of community. Dividing the area with a major roadway and locating a maintenance depot within the residential community may undermine these objectives by introducing safety risks, increased traffic, noise, and operational disturbances that are not compatible with residential living. The principle of supporting resilient and sustainable growth should also consider the long-term health and well-being of residents. Locating infrastructure, such as a maintenance depot, closer to Highway 566 and Deerfoot Trail would provide better access for service vehicles, reduce disruption in residential areas, and align more effectively with sustainable land-use planning practices. Overall, the draft principles are well-intentioned and reflect many important planning objectives. However, the proposed road and maintenance depot locations should be reconsidered to ensure they fully support the stated goals of environmental stewardship, community connectivity, safety, livability, and sustainable growth.
Like the core principles, especially complete community pary
Yes, I think this part of Calgary as the city expands, should focus on natural landscapes, community connectivity, and balanced development (res and comm). Communities that are homogenously residential are not able to provide the commercial amenities and conveniences that make a residential community attractive. A balanced and diverse approach is typically safe.
This area does not need to “grow”, we need to preserve it as it is right now. Areas like nose creek give so much back to the community. It provides a space to be in nature without having to leave the city and you come across like minded people that want to enjoy the outdoors. If you take this away so many people will suffer. Your idea of making sure there are green spaces will not make up for all the nature you will be removing if you go through with your development plans.
These principals are theoretical. I never see new communities actually look or feel like their renderings. The area doesn’t need any “growing”. I don’t see how that nose creek will survive with these changes. This landscape is a reason I moved to the NW and if you take it away- you just took away what I valued. Doesn’t that count? Anyone who lives there is hypothetical, but current people are real.
These are great core principals

These are all good principles and things this part of North Central Calgary really needs. We're never East or West enough to take advantage of existing infrastructure.
I agree with most of the principles of this draft. I do think we need a new hospital in the north or one that's built in Airdrie to supply the amount of people in the north instead of them travelling to foothills or Peter lougheed. You need a space for a large campus. I think there should be lots of bike paths and greenery. Please plant more trees and actually take care of them to get them started and make the area look nice. So many new communities do not have enough greenery to make them look good in 5-20 years after being established. I hope the ctrain one day does go all the way up centre to serve the Calgary Airdrie area. We do need some main corridors though for driving and transit in the area to get around. I would hope maybe a second downtown would be thought of to build there. Kind of like quarry park as a hub for the north that has access to transit. The overall ideas are good though just make sure there is lots of greenery and keep the beauty intact and the ability for mobility to get around and get out of the area too.
Yes, it shows a willingness to build connectivity through transit. Build a commuter train to Airdrie or Crossfield to connect to downtown. Or connect to c train network.
I've lived in this area since 2004 and there has never been a need to pave over that area beside the creek. There still isn't but I'm sure some rich developer is getting their way. There are so many animals that use that space and are now being displaced.
Seems to offer a balanced perspective and considerations regarding the development of this area.
First priority should be to preservation of the environment. Nose Creek is an important habitat for many birds, fish, and mammals.
Yes. It explains that its providing the resources needed for a stronger community development.
With an emphasiz on preserving nature, history, and plan to optimize transportation and transportation safety, with infrastructure to promote and solidify community with housing that feels human rather than dense, monotonouz high rise apartments. I think it should be alright.
Yes. Core principles support a balanced approach to growth. WHY? Protecting Nose Creek Valley providing a mix of housing, employmnet
Definitely this area grow big time 2 majore highways around.
Excellent principles
Same as above
Preserve the natural areas -- walking paths with minimal to no development
Celebrating North trail -- historical context. Like that principle
Because I like the natural landscape of Nose Crek
Walkability in the community • Safety with paths • Excuse to get out of the house
I like the preservation of nose creek ex: fish creek
Like the green space – ecological connections Nose creek preservation society has good ideas
Hikes, walks in nose creek. Knowing it will be procted is great!

Nose Creek is a significant feature. It should become a park for residents + wildlife.
Concerned about the environmental impact on Nose Creek -- Glad this is number one
I think this draft core principles look great, if there is a way to further highlight connectivity that would be great. I am thinking more of incorporating green spaces by making it more walkable for families to enjoy the green spaces that you have so carefully worked to preserve.
Very similar to my past comment - connection to the water shed and its importance for connecting people to the water as an important space of the riparian. A sixth principle that I am proposing is - embedding a Watershed Health in All Land Use and Infrastructure Decisions. Ensure all planning, design, and infrastructure decisions contribute to watershed resiliency by prioritizing low impact development strategies, including hydrology (stormwater runoff volume reduction), riparian area preservation, wetland conservation, and native vegetation retention.

Question 4: **What would you change in the draft core principles? Is anything missing?**

Just need to ensure that development is completed in a regional context that supports the entire region. We don't want to create competition within the region but rather complement the existing developments in the region.
Consider replacing 'environmental' with watershed - watershed resilience in the first principle. Consider a Sixth Principle as an overarching guide: 6. Embed Watershed Health in All Land Use and Infrastructure Decisions Ensure all planning, design, and infrastructure decisions contribute to watershed resiliency by prioritizing low impact development strategies, including hydrology (stormwater runoff volume reduction), riparian area preservation, wetland conservation, and native vegetation retention (to align development with NCWWMP objectives). Vision considerations The Nose Creek Areas Structure Plan envisions complete, connected and resilient communities shaped by the character, and hydrologic and ecological function of the Nose Creek valley. It celebrates the natural landscape, honours Indigenous history and builds on its strategic location as a regional gateway in north central Calgary to provide access to a diverse mix of homes, jobs, mobility networks and gathering places. These communities will establish a welcoming and inclusive sense of place that support long-term watershed resilience.
We do not need more of the same fast food restaurants that ultimately end up taking over these new developed areas such as the District between Coventry hills and Deerfoot. This was originally developed to be an area of “healthy” spaces with a walking path and outdoor fitness area and the restaurants were proposed to be healthy places and now it’s another McDonald’s, Dairy Queen and Starbucks. Leave the space as a natural area to be enjoyed in a busy city scape instead of more housing and the same restaurants we don’t need more of.
Celebrating history and cultural identity is a waste of money.
Is there a plan so the roadways can sustain traffic with a higher density population? Will they interfere with the green space? Keep more green space.

As mentioned above - you MUST keep the Presevation and the History & Culture at the forefront and DO NOT ALLOW developers to beg and grovel for any easements to setbacks or usage of greenspace. We've seen that FAR TOO MUCH in North Central Calgary - again I use the District and East Coventry as prime examples, plus the sale and development of the Harvest Hills golf course. That was a travesty.
I would change it all since it doesn't need to be done. Nose Hi should stay in it's natural state.
Consider dedicated cycling pathways as along the Bow River where pedestrian pathway traffic is separated from cycling traffic
The only thing I would change is, making sure the pathways on the park is maintained properly. Getting rid of the trees that are dead on planting new ones. And also just repaving the areas that needs to be fixed having more garbage receptacle so people can throw things out and not leave litter everywhere.
Please don’t touch the creek, maybe some walk path, bike path, and benches. Let the wild animal live and wonder there.
Leave it alone
Putting another community under an air runway is cruel. Move the airport out of the city so residents around it can SLEEP when planes are taking off/landing.
The principles could be strengthened by placing greater emphasis on safe and efficient road networks, active transportation options (walking, cycling, and transit), protecting air quality and reducing noise pollution, preserving wildlife habitats, and ensuring that schools, healthcare services, parks, and infrastructure keep pace with growth. These additions would help create a safer, healthier, and more resilient community for future residents.
I think nose creek is an important wetland habitat and should be preserved, I don’t think there should be business roads or pathways in this area.

