

Calgary



Public Town Hall

Feedback Summary

**Historic East
Calgary Area
Redevelopment
Plan**

b&a


Calgary




On January 23, 2019 a public town hall was held at the Alexandra Centre Dance Hall on the Historic East Calgary Area Redevelopment Plan. The engagement event, led by B&A Planning Group on behalf of The City of Calgary, kicked off a new round of engagement on the recently merged Draft ARP.

Over 150 people attended the event. Panelists representing different stakeholder groups presented thoughts on three key topics: Height and FAR; Heritage and Character; and the ARP process. Topics were based on a review of feedback received from previous engagement on the Inglewood and Ramsay ARPs.

150+ 
people attended the event

6 
feedback emails
following the event

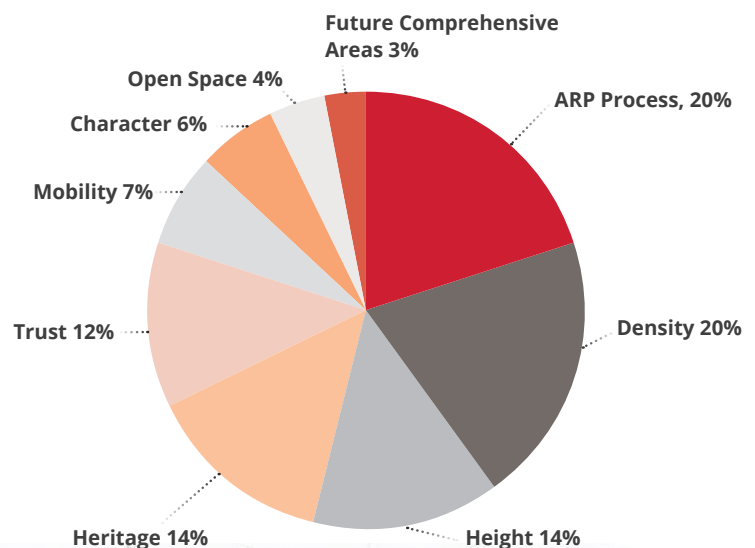
37 
feedback forms were received

7 
online surveys completed

Feedback

256 distinct comments were received through feedback forms, emails and online surveys. Topic themes from each comment were identified to help identify trends. The following chart shows how often stakeholders commented on topic areas from the draft ARP.

Town Hall Feedback - Topic Frequency



THEME Trust & Process

- » Stakeholders feel their feedback is not being considered or incorporated into the ARP. People expressed frustration with engagement processes and outcomes.
- » B&A Planning Group should address their professional code and their approach to this project.
- » More details should be provided on how an ARP relates to other City policy such as the DAG or Heritage Policy.
- » There is concern that the maps and figures provided are not accurate and may be changed without consultation.
- » There are concerns about when an ARP can be changed and what guidance the document provides future development.
- » Some people expressed their dislike for the Historic East Calgary name for the ARP document.

THEME FAR/Density

- » Many comments requested the ARP policy state clear density targets, as referenced in the March 2017 drafts.
- » While there is general acceptance that transit areas can support higher density development, there are questions around how the ARP can address TOD policy for the communities. Is there opportunity to customize TOD overlays to respond to neighborhood character and context?
- » There is support for different types of housing as mechanisms to support density, while still supporting family housing.
- » Interest in understanding what services and benefits a community can receive from increasing density.
- » There is interest in understanding how the ARP can continue to protect and support single-family housing, while still increasing density.



THEME **Height**

- » Some comments thought height was generally too high across the maps.
- » Many questions and concerns focused on height transitions between taller buildings and single-family areas and heritage areas.
- » Many people are interested to see how shadows impact existing character and expressed concern that heights would block natural light.
- » Some individuals expressed support for taller buildings in future comprehensive plan areas while others would appreciate more certainty for these areas.