The draft core principles generally reflect positive planning objectives; however, I would recommend strengthening them by placing greater emphasis on community safety, health, and neighbourhood cohesion. First, the principles should explicitly state that major transportation infrastructure should be designed to support, rather than divide, residential communities. Road networks should prioritize pedestrian safety, active transportation, and community connectivity while minimizing traffic-related impacts, including noise, pollution, and accident risk. This would help ensure that future transportation decisions are aligned with the goal of creating complete and livable communities. Second, I believe a principle related to community health and well-being is missing. Planning decisions should consider the physical and mental well-being of residents by reducing exposure to heavy traffic, industrial activities, noise, and air pollution. Facilities such as maintenance depots and other operational infrastructure should be located in areas that minimize impacts on residential neighbourhoods. Third, the principles should include a stronger commitment to preserving neighbourhood cohesion. Future development should avoid creating physical barriers that separate residents from schools, parks, pathways, and community amenities. Communities should be designed to encourage walking, social interaction, and a strong sense of belonging. Finally, I would add a principle emphasizing "Residents First" planning, ensuring that infrastructure, transportation corridors, and municipal facilities are located and designed to prioritize the safety, security, and quality of life of current and future residents. Overall, the draft principles provide a good framework, but they would be strengthened by explicitly addressing community safety, health, neighbourhood connectivity, and the protection of residential areas from incompatible land uses and major transportation corridors.
More emphasis on safety of the residents
none at this time.
We do not need to sacrifice areas like nose creek to accommodate the growing needs of the city. This will not be a good idea in the long run as you will be getting rid of some of the most important places that make Calgary such a great city to live in. We need to make sure we are preserving that.
Don’t write them in a utopian style. You will not achieve it. In the past 10 years living in the Nw I’ve only seen increased traffic from the communities to the north coming through established communities, increased safety issues on the roads and intersections especially near schools, significant street racing, a growth in undesirable stores like cannabis and alcohol- how are those great for the community feeling. Remember these aren’t new communities in a bubble- consider the surrounding area and the social and environmental impact on the wider area itself and existing travel patterns, amenities, etc that will have further strain from more density. ask Indigenous people themselves their knowledge of the area, and what they think and what is lost if turning over the land. Also these aspirational but what you need is performance measures in development and consequences of not achieving.
I would like to add following: Build a safe community where people can walk safely from one sector to other. Add bicycle tracks to urge public for healthy, economical and environment friendly neighbourhoods.
I don't think anything is missing.

See above. I kind of talked about it in the previous question. A downtown like quarry park would be good with more high rises and skyscrapers for business/residential to make a second hub within the city for residents. Build the bike paths in as you go then you won't have as many issues to retrofit things. Plan ahead and keep our biggest bike system functional. Plan to have good driving corridors too that allow for ease of access both in and out of the area.
Stronger ideas on public transit. And mass transit to downtown.
Too late now you've already started but I guess that's the point. I'm only being asked for my input after you've already past the point of no return.
The inclusion of examples of what types of recreational facilities, etc, are the be developed would be helpful.
First priority should be to preservation of the environment. Nose Creek is an important habitat for many birds, fish, and mammals.
Transportation safety/efficiency
The core principles should place greather emphasis on pedestrian safety by avoiding major arterial roads, dividing residential area from school/other facility. There should be a stronger guidance that municipal operations + maintenance facilities be located in Industrial area.
I think 11 Street which cutting middle of community it should not cut through community it is big danger for public and tax payer money be wasn't. 11 Street till 144 Av then go to 15 street. 144 Ave and 15 street make double that most safer.
Please armen one principle as follows: * Preserve and maintain nose creek landscape - Please add cycle track in "Enhance Community Connectivity and Accessibility"
Same as above
Housing Affordability - how will the young kids buy homes.
Fish creek park is a big draw in the south
Museum or something to honour/display the indigenous culture and history.
development of Park areas. In the south they have Fish Creek and Sue Higgins.
Bike connections for connectivity of the community and beyond.
Safety. Places that women can walk and run where they feel safe. Well lit paths.
Housing Affordability has gotten so much worse over the past 10-20 years.
Affordability should be a core principle
Pedestrian safety Transit access

Notice newer areas/less fire service. Dont see emergency services add respd in core principles.
Jobs within community.
Youth perspectives
road design for safety. driving speed prioritized over safety. visibility when cars parked.
safer streets for walking.
Schools need to be built faster.
Community safety kids could play outside til 10. ex. used to be in Calgary. Qatar - coordination of security design police, etc.
Hard to access some areas currently. Access is important. Limiting ATUs in area.
We need to design roads better. Bigger vision for safety and human scale.
City rec centres - more of them for easy enrollment
Regonal connections
Preserve animal habitats
Safety is missing from the principles. with growing population it is a concern
SAFETY. This should be included in the core values. Major arteries should not pass in residential area.
• Expand transit system as neighbourhoods develop & expand • Less hoa or survey communities about what they want to see in those HOA's first • The fees feel useless • more playgrounds
Develop the community with the old Calgary values in mind.
Health care available in area.
noise pollution and traffic is not great for local residents.

Commercial, operations work place centre and arterial road 11 St. NE passing through centre of the residential area will increase noise pollution. Move commercial area and OPS workplace north of the plan. It will have easy access hyway #2 using 566 without passing through the residential area. Also, change 11 St. NE to a smaller road instead of 6 lane reduce noise.
Greenery Playgrounds Emergency service Schools Affordable housing Shopping malls
more walk paths -- bike paths shouldn't have anything that contributes to nose factor as its in the middle of the city.
Safety is missing in the core principles. Safety should be a main concern for the people living in this area, especially road and vehicle safety. We have to consider the lights, speed limits and how the roads are designed. We want this place to be friendly, accessible, easy to walk around, so safety should be considered as a core principle.
Location of operation center and library appear to be much better in concept 2

TOPIC 3: Draft Land Use Concept Maps

Question 5: **Which elements in Draft Land Use Concept #1, and their locations, work well? Tell us why.**

Please consider the Nose Creek Watershed Water Management Plan recommendations when considering the concept plans, including placement of stormwater infrastructure (away from riparian areas and floodplains, preservation of ephemeral watercourses, riparian areas and wetlands, placement of pathways according to setback recommendations, and consideration of low impact development principles (https://www.nosecreekpartnership.com/plan). Concept Plan 2 shows larger open space adjacent to Wet Creek, and better alignment of pathway network with watercourses and potential greenspace to promote walkability.
it has some of the elements of a new community, like a library and actvity centre.
Not interested in this concept
not many
None because they destroy the natural ecosystem that exists on Nose Hill and puts animals and plant species at risk. Will also add Increased congestion on surrounding roads.
None
Nothing. Leave it as is
Industrial area on the Northeastern corner, closer to HWY 2 away from the housing. The simpler ground development housing is preferable over mixed use

Removing the regional health centre from the plan confirms that Calgary doesn't want the centre within their boundary. I think this makes sense if the province is not forecasting purchasing the land and building one. However, if Calgary wants the north health centre it should have a plan to where it would best go, not showing an area is committing to that future decision. The ASP is primary residential and that is what should be here. The location of commercial makes sense. If industrail has to be in the plan based on a complete community then it should be as close to HW2 as possible.
Overall, the draft core principles look strong and align well with the vision for the area. They provide a balanced approach to growth by supporting environmental stewardship, community connectivity, livability, and cultural identity. Together, they establish a solid foundation for creating safe, inclusive, and sustainable communities while preserving the unique character of the Nose Creek area.
In theory some of the possible things, school, medical facility could be beneficial only after all ecological studies are finalized. The current communities such as Redstone has to wait for schools. Nowhere does your plan refer to "affordable housing which was the premise in the meetings held last year. It appears that the affordable housing was a false statement.
Several elements of Draft Land Use Concept #1 appear to work well and align with the vision of creating a connected, livable, and sustainable community. The preservation and integration of the Nose Creek Valley and surrounding natural areas is one of the strongest features of the plan. Protecting these environmental assets and connecting them through parks, pathways, and open spaces will enhance residents' quality of life, support biodiversity, and create opportunities for recreation and active transportation. The concentration of community amenities, schools, parks, and commercial services within or near residential areas is also a positive feature. Locating these services close to where people live encourages walking, reduces dependence on vehicles, and helps create complete communities where residents can meet their daily needs locally. The proposed pathway and open space network is another positive element, as it can improve connectivity between neighbourhoods and provide safe recreational opportunities for residents of all ages. A well-connected pathway system strengthens community cohesion and supports healthier lifestyles. I also support locating higher-intensity employment and commercial uses along major transportation corridors and at the edges of residential communities. This approach helps reduce conflicts between residential and non-residential activities while maintaining access to jobs and services. However, these positive features will only be fully realized if major transportation infrastructure does not divide residential neighbourhoods. Community connectivity, safety, and walkability should remain priorities as the plan evolves, and major roadways should be designed in a manner that preserves neighbourhood cohesion and protects residents from excessive traffic impacts. Overall, the emphasis on natural area preservation, parks and pathways, accessible community amenities, and complete neighbourhoods are the strongest elements of Draft Land Use Concept #1.
Did not look in enough detail

Multi unit residential
Location of a commercial "core", makes sense strategically since we understand the intersection of 160 ave and 15 st to be a node. The location of a library or recreation site directly adjacent to the nose creek area provides an ideal transition between urban and natural.
The focus on ground-orientated housing is very positive. A growing City will need space for families to grow and this Map #1 really prioritizes this, along with other residential elements within the concept plan.
Not sure need a 3d visual
The central commercial area works well.
Environmental open space is the best part of this plan
I like the fact that the Main Street runs east to west, I find it flows better with the other neighborhoods surrounding it, and would offer better protection against the elements here in Calgary. I like the location of the library near the green space, allowing for a more comfortable and natural environment for the people there.
More green space.
The element that works best is the library being adjacent to Environmental Reserve, as the little ones especially, will be able to appreciate nature right there, beside the safe place of the library. People would already be at the library as it is a community node, so the ER would be more dynamically used by more of the residents of the community than Concept 2. It would ensure that at least part of the land backing onto the ER would be owned by the public, as opposed to Concept 2's ground-oriented residential, where only select residents of the community would have close access to ER.
Nothing
Not much. I like the mixed land use
The ground orientated residential plan. Condos and apartments bring overcrowding and squalor.
The library and recreation site being near the parkland/greenspace site works well. Both from an opportunity to extend physical activity to outside the building and as a setting for the library.
Please see my comment on Concept #2. Basically I think Concept #1 has a risk of causing major road congestion as drivers use the Nose Creek neighborhood as a backup road in case Highway 2 is blocked by unforeseen circumstances.
In comparison I like number 2 a lot better.
Locating the library and recreation site next to Nose Creek is great for integrating natural recreation with more structured sports and recreation. The east-west main street is also good to avoid creating a wind tunnel since prevailing winds, and strong winds during storms typically come from the north.
I like the residential commercial and recreational mix.
Providing a mix housing parks + schools. walkability.
I think more affordable housing need.
Environmenal space
Mixed use
this is a good balance of residential + commercial

I like more ground oriented housing.
Greenspace, walkable pathways, connection
Main street location is good. employment flex is in a good location next to 566 overpass.
Our wind normally goes north/south direction, An east-west main street helps shelter from it.
The element draft map is the locations and how far places are from your house.
I like the proximity of library near greenspace.
Good distribution of uses.
Likes the residential focus of Concept 1 but would like OWC positioned like on concept #2.
I like that the library + rec area us close to the green space. - great view. - incorporate into landscape.
Prefer the East/West Main St. for patios.
Access to green space
I like the industrial/employment flex, but keep to minimum. * too much trucking in residential area*
good mix use of commerical & residential
Regional pathways are really great, they will really help connect the community and help easily navigate without requiring motorized travel modes, great
I think that the environmental space located in this plan - I really like that
I really like the regional pathways, they will serve well to accomplish core draft principles, it will also make the community more connected, accessible and greener.
I really like the regional pathways.
Overall, the draft core principles are comprehensive and align well with the vision for the area. They promote a thoughtful balance between environmental stewardship, community connectivity, livability, and cultural heritage. Together, they provide a strong foundation for building safe, inclusive, and sustainable communities while preserving the distinct character of the Nose Creek area.
For map one, I really like the location of the library and rec centre.

Question 6: **What would you change in Draft Land Use Concept #1 and why?**

Please see above.
I would make it more like draft 2. more diverse housing, planning for train and health centre instead of hoping. I wiuld move the industrial away from the creek.
Missing health centre site, rec centre.
Do NOT have the industrial area so close to the creek Expand the natural areas and crrek set backs even more
See above.
Leave the park alone
Leave the land as is. It’s friggen sad that this city sees green space and has to destroy it. The northern hills is already bursting at the seams. We do not need anymore multi level housing. The infrastructure cannot sustain it. Those poor animals that live there already have been displaced. It’s a historical glacial path and it should be preserved as such. I enjoy this area every day and marvel at how one can disconnect from the city so quickly. It’s beautiful as is and should be left alone!!!!!
Operations Workplace center in the south part not the north part. Streets should run north/south
No industrial land use in this plan. That area will not compete with the adjacent lands in RVC. Add the rail station, and land use hatch to support a hospital where the rec centre is. Industrial and employment flex will only pull-down land value around the hospital where you could get a major increase. Unless that land is contaminated it would be better used as additional residential lands. What is a Joint use site? What is a joint joint use site? Is that a school with a church? Does that include high schools? Update your FAQ list or use terms that a non-planner would understand.
The current location of operations workplace centre and the arterial road (11th street) are the biggest safety risk for residents in that area. The operations workplace centre should be moved to Hwy 566 & Deerfoot. For the safety of the community residents, the 11th street should be a community road (max 2 lanes). 144th Ave should become arterial road and then connect to 15th Street.
The residents have voiced against these proposals but the City hasn't listened. This is all because the Airport is now willing to sell land..yes we were told this by city representatives. Who is going to take care of the land that is set aside for possible schools and medical facilities? Nobody, it will look like a big garbage dump because once you have your ugly warehouses, high density living etc you will abandon all responsibility. Buildings are already sitting empty that you've built, it will just be more vacant buildings