THEME **Heritage**

- » Stakeholders are concerned with how new development would fit into heritage streetscapes.
- » Many stakeholders feel that heritage conservation goes beyond buildings. Inglewood and Ramsay are unique due to landscaping, trees, industrial history, character buildings, streetscape, and open feel.
- » Some comments focused on the method for identifying heritage resources, stating that heritage preservation must focus on preservation in context. Some specifically identified the need for a heritage asset map
- » There was interest in learning more about heritage preservation options, and the current policy with The City of Calgary.



THEME Mobility

- » Stakeholders appreciate the walkability of the communities and support ongoing development of pedestrian infrastructure.
- » There is concern that the ARP maps and figures do not correctly identify future mobility changes and transportation projects.
- » Due to the CPR lines and other existing conditions, connectivity is an ongoing concern for community members.
- » There is concern that the ARP does not adequately address parking in the communities.
- » Many stakeholders expressed support for cycle routes and infrastructure.

THEME Character

- » Many people identified the difficulty with defining and providing a description of the very eclectic local character.
- » Similar to heritage comments, stakeholders feel that character is beyond buildings and includes cultural activity, walkability, historic houses, industrial history, and commercial activity.

THEME **Open Space**

- » Stakeholders were interested to understand how open spaces would be maintained and developed given the anticipated increase to density. There is interest in seeing ARP-level policy addressing future open spaces in both communities.
- » River access should be maintained and protected.



Verbatim Comments

Verbatim comments presented here include all of the suggestions, comments and messages that were collected online and in-person. Offensive words and personally identifying information have been removed and replaced with either, [offensive language removed] or [personal information removed]; otherwise, comments here are completely un-edited

1. I think the proposed heights and density are acceptable. I would even venture to say we haven't gone far enough. I don't want my community to stay single family homes. We need density if we want to thrive and survive for the future. And we are crazy to think that we can be this close to down town and maintain single family homes on over-sized lots forever, that's an abuse of land and we need to be a more compact city.
2. "Along 11th Street SE, the first 1/4 of every cross street to the west is set to have higher density which would promote the construction of multi story condo, retail and other developments. While this is understandable, the impact this may have on adjacent properties needs to be considered.

For example, the 4 story apartment building currently being built on 9th avenue near hose and hound is casting a shadow on the backyard of every house in that entire block.

[personal information removed] I am concerned about loss of sunlight, noise, and ability to resell, should such development happen between 11th and my property.

I would request that the block of 20 Avenue se be changed to match 17, 18, 19th Ave SE. Currently these other blocks have only the most western edge zoned for higher density. The block of 20th Avenue has almost the entire south side of the street up to the school zoned for higher density."

3. First, the policies, as they stand right now, have not been discussed or agreed to by the stakeholders – certainly not the community. They also have not been shaped by any population targets – The City originally did put such targets forward but then removed them without consultation – no planning can be done without goals. We were shocked that after the ill-fated move in May by Planning to completely change these maps, thus triggering a facilitated redo, there would be another top-down redo with yet increased heights. We need height and FAR maps. Setting aside how broken the "collaboration" process is, what the community wants to see is a population that will sustain our schools and businesses but see no reason to create density that will crush either the essential heritage that is Inglewood or the way of life that we treasure – like being able to grow a garden that is not in the shade. A six storey height is a great way of providing density – it is a human, relatable scale and reflects the best principles of having a height that relates properly to street width. We are tired of hearing that the community does not support density – this is untrue, and our position has been stated many times. The position that the MDP just supports density without any restrictions is also patently not true.