I would recommend several changes to Draft Land Use Concept #1 to better align with the stated goals of creating a safe, connected, and livable community. First, I would reconsider the alignment of 11th Street through the center of the residential area. A major roadway dividing the community creates barriers for pedestrians, cyclists, and residents, particularly children, seniors, and families. It also increases traffic noise, air pollution, and the risk of accidents. Instead, the City should consider upgrading and widening existing perimeter roads, such as 144 Avenue and 15 Street, to accommodate regional traffic while preserving the integrity and connectivity of residential neighbourhoods. Second, I would relocate the proposed maintenance depot away from residential areas. A maintenance facility can generate increased vehicle traffic, noise, emissions, and operational activity that are not compatible with nearby homes. A more suitable location would be closer to Highway 566 and Deerfoot Trail, where service vehicles would have direct access to the transportation network without impacting residents' quality of life. Third, I would strengthen the network of parks, pathways, and green corridors to ensure continuous and safe connections throughout the community. These connections should prioritize walking, cycling, and access to schools, parks, and commercial services without requiring residents to cross major traffic corridors. Finally, I would increase buffer zones between residential neighbourhoods and higher-intensity commercial, industrial, or transportation uses. Additional landscaping, green spaces, and naturalized areas would help reduce noise and visual impacts while enhancing the character of the community. These changes would better support the Plan's objectives of community connectivity, safety, environmental stewardship, and creating complete and livable neighbourhoods for current and future residents.
I think it is important to have a large number of place of worship areas, where people can have place of worship in residential areas, and have lots of parking. One thing that could be useful is to have one area with multiple places of worship that share one large parking lot. So for example, a church, synagogue and mosque can share a large parking lot, because the mosques are busy on Fridays, synagogues on Saturday and churches on Sunday, so the peaks in parking are not aligned and the parking lots are more utilized rather than wasted. Perhaps even a temple can be there as well. I think having like a couple of place or worship hubs can be useful. If we cannot do that, then having place of worships in areas that have very lots of open parking, like lots of street parking. I also think, regardless of what we do with area structure plan, we should consider setting up commuter rail along the CPR corridor, connecting downtown along deerfoot trail, and set up a few basic stations, that connect to bus service.
Didn’t like 11th street going the middle of residential area, especially when 144 Ave and 15th st are already there. This can create huge safety concerns for residents.
neighbourhood corridor and mixed use development should be focused along the main road axis of 160 ave and 15 st. Structurally it makes better sense for these arterial ways to be the backbone of the area, providing convenient access to most amenities to support the surrounding community. The road design can accommodate private, public, cycling, and pedestrian traffic flow, in order to maintain connectivity through this area to bordering regions.
The challenge to place the 'Multi-Unit Residential' along the major road routes is ambitious. It would be preferred to shift this product type to be located only near the central commercial areas identified within the concept.

Make sure the schools and the train line are built near the beginning of development instead of after thoughts. We don't have enough schools so that should be a guaranteed thing that is built same time as houses are built so it's ready at the same time. In calgary we've done it so backwards where people buy a new home, promise of a school and it takes a decade later or more to actually get built.
Allow for more houses and mixed use buildings. Also, retain the nature in the area, instead of turning it into industrial lands.
Arterial curving through residential and institutional land after 144 Ave is very dangerous for public and children and this is not acceptable. Moreover operational workplace center at the intersection of 144 Ave and 11 Street is not a suitable place. It is a prime location which should be used for residential/ institutional/commercial use. Moreover this is also an unsafe usage for the public.
I would prefer more density. The last thing we need is more sprawl. Sprawl is hard on infrastructure and our wallets and eyes. The lack of a health centre or train station seem to really work against modern needs in Calgary.
Some of these things require provincial funding. There is land earmarked for an urgent care centre in Country Hills Village. 20 years later, no urgent care centre :-(It's great the land is earmarked, but... It should be made more clear which amenities require provincial funding, like schools, because people are constantly confused about what level of government is responsible for what.
Concept 1 definitely needs more in it's plan. It's unfair to the nature to have it be killed at the expense of us, so we can live glamourous lives. Finally, EOSSA land should not be developed, period. We have already decided this EOSSA land has nature, so preserve it, not let it be potentially (probably) be destroyed forever.
More mixed used, more third spaces, more transit oriented development
No train station.
Add a regional health centre, not sure why you need different housing for health centre to be included, residents of the neighbourhood will also benefit from a health centre that is not overrun and short staffed.
Greater density of housing/residential. This is an area that could be very well connected to major transportation links (QE2, Stoney Trail, apparently a train service), so a much higher residential density makes sense. This also helps to combat continual urban sprawl and the huge cost of servicing these new residential areas instead of encouraging density in already developed areas.
See my comment on Concept #2.
The layout of #2 makes more sense when out side by side.
I would add more density to the area around the main street so it can be better supported by local populations. Also add more mixed use along the main north-south street to create a more vibrant corridor. For recreation and active transportation, also add more pathways, especially along the green corridor in the south section.
The operational workplace centre at the bottom is not an appealing sight to have it disects the residential living.
I would avoid having a major arterial Rd through the middle of the community.
11 Street not cut through to community. Also not de build like a big commercial industry area close to residence area. it means make more rush and disturbance to public.

• Road crossing through residential and institutional area is a huge safety concern • operational workplace center at 140 Ave does not make sense to me. This is safety threat as well as will be very ugly. This should be along 566 HWY or in any industrial area.
Location of operations centre should be moved north, away from main residential area.
Move the op. workplace centre away from where it is proposed to further North and away from residential to make area not too crowded - safer. It's also about landscape. It looks ugly.
Transit connections w/ Balzac + CrossIron
Less tall multiunity residences or have them altogether as having them in neighbourhoods blocks natural light in homes.
Move highway from 11 Street along 144 Ave & meet 15 Street - away from residential area for safety reason
For LUC 1 and 2 : large roads should not pass through community
No major roads near the institution/school for LUC 1+2
Why can't you move the highway to straightly from existing 15th Street stretch?
MAINTENANCE YARD SHOULD BE ALONG 566 HWY
For LUC 1 and LUC 2: Separate Industrial and heavy trucks from community spaces
Transportation is really important. Especially to areas like Airdrie & to Cross Iron Mills shopping area.
For LUC 1 and 2: Sense of community is created with street safety <3
Much better plan by far. East-West Walking N-S doesn’t make sense too windy
Look at older neighbhourhoods + features that make them walkable, liveable, peaceful, less commercial. Arbour lake or Edgement can be good examples.
Trees, space, enjoy nature, sunlight, vegetation
Don't like the industrial along the creek. Taking away from wildlife/wildlife safety
what kind of commercial amenities? Semitruck driven in school area is not safe for children.
• Safety • Economic/financial cost • Environmental cost -- > Needs to be walkable, reduce noise, and no heavy vehicles in the area.

Nose Creek Area Structure Planning

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Mindset for ASP needs to change the ways city designs community needs to change -- incorporate forward thinking, new ways of life, new tech,
Pathway crossings, esp. the highway -- closed maintenance can lead to accessibility issues
Medical & future hospital is really important. Especially how north this area is and away from other medical services.
The city services/yard should not be in the middle of the community (Map 1) I would recommend moving it closer to the Deerfoot corridor, so we have a safer community -- Thanks
Railway crossings, access to green space across the railway
What are the differences between the two concepts? Why can't we have a large community centre in both concepts? We need it.
Put all commercial areas in one place so ppl can do shopping at one place
Transit plan, stopsm where transit goes, Move the Op. Workplace centre away from the residential area.
Move the Workplace Centre up North where it is less busy.
What's a neighbourhood activity centre - areas to collect/gather people small, coffee shop, gathering place, grocery
Make 15 street straight down toward Stoney Trail, not as currently proposed.
Don't like the industrial/Employment Flex taking away green space.
Limited access to Cross Iron mall.
More consideration for multiple fire stations/first responders.
Highway crossing, reduce accessibility, expensive
Noise pollution, especially if big roads runs through the residential area
Cultural gathering spaces - vivo tried to add that.
Protect wetland. Branch out traffic, no heavy vehicles, large roads inside community.
ADD BICYCLE TRACK
Concern abt the artilery Raod cutting residential area - cause safety issue (11 Street NE) -- can we make it along 144th + meet at 15 street?
Can you just extend 11 street up to connect with 160 Ave in the Livingston Area?

Maintenance Yard - Maintenance yard should not be in residential or institutional area. This is a great safety risk.
Learning from past experience to avoid environmental disasters (drought, flood)
Operations Area location appears to be a safety hazard being close to schools and residential communities. Concept #2 location makes more sense!
11 Street going through a residential area is NOT a good idea. Very dangerous to have an arterial road right next to a JUS use land.
Operations Workplace Centre should not be in prime area - concern w/ accidents; should be situated in appropiate area
Love to see more food variety character like Kensington/Inglewood
In the Stoney area - too many warehouse (not in plan area)
Wildlife will be affected.
Recreation Site should be centered and more accessible for residents. Commercial could be moved to accommodate this.
ECONOMIC - The regional pathway proposed will cost a lot of taxpayer funds VS. widening existing roads and streets.
11 Street should be changed from Arterial to collector road. Safety concern & not aligned with complete communities that are walkable & safe for biking.
Don’t put houses on busy roads. People drive really fast - ex: Panarama blvd.
Adding roundabouts on the bottom right corner on "11" by 144 Av NE. And maybe bottom right on Draft #1
Arterial road that cuts through much closer to 144 AV NE cutting through operations workplace in both drafts
For both drafts, clear trails/access to the creek. Down south, people have been cutting open fences and crossing the rail line illegally to get to the creek. This is south of Stoney.
Industrial sites should be farther away from the crek and its tribulations, like draft 2.
For both drafts, any bridge crossing the creek should be wide enough underneath to allow for easy wildlife movement.
Greenline goes up to Airdrie? Needs more transit + faster build LRT.
#2 looks better than #1 Centrally designed to local all amenities so that amenities can also take advantage -- commerical hospital & train etc.
Arterial road should be moved to the east road that is runnign parallel to 15 St.
Safety concern around main road/Arterial road, esp. by JUS area.

Would add at least one secondary pedestrian access to green space like Draft #2 People will cross tracks illegally.
Adaptive infrastructure -- better design for pedestrian safety.
Green Industrial area please
Arterial roads bends along 144 Ave before merging to 15 St. to mitigate safety concern.
Houses are being built too close to each other. There needs to be more room.
Divert the arterial route away from residential area - East curve. Make the road curved more Eastward between 11 St. & 15 Street + 144 Ave section.
It's a good idea to have 160 Ave NE cross Deerfoot Trail
Is it possible to not have industrial area in the area? Noise, traffic safety.
Map #1 has less amenities. Libraries + Rec should be located in the middle of the area
Operational Workplace centre should be moved to less crowded area like North side.
Maintenance yard should be placed in industrial areas for safety, not in residential area.
Developers interst should be put after safety
More mixed use and green nature spaces. A plan fro a train station or hospital.
Operation workplace centre should be moved to some other area as this should not be in the midst of this plan. Multi use residential Operations workplace centre & institutional don't go hand in hand.
I think the caller inquired about the operational work space center. As i understand there would be a lot of city vehicles to serve the community - does this not impact the safety component because this is supposed to be a residential area and a lot of people will be travelling from all corners. I don't think this yard for housing servicing trucks should be located close to an industrial and are better squirted closer to the city limit.
This section of 11th Street presents a significant safety concern, as it runs through a residential area while also functioning as a major arterial corridor. It is important to understand how safety will be ensured for families and children in this context. High-traffic routes, such as 144 Avenue, should be prioritized for accommodating heavy vehicle volumes and serving regional connectivity to Stoney Trail and Deerfoot Trail, allowing residential streets to remain safer and more community-oriented.
There have already been so many pedestrian accidents (a comment agreeing with the first comment)
I really like the regional pathways. The yellow areas are representative of residential areas, right? So, the green areas that are marked within the residential, are those also regional pathways?

Nose Creek Area Structure Planning

Phase 2 EXPLORE: Verbatim Comments
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In **Draft Land Use Concept #1,** I would consider moving the operational work centre up north similar to concept#2 and move the recreational and library space to the centre. This will help in reducing noise by avoiding the movement of heavy equipment like snowplough and other city machinery right through the centre of the community and it will make library and recreational areas more accessible to the community.
My major concern is safety - big trucks coming from Stoney trail. People coming from Stoney Trail driving at 100 km/h as sometimes slowing down becomes challenging. 144 Ave and 15 th street are better options for higher traffic and speed limits.
The maintenance yard should be located closer to industrial areas and not in proximity to residential development. This community is expected to accommodate approximately 3,000 residents, and with Airdrie expanding toward the plan area, there will likely be increased traffic pressures in the future. As such, planning should prioritize redirecting heavy traffic away from residential neighbourhoods to support a safe, livable environment as these lands grow and develop.
It is challenging to meaningfully assess the land use concept without a comprehensive environmental assessment for the area. A detailed evaluation of additional runoff volumes is required and should be addressed through appropriate stormwater management strategies.
Furthermore, the industrial area must be carefully planned in terms of accessibility and management, as it will typically generate higher runoff volumes. Consideration should be given to how these impacts will be mitigated to ensure they do not adversely affect surrounding lands or future development.
The current location of the Operations Workplace Centre and the proposed arterial designation of 11th Street raise significant safety concerns for nearby residents. Consideration should be given to relocating the Operations Workplace Centre to an area near Highway 566 and Deerfoot Trail, where it would be better suited to industrial and transportation-related activities.
To enhance community safety and livability, 11th Street should function as a local community road with a maximum of two lanes, supporting lower traffic volumes and safer access for residents, pedestrians, and cyclists. Instead, 144th Avenue could serve as the primary arterial road and be extended to connect with 15th Street, helping to accommodate regional traffic while minimizing impacts on residential areas.
Each meander bend presents a potential erosion risk, particularly with higher water volumes anticipated in the future. As a result, the design and alignment of the pathway in these areas and close to the Nose Creek Valley should be carefully planned to mitigate erosion and ensure long-term safety and resilience.
I have noted that 15th Street does not provide a continuous connection to the road network extending north toward Highway 566 and Deerfoot Trail. Given this, it may not be necessary to introduce a major north–south arterial through the area. Instead, consideration should be given to a finer-grained network of smaller, interconnected roads that can safely serve local traffic while supporting the livability of surrounding communities.
In case, for any reason, If the City chooses to retain this road, what measures will be implemented to ensure the safety of nearby residents? In particular, where the road passes through the identified area (e.g., the blue-shaded lands), it is important to understand how people will safely move between both sides of the community.
What design considerations or mitigation strategies will support safe and comfortable travel in these areas? Additionally, are there comparable examples within the city where major arterial roads run through the center of a community? Providing such examples would be helpful in visualizing how this situation may function in practice.