4. "First of all, I would like to clear up a question of fact. Councillor [personal information removed] persists in stating that there were no density targets set. Several ARP iterations ago we were given specific density numbers, which I had in front of me last night. I suppose that it is possible that he was not made aware of these targets. Of course we need to have an agreed upon, appropriate, target which everyone acknowledges. Secondly, as I mentioned last night, three of us from the ICA were at an all-day Transit Oriented Development Symposium last October. It was hosted by [personal information removed], the TOD lead for the Green Line. [personal information removed] made the opening remarks; there were presentations by developers, academics, City staff, and community representatives. (Three in each category). The focus was on how to better enable appropriate development around the LRT/BRT nodes. The absolutely overwhelming consensus was that there should NOT be a "one size fits all" template. The TOD rules out in the boonies can and should be very different to those in the historic inner city. The emphasis was clearly on integration, innovation, and on making these areas destinations people actually want to live close to, as well as destinations in terms of coming to shop, or go to the zoo, or visit music venues and restaurants. This means human scale, walkable, bikeable, with mixed residential choices and affordability. I am sure I am not saying anything you don't already know. In sum the message often was, and I quote, "don't do towers do neighbourhoods." There has to be an increase in density, but we are still concerned about the freedom The City may feel that developers should have in the TOD zones, and the ability to successfully integrate and merge densification with the surrounding community. Clearly this is also Ramsay's concern Thirdly, I (and the Board) see the Truck Stop BRT area as a real opportunity for a well-planned complex of residential and other amenities, built in such a way that it links East and West Inglewood. I will not belabour this point. What we fear, and will vigorously oppose, are three one-off high rise developments. This would not constitute planning and thinking about the "neighbourhood structure" that Councillor [personal information removed] refers to. It just means three very large towers on three separate sites. I am not at this stage suggesting how one would get the three landowners to work together, or how one would create an overall plan for the site. But surely we need to sit down and talk about this, and about appropriate heights and types of residences, and the density expectations? And surely it is The City's role to control what is built there and to mastermind a development process? This site is right by an elementary school, close to sports facilities, and parks, and the river. It should be a destination where people want to live, and they want to live in a community. Sixthly I have a process comment. It is quite clear that most people, quite understandably, do not understand the FAR rules and get confused when people are talking about FAR heights, about height in metres, and about storeys. Could we not have a chart, or diagram, that shows how these three things roll out? Why not provide some examples that people know and show how these things translate visually? For example, how tall is the Arriva building and what is its FAR? I think we need this kind of clarification at the next meeting to make sure we are all on the same page. "
5. High density helps bring in more people and more amenity requirements. Placement just needs to be well planned to ensure a scalable transition from single family to high density & respect scale of heritage homes close by with placement of higher portions of buildings.
6. Market analysis for absorption within Inglewood/Ramsay. A charette/workshop based on market analysis to determine development areas, and where to densify.
7. Get maps right. Missing sites on the height (e.g. The Grid). Try not to look like The City is bending over backwards for developers.
8. "Maps are not accurate
Heights/FAR on sessions boards are inconsistent with May 2018 draft
Better articulation of maximum height/FAR per heritage density transfer"
9. Densification will make this worse, but LRT stations will make this better as fewer people need to drive (hopefully).
10. Height and FAR are being justified by transit investment which primarily benefits those out of the ARP zone. Height and FAR policies should be based primarily on benefits to the people and businesses already in the ARP zone - not the future developers that will be attracted by the elevated height and FAR numbers.
11. Density too focused on high scale condo towers that expensive and does not do anything to encourage families to Inglewood/Ramsay. Both of which are at height risk of losing their schools. High rise condo towers are occupied by transient dwellers. Renters and other young singles/couples or empty nesters. Renters usually have less of a vested interest in the community. Less involved. We need mid rise 10 stories or less, town homes, small one bedroom homes and gardens.
12. Transitions within FAR and Height zones to soften the edges. Resolve the community's desire for mid-rise density with developers desire for height and increased margin/revenue.

13. I think where currently, there is a one storey residential home, a next door neighbour building should be limited to 4 storeys (at least stepped back). The maps aren't specific to existing contexts. I don't think selling density will save heritage character.
14. "What needs to change is the policy where The City keeps adding height to the ARP at the whim of developers. The ARP has no teeth and is and will be over written height wise now and in the future is we don't give an ARP teeth."
15. I wonder why our 2 inner city communities are expected to 'pay' for the LRT stations that will benefit the entire city. Change this thinking and spread out the density burden among the whole line. This may help to reduce density expectations on our communities and help calm density arguments = finished and agreed upon ARP.
16. FAR should include a blend of building vs greenspace/public area. 80% building and 20% green space or public area. If a developer wants more FAR the blend is changed i.e. 70/30 over x FAR or 60/40 over y FAR (bonusing?)
17. Consistent - shadowing and wind tunnels unwelcome due to dark, towering buildings. Understanding of those definitions and sticking to them. Stop one-offs! Stop ignoring the work to put all together.
18. w
19. There are areas that could see greater than 6 stories but it is the relationship of dwelling and mass density.
20. What is the break-even point for height and FAR for developers? If 6 stories is reasonable enough to attract quality developers, then I would like to keep that as MAX. Ensure reasonable "step down" in height into neighbourhoods.
21. "Gradual height transitions, no tall buildings next to single storey homes. Distribution of density across entire community, not focused in one area or only a few Repurpose, small businesses in Inglewood have made great use of unique spaces, not everything need be redeveloped"
22. FAR needs to be limited to more like the original ICA & Ramsay ARP and more focused to TOD
23. Educate residents. Many don't know the terms.
24. Double down on the investment in the station. Allow for towers and high density at the stations. Transition thoughtfully to the areas outside the circles. Why? More density will capture investment, make the area more vibrant, bring new businesses, and more affordable housing opportunities.
25. What is the critical mass / threshold of Inglewood Ramsay? How can we make decisions on densification if we don't know what the targets are? Height restrictions should be used in conjunction with other restrictions to maintain a cohesive, beautiful, walkable community. There isn't enough space to step down from a 20-story tower.
26. Smooth transitions, adequate green space and maintain walkability
27. Truck stop – needs a height / FAR – the intensity to mid-rise to the east of the truck stop by the school should be reduced to low rise or neighbourhood limited given its proximity to single family homes. TOD – thoughtful development / density
28. Height needs to be listened to. ~6 stories as per the Inglewood Community Association position. FAR within that height limit should promote open, active sites. Density should be focused near Green Line. Density at the BRT station is a false argument.
29. Transitions between higher buildings to single family areas – are we looking at sudden changes, I would prefer more step-downs.
30. Connect the ARP to the land use bylaw. Subsidies for the heritage district. Let's do something creative and different – a tower is a 60s solution. Do something better.
31. I support additional height and additional densities. Inglewood is best served by more residents that can walk and bike to local businesses. Limit FAR but don't limit height – what [personal information removed] said – no problem with height.
32. 5 stories next to residential when in same block. More than >5 stories elsewhere. Density target 10,000 residents – that's what a major grocery chain would look for to open a grocery store like Safeway.
33. Let's be real – proposed transportation with two stations will require higher density – Make area between two stations and Twelfth Ave pedestrian friendly – walkable village.
34. Greater densification will only help the tax base as well as support the local businesses and infrastructure for cycling and walking