I am strongly in favour of communities that are designed with the quality of residents' lives as the primary focus. The regional pathway network enhances the connectivity and accessibility of the proposed communities and is a welcome feature.
My primary concern, however, is the arterial road running directly through the heart of the proposed residential area. Mixing high-volume traffic with pedestrians is contrary to the fundamental principle of creating a safe, livable community and raises significant concerns about the safety and overall quality of life for residents.
Sounds like 15th st will be similar to Harvest Hills Blvd (?).

Question 7: **Which elements in Draft Land Use Concept #2, and their locations, work well? Tell us why.**

Please see above.
I like commercial along the main street. The library and actvitiy centre is moe central to other neighbourhoods as well. industrial is further away from the creek. More mixed housing. more pathways. planning for regional health centre and rail services.
All the locations, specially the rec center, the potential regional health centre, and the future railway station
Having the industrial area further west and leaving the natural area alone
None. Leave Nose Hill as it is.
Zero
Nothing works. Leave it alone!
The corridor run north/south just like the the rest of the city/ province. Industrial area is in the north part away from the housing closer to HWY 2. A place for the health center is nice
Potential rail station and potential health facility are both good ideas and should be pushed for. If we don't have a plan at all for those items it wont be on the provincial radar at all. I like how clustered the active areas of the plan are. This plan is the better version as it has the future aspirations points.
I prefer this plan over Concept #1 because it relocates the Operations Workplace Centre to the northern portion of the ASP area. This location appears more appropriate and helps reduce potential impacts on nearby residential communities, contributing to a safer and more livable environment for residents.
We were told that the city was building "walkable" communities. Well we know that this does not work due to the climate. What about insurance companies that already refuse to insure homes due to potential damage from weather/storms. Building more in the same area will not help people if there is no protection . people will not move there

Several elements of Draft Land Use Concept #2 work well and support the creation of a safe, connected, and sustainable community. One of the strongest aspects of the concept is the continued preservation of the Nose Creek Valley and its surrounding natural areas. Protecting these environmental features while integrating parks, pathways, and open spaces helps maintain the area's natural character, supports biodiversity, and provides recreational opportunities for residents. The clustering of residential areas around schools, parks, and community amenities is another positive feature. This arrangement can encourage walking, reduce vehicle dependency, and create vibrant neighbourhoods where residents can access daily services close to home. The pathway and open space network also appears to provide strong connections throughout the community. Safe and accessible pathways are essential for promoting active transportation, healthy lifestyles, and community interaction while allowing residents to enjoy the natural environment. I also support locating commercial, employment, and higher-intensity land uses along major transportation corridors and near regional access points rather than within the heart of residential neighbourhoods. This approach helps balance economic development with residential quality of life by reducing conflicts between industrial, operational, and residential activities. If Concept #2 provides better protection of residential areas from major traffic corridors and municipal operations, this would be a significant improvement. Maintaining the integrity of neighbourhoods, minimizing traffic intrusion, and ensuring safe pedestrian connections should remain priorities as the plan moves forward. Overall, the preservation of natural areas, integration of community amenities, strong pathway connections, and appropriate separation of residential and non-residential land uses are the elements of Draft Land Use Concept #2 that work best.
Did not look in enough detail
Location of operation work place centre is better located near 566
institutional, community, commercial uses are all directly on the main 160 ave axis. This provides easy access to such amenities for residents and visitors when traveling to this area.
I feel the industrial use area in the NW is a bit excessive. There are plenty of areas that support industrial, and being next to the North Central ASP will present issues with competing uses in the immediate area.
Not sure need a 3d visual. Just make sure this development doesn’t look like Livingston and area- it looks depressing! That area should have had a train line built the same time as development to reduce cars on road.
Amazing to see a central area filled with commercial, diverse housing options, and rec + library site. Great to see more mixed use buildings and density, unlike Map #1. Lovely to also see that a regional rail connection is considered which will allow this area to be a small hub, as well as providing more options for transport, considering its location to cross iron mills.
Environmental open space is the best part of this plan

I like the inclusion of both the medical centre and the train station, as well as the larger amount of mixed use spaces, allowing for higher density. I also like how the industrial/ employment centre area is located closer to the highway rather than the rest of the city, reducing noise and improving aesthetics.
More green space
The greatest thing that works well in Concept 2 is that it has more Environmental Reserve than Concept 1. This is because I nature is of great value to us humans, and the ecosystems themselves. Once they are gone, they can never be fully replaced, so preserving them ensures they will remain here forever. I am a birder, so the more nature preserved in my city means more places I can enjoy birds, and more birds themselves. Other elements I like in Concept 2 are certainty of the rail station and hospital. I strongly support the rail station, as it will help us with Net Zero targets and is anyways better for the environment than other modes of transportation, like autos. The hospital certainty is also great, because it would help with to calm our already existing overcrowded hospitals. The certainty of these two elements also ensures that land is already designated, and further nature would not need to be destroyed after the community is already built.
The large community center in the middle to encourage walk ability and a sense of community. Transit oriented development, more mixed housing for affordability
I love the idea of a train station. Put one at harvest hills to and boom commuter network can be born. Crossfield- 2 in Airdrie- the new community - harvest hills - airport- downtown!
The rail system and the health centre. Do NOT put up more condos and apartments, the dwellers of those buildings bring nothing but headaches to the residential areas around them.
The higher residential density, the earmarking of the health site.
I prefer Concept #2 because the central main street (looks like 15 St NE) is not attached to major commercial zones on it. This is because I expect that North-South corridor to become a major "backup" road in case Highway 2 shuts down. Highway 2 gets a motor vehicle accident almost every day, and it is already quite crowded during rush hour times. I anticipate many drivers will end up using the Nose Creek neighborhood as their preferred "backup" road to avoid traffic. If you put lots of commercial properties there, there may be issues with parking and congestion. I think it'd be smarter to put those commercial properties in the adjacent land blocks like in Concept #2.
I like that the library is more west-central as opposed to being on the east edge. Easier to reach and access. As well as moving the operational centre north to be with the industrial sites also makes more sense, opening more space for commercial space along 144th. Overlaying the main corridor with commercial space seems like a good idea as well.
More diversity in housing densities is great, and creating a district of generally higher densities is better than just creating corridors surrounded by low-density neighbourhoods. The depth of density around the main street is also good because it allows for more population to live near the main street, and lets the main street focus on fine-grained retail rather than accomodating both retail and residential entrances. Map 2 also better utilizes the opportunity for commuter or regional rail service along the west side of the area by concentrating more density in the surrounds of the potential station.
The D.W.C being moved upwards works well in this one.
This draft preserves the environmental corridor + providing more walkable community.

Environmental area.
• Street 11 NE Passing through community 2 lane each is not a good idea. • Traffic may be routed through 144 Av NE -- > 15 Street NE.
Location of operation centre.
I like the second pedestrian access to the green space
Really likes train station. Need public transit.
I like the additional green space of the corner by Wet Creek.
Likes the multiple access for the regional pathways
I really like that this map draft conserves more greenspace especially near Wet Creek. Tribularies to Nose Creek are important.
like sthe train access and routes.
I really like the workplace centre out of residential and close to major roads.
Likes the amount of environment open space and wants to keep it as there are cattle in the area.
Likes the green space.
likes the amount of commercial.
I like the industrial truck yard on Highway 566 and not in my neighbourhood. I would not like ugly work trucks in a nice looking new communiity.
Loves the idea of a main street.
The main street is a neat idea for a community.
I really like the Maintenance Depot being moved to a more suitable place, it is now close to major intersections, and out of the way of residence.
Inclusion of regional pathways are a good addition.
I prefer this plan over Concept #1 because the Operations Workplace Centre is located in the northern part of the ASP area, which is a more suitable location. This approach helps minimize potential impacts on adjacent residential communities and better supports a safe, livable, and community-focused environment.

One positive aspect is that the maintenance yard is located toward the north, which is a more appropriate location for this type of facility. However, the road network remains unchanged, so the previously identified safety concerns still apply.
I like that there is a health campus of sorts in this concept and prefer to keep that
I am unclear on the difference between the two options from a pathway perspective. Provided that both options include comparable pathway connections, I would be inclined to support Option 2.
One thing I like is the regional pathways seem to be aligned with the green areas. I also like that the maintenance is located in the industrial area. In the top right end corner, this whole square is an extra park space - is that correct? If yes, I really like all these features.
I like including the possibility of both: -- > a Health Facility and the pathway -- > Seems to have better pathway options
There seems to be more fluidity to have the school close to the recreation center which is good for livability so everyone can be themselves.
The health campus, if not included now, may never get a chance to be included in the future if the consideration for that is not included in the planning process now. Including it now allows for the possibility for it to be built in the future. It may seem aspirational but can be said to be beneficial in the future.
I spoke at the open house that regional pathways should include cycling pathways as well - but I have not seen that included anywhere. I hope this will be included as part of the plan.

Question 8: **Which elements in Draft Land Use Concept #2, and their locations, work well? Tell us why.**

Please see above.
no changes.
Relocate the potential health centre closer to 144 AVE.
ELIMINATE the train station all together.
I do not support this project. Nose Hill has important Indigenous cultural and historical significance. It is insulting to indigenous people to discuss this project and then include the land acknowledgement below.
Not to have it
LEAVE IT AS IS. NO MORE HOUSING IS NEEDED. Just because there is green space doesn’t mean you have build!!
Less mixed use areas. Less commerical and industrial areas. They is plenty of industrial/commercial areas nearby . More parks and pathways need to be incorporated. We do not need more high density areas appearing in every community.
I would pull the rail station closer to the 160th or flip the mainstreet to terminate at the station if left in its current location.
I would again emphasize the importance of resident safety. To maintain a safe and livable community, 11th Street should remain a local community road with a maximum of two lanes. Meanwhile, 144th Avenue would be better suited as the primary arterial route, with a connection to 15th Street to accommodate regional traffic while minimizing impacts on residential areas.

See above. Don't build residential without having confirmation that infrastructure such as schools and hospitals will be built. It's unacceptable that the city can guarantee emergency services, massive ugly building to house city equipment and staff without infrastructure. This should not be taking place, Out already have Redstone/area as an ugly, unprotected area. Leave our beautiful land alone and if you want to build, build out to Airdrie. We don't see you headed to Lakeview and areas in the south to destroy their greenspace. How about you sell off one of their gilf courses and build. We couldn't get a public high school I built for decades and when it did happen it was filled immediately.We cannot accept these "walkable affordable" communities and wait 30 years for a school. It will be ugly buildings surrounded by wasteland that the city and developers will just ignore
While Draft Land Use Concept #2 includes several positive elements, there are still important changes that would improve safety, livability, and long-term community function. First, I would further strengthen the separation between residential areas and any higher-impact uses such as industrial operations, maintenance depots, or high-volume transportation corridors. Even if Concept #2 improves on Concept #1, these uses should be located at the periphery of the plan area, closer to regional infrastructure such as Highway 566 and Deerfoot Trail. This would reduce noise, traffic, and air quality impacts on residents while improving operational efficiency. Second, I would refine the road network to ensure that no major arterial road cuts directly through the core of residential neighbourhoods. Even with improved design, high-capacity roads tend to create barriers that reduce walkability and community cohesion. A perimeter-based traffic model, supported by well-connected internal local streets, would better support safe pedestrian movement and maintain neighbourhood continuity. Third, I would enhance the green corridor and pathway system by ensuring continuous, uninterrupted connections across the entire community, particularly across any major roads. These connections should be designed as safe, grade-separated or signal-protected crossings where needed, ensuring that parks, schools, and community amenities remain easily accessible for all ages. Fourth, I would strengthen buffers between different land uses, especially between residential areas and any commercial or employment zones. Additional landscaped buffers, tree cover, and naturalized open spaces would help reduce noise, improve privacy, and create a clearer transition between different types of development. Finally, I would emphasize phasing and long-term flexibility in the plan to ensure the infrastructure can adapt as the community grows. This would help ensure that future transportation and land use decisions continue to align with the core goals of safety, sustainability, and livability. Overall, these changes would improve Draft Concept #2 by reinforcing its strongest direction while ensuring that residential areas remain safe, connected, and protected from incompatible land uses.

I think it is important to have a large number of place of worship areas, where people can have place of worship in residential areas, and have lots of parking. One thing that could be useful is to have one area with multiple places of worship that share one large parking lot. So for example, a church, synagogue and mosque can share a large parking lot, because the mosques are busy on Fridays, synagogues on Saturday and churches on Sunday, so the peaks in parking are not aligned and the parking lots are more utilized rather than wasted. Perhaps even a temple can be there as well. I think having like a couple of place or worship hubs can be useful. If we cannot do that, then having place of worships in areas that have very lots of open parking, like lots of street parking. I also think, regardless of what we do with area structure plan, we should consider setting up commuter rail along the CPR corridor, connecting downtown along deerfoot trail, and set up a few basic stations, that connect to bus service.
Same as above; having 11 st cut through residential will be a huge safety issue for residents.
Extend the main street corridor along 15 st. to south of 160 ave, and relocate the recreation/library site to the east so it connects to nose creek. To have the main street corridor end at 160 ave appears too abrupt, and commercially, it makes sense for "main street" atmosphere with the associated economic activities to radiate from the 160 ave axis. Recreation and library areas make excellent connections to usher users towards the nose creek environmental area. Visual connection to nose creek can be enjoyed by the public via access to a library and provides an excellent backdrop to such an archetype.
I do like the Neighbourhood Corridor identified in the central area of the plan, however I still believe that the Multi-Use Residential use (as stated with Map #1) should be more focused within the core area and major intersections of the concept.
Have you checked for hail issues and trends in this area? Have you checked how long it would take people to commute to downtown? How about co working hubs within communities for those that work remote. Research how Europe develops and has density but biking and nature built into communities. Challenge developers to do better than cookie cutter homes.
Add more housing and density.
Arterial curving through residential and institutional land after 144 Ave is very dangerous for public and children and this is not acceptable.
I believe the location of the community association could be moved more centrally, perhaps to the south east corner of 160 ave and 11 st.
What about existing communities? We're missing amenities and this plan skips over Panorama Hills, Country Hills, Country Hills Village, Coventry Hills and Harvest Hills. It reenforces something long time residents have always had to do--leave the communities for missing elements. What's the point of a walkable main street if you have to drive or take an hour on transit to get there and enjoy?