35. Height restrictions must be observed, as is not happening in (ALVI / AVLI?) or the Grid.
36. As stated numerous times, the trust between the communities and the City has been lost. The needs of the city and the wants of community are totally divided. Maybe we should stop talking height and FAR and determine what the target population is before height and FAR are revised.
37. FAR and height maps need to be combined for ease of use. Height should be gradual and a sensitive distance from low density. Height and density in areas such as Blackfoot Truck Stop Triangle lands, brewery lands. 9th Ave needs to be respected. Height shadows on the street are important.
38. Maps show parks as 2 FAR which is misleading. Should be green. Can heights be implemented over time? (i.e. 2020 – 5 m, 33%; 2030 – 10 m, 66%; 2040 – 15 m, 100%). Seeing tall buildings is no problem. We can see downtown, but the buildings don't block our sun and sky. I think people have a hard time visualizing FAR and heights – A 3D interactive massing model would help – so people can see shadowing and streetscapes based on height. I think height is more critical than FAR for low and medium density and small blocks / parcels. On a large parcel FAR may be more valuable to prevent massive buildings from blocking sunlight. Blocking sun from yards and main streets is my main concern with height.
39. Confusing issue unless you are a developer or urban planner. Consistency for all of the neighbourhood – not pockets.
40. Better step down between high FAR & tall buildings down to single family homes particularly along 9th Ave & 8th and 10th
41. "The 'survey' is barely noticeable at the front of the page. pls make it more pronounced. You have not taken any input in the last 3 years so why ask questions again? plus, why has City hired Band A planning? And why are you helping them do this 'survey'."
42. The community association needs to stop being NIMBY and support good redevelopment projects in the community. The community association doesn't speak for everyone in the community and wants to keep everything the same. I support town houses and row houses in the communities to provide housing for families. My kids won't be able to afford to live here.
43. How are you using my input?
44. The Plan should reflect the ARP (and IDI) developed by the community over a number of years and with hours of community input. It was initially agreed to by The City planners until a last minute about face. I invite anyone to walk down the back alley behind the Avili to see harm inflicted on the residences on the south side of 8th Avenue. This notwithstanding The City's so called fundamental principle that residents are entitled to a minimum amount of sunlight.
45. We don't need to save every old house. Some old houses need to go cause they haven't been maintained. I have an appreciation for modern designs and I don't think a community needs a homogenous look or "character". What is character anyways? My character is different from someone else's character and you aren't going to successfully define a character that meets everyone's needs as we all have different values. Let's mix old and new with tall buildings, townhomes, some single family. Something for everyone. It's about creating a great community with lots of people, amenities and public realm.
46. "The rules for what constitutes a heritage resource in the current plan are somewhat strict and do not take into account houses and buildings that have had upgrades done in order to keep them in serviceable condition. The criteria in the ARP says that much of the facade must be original, for houses that are 100+ years old, this means that the allowed heritage resources would likely be the most rundown and uncared for properties in the community. The property owners who are willing to maintain and keep heritage properties in good repair will likely have replaced original materials at some point.

The heritage conservation guidelines need to look more at maintaining a certain architectural vernacular and context rather than focusing on original materials and construction methods."

47. The obvious part of heritage preservation is conservation and constructive reuse, less obvious is how to build around heritage without overwhelming it or destroying the character that it brings to a neighborhood overall. The position taken by the Councillor that nothing should be built near to heritage buildings unless it is contemporary and the assertion that it is a position held by "100%" of experts is 100% nonsense. Calgary is the worst city in the worst province in the country for honoring or setting academically appropriate guidance around its heritage buildings or neighborhoods. The Standards and Guidelines for the Conservation of Historic Places in Canada is a national gold standard and there is no reason not to list it as a statutory document in the ARP, not just a suggestion for conservation in the DAG. If there no guidance for how to build well near heritage we will continue to have suburban over-massed [offensive language removed] next to important buildings, because there is no rule governing it. We also do not know why the City has consistently resisted our calls to have Infill Guidelines named in the draft document - we do not think that there is any legal equity in trying to take away extant legal rights from the community – the document is excellent and should shape our development process. There should be the ability to pop in new modules of the heritage policy as it develops such as the pilot heritage overlays or heritage tree policy.

48. "Fourthly, some things were said by Councillor [personal information removed] about new buildings in heritage environments. My concern is that we were presented with an "either-or" argument: either we are stuck with recreating faux heritage (which won't work and is now passé), or you accept that the new modern, whatever it is, "is the future heritage" so don't worry about it. When we walked out of the hall last night what do we look at across the street? We look at the Jim Hill building that houses the Esker Gallery etc., --and we are looking at a building that successfully combines the old with the new. It is modern, it uses brick, inside the foyer it is almost industrial with steel beams and the ultra-modern staircase. Surely we should think about ways in which the old and the new can work together? Why don't we think in terms of compatibility and harmony? Not on every site, but to just disregard the whole idea seems wrong to me. So my question is, how do we word the ARP so that there is a real attempt to foster a sense of place for new major construction on 9th Avenue and in several other locations, so that a blend of old and new is encouraged? Fifthly, I would like to see in the ARP greater effort to think about where in Inglewood and Ramsay it might be possible to build more innovative forms of housing and also where some new, creative, coop housing might be considered. Last year [personal information removed] Planner sent me a very interesting website which you may be well aware of: it's the site for the Vancouver "missing middle" competition, and what won. See <https://urbanarium.org/missing-middle-competition-completed>; what won was a coop housing scheme—one of several in the competition. If we are to be serious about the missing middle (and not just throw the term around as a planning meme) surely this type of housing has to be considered? It's not all about apartments in towers. "