I would reserve even more land as Conservation Reserve, especially land that has been cultivated. This cultivated land should, instead of being developed on, be restored to its original native state and designated as Conservation Reserve. This should be done because all land was originally natural, and cultivated land is at an unfair disadvantage for being preserved, as it is not currently in its natural state. The land in its cultivated state is still more natural than if it had houses or development on it, so restoring it instead of building over it seems logical. Specific cultivated lands that should be restored to their native state are a greater area surrounding the wetland at the north of the plan and the entire length of the area west of the train tracks for at least an acre west, as this would increase the area conserved surrounding the creek. Additional land would be anywhere else equally that has been cultivated in the plan. I want to see Sprague's Pipit still living in this plan after the communities have been completed. As a birder, wouldn't it be cool to see these birds still living where they have lived for thousands of years before we came along, living in harmony with us, not destroyed by us? Finally, EOSSA land should not be developed, period. A setback surrounding EOSSA land should be conserved too, because it would ensure the nature in those areas has enough breathing room.
Nothing, it’s great
For sure plan a c train or commuter network to go in!
Remove the mixed residential buildings. Build more single family homes.
I would move the library and recreation site to a site facing the greenspace like in Concept #1. Possibly to the south of the health site on the other side of 160th Ave.
I may just have missed it, but I don't see where the potential Green Line route would be. I think we have to plan ahead and potentially leave a route for the LRT Green Line to potentially expand further North and potentially even to Airdrie.
Space for a golf course would be nice.
Re-orient the main street to be east-west so the prevailing northerly winds don't blow down the main retail strip of the area. This is seen in other areas of the city, like University Ave, Broadcast Ave, and 17th Ave, which are more enjoyable year round than north-south retail streets like 4th St SW and Centre St N. Also add some more potential commercial or mixed-use along the main north-south arterial to create a more vibrant corridor.
The main arterial road is dividing the multi residential & instituitional area. Who would want to live in a place that has a major arterial road going from the middle. It increases noise population.
1) Reduce the impact of major Arterial Road (11 Str. NE) This will ensure the safety of people + cycling connection between Residential area + school + other facilities. I would also reduce the traffic in that area (By avoiding major Artery). Families needs to feel safe when walking from homes to schools + parks + other facilities.
Road passing through residential and instituitional area is big safety concern for the residents and the school.
• Safety concern, due fast traffic passing through community • Pollution/ non-friendly to greener community concept.
11 St going through residential area is a safety issue.
Suggest Rerouting 11 St. It's a big road going throguh the residential area -- Better to connect to 15th St. so it stays out of the residential area.
Would be good to build religious places by religious schools (ex. Catholic school by a church).

Move emergency center more south.
Lots of employment in Balzac (do we need it here?)
11th St. curving through residential area is not good for this community.
OWC is in the middle of residential.
Flex area too large.
Potential Health Care Should be part of flex zone.
Add more hospitals and emergency hubs, Airdrie is currently the closest
A lot of mixed-use and commercial.
Add more train route connections and bus connections
Make 15th St. + 140 Ave Main arteries
11th street should move from the residential area. - more recreational areas.
The suggestion I have is that the 11th street road cuts through a bit of residential area near the south. This causes some mobility issues for residents as it takes a bit of space.
Industrial/employment flex area is too large. It takes away from residential.
Have more space for schools
Move operations to the bottom under 144th ave
Don't put schools by environmental areas-- kids shouldn’t be close to wildlife
Connect 15th to Stoeny instead of curving. Concern: having the arterial road cut the community in half.
Too many uses north of 160th.
Change multiunit residential to ground level
Change main street to east/west to avoid wind, etc.
No major road should pass close to institutional/school area.

Move hospital to a more accessible area
Build a hospital.
Highway is passing through the residential area indicated in a large six lane road, it will increase the risk of accidents as residents will move around and this highway is a safety risk.
No to industrial, keep it at the mall side.
Too much apartments more single family housing w/ green space.
There's a ranch owned by the church family. It'd be great if some ranch building, could be preserved or commemorated, Make it the community association building or just ranching style.
Greenhouse/indoor gardens -- good for winter use.
11st Artery merging into 15 st does not make sense. As it splits walkable residential/school zones. Make 15 St. an artery & 11 St. a collector which would be safer option.
Commercal area in both plans should move to the north best plast may be corner of HWY 566 by HWY #2 to reduce heavy equipment passing through residential area.
Library & recreational area should be centre to the residential area as it will be more accessible to all the residents.
I would like more connected community. I would also like more walkable more greener community.
Connect 11 st. to 15 St. instead of curving the road through the community.
Move the institutional area so its not by the main road in case it’s a school students can't cross.
CPKC, GOA timelines to plans for guaranteed alignment.
Main concern is 11th street arterial road going right through a residential area. Housing is on one side and school is on the other side. I do not want my kids walking to school crossing a 4 lane road.
location of artery roads will cause traffic
Don't like how main street isn't connected to the library.
Use existing roads to make 144th the main artery road.
Turn curved part of arterial road into a roundabout for safety reasons.
High density Residential caused by Big RD 11 St. is creating disconnect between single family Residential. Also making it far less walkable.
the busy highway but this new map is forcing a highway through an area which is meant for residential homes and school areas. Tha is not safe for Calgarians.

I have lived in Calgary a long time. When Stoney Trail was built it was initially built on farmland, and new properties were built to accommodate.
Move the end of 15th street that is currently listed as a regional pathway. It's unsafe & limits community connections.
Having the regional pathway split the institutional (future school) and ground oriented residential will create uncomfortable & not community focused (along 15th street).
Concerned about 15th street regional pathway going through the adjacent community b/c it will split the future community.
The main street going through the main community living puts a negative impact on a community life style.
My primary concern, however, is the arterial road running directly through the heart of the proposed residential area. Mixing high-volume traffic with pedestrians is contrary to the fundamental principle of creating a safe, livable community and raises significant concerns about the safety and overall quality of life for residents.
I would like to reiterate the importance of resident safety. To preserve the character and livability of the community, 11th Street should function as a local road with a maximum of two lanes. In contrast, 144th Avenue would be more appropriate as the primary arterial corridor, with a connection to 15th Street to accommodate regional traffic demands while reducing impacts on residential neighbourhoods.
Additionally, the configuration of 15th Street and 11th Street raises concern. Introducing a major arterial through the center of the community may not be appropriate. Instead, a network of smaller, interconnected roads should be considered to better support local access and enhance safety. This approach could help mitigate some of the concerns that have been identified, particularly with respect to traffic impacts within residential areas.

Other Comments Received

Hello, I am writing with grave concern over the proposed development of Nose Creek. This is a highly valuable parcel of land for exploring nature. Protecting this area was a hard-won battle and reversing the park and degrading it for ASP/development would be detrimental. Please do not develop Nose Creek.
Please leave nose creek alone. If we have housing issues maybe it's time to stop allowing private equity into real estate rather than destroying everything for land development (greed).
Unacceptable it must be kept as natural green space not to be modified at all
What would the 160 Ave speed limit look like, 80 km/h? (Jason's answer - under review at the moment, likely more like 50-60 km/h)
In concept 1 - the color coding shows operation work center, what are we expecting here?

Regional pathways are really great, they will really help connect the community and help easily navigate without requiring motorized travel modes, great
Sounds like 15th st will be similar to Harvest Hills Blvd (?).