49. "Most of the discussion focused on concerns about character or heritage buildings and preserving streetscapes, with very little reference to what happens in the neighbourhood. The character of the neighbourhood isn't just the hard stuff; it's also formed by the kind of commercial and cultural activity that takes place.

I don't live in the area but I come here several times a month as a member of Artpoint Gallery & Studios. Our artists coop has been part of the neighbourhood for over twenty years. Inglewood/Ramsay is a centre of art and design activity in the City, and that is definitely one of the things that has to be preserved as part of the capital "H" Heritage of the place.

Inglewood- Ramsay is not only a residential neighbourhood. It's a destination for people like myself who are drawn to the local culture.

During the Green Line planning process earlier on we heard talk about 11th Street in Ramsay developing as an art and design "hub"— where has that idea gone?"

50. "Heritage changes as time changes....
Not only are the buildings that are 100+ years important as new buildings become a part of heritage and culture and character of the current time and what is passed/left to the next generations."

51. Context considerations - complimentary to existing heritage building

52. "Consideration of context, complimentary to existing heritage properties.
Inventory of heritage properties
Clear guidelines around heritage density transfer"

53. Heritage by definition means where you came from so consultation means recognizing and facilitating preservation of what is already here from all eras and all uses including industry . The communities in the ARP will not die of the version the ??? But they will be lost if a majority of it is redeveloped to for profit/high density

54. Conservation at home level, streetscape level, community identifications and appearance level. Create the streetscape, create the master plan, create high density in non-heritage regions and non single dwelling streets. [personal information removed]. Slated for high density. [personal information removed].
55. Legally enforced standards and designations plus incentives to accept the obligations for owners. Define a character for Inglewood/Ramsay so we don't end up as East, East Village
56. Ask residents which areas add character. Protecting homes that are 100+ years old and encouraging renovation over rebuilds & allowing laneway homes to cover more sq. footage of the property. Lower taxes sound like a better tool. Add character - elbow drive streetlights are a mix of new lights with modern take on historic design.
57. "Heritage conservation has only been and now in the ARP is Heritage Designation. There is no other path available. Full disclosure [personal information removed]."
58. I like the idea of a heritage plan rather than preserving individual heritage buildings. Pls include century homes when considering the heritage feel of Ramsay & Inglewood.
59. Buildings that are useful, aesthetically pleasing, and maintainable and will continue to survive the market conditions of the community. If you have a unused sandstone building that is dilapidated too bad, make room for good development
60. Heritage and century need appropriate recognition, respect, and incentives. This also includes businesses that choose to respect and preserve. Give tax breaks, grants to preserve and upkeep.
61. "Walkability!! KISS - [offensive language removed] TREES - tree getting knocked over and damaged due to development
Repurposing of existing buildings.
Continuation of 9th Ave ""Feel"" once you go under CPR bridge
Streetscape master plan
Heritage assets in high density zone, put in ARP - cars at back, front porches"
62. Establish neighbourhood heritage plan instead of piecemeal heritage allocations (single building). Tools for homeowners to keep from developing new structures in zones deemed high value heritage areas.
63. "Protect our trees. Development always leads to destruction of our oldest residents, both planned and accidental. Planting a new tree takes 50+ years before it means anything.
Preserve the character, not only buildings, walkability, eclectic nature, approachable, residential, natural."
64. Heritage conservation should be on a district, rather than individual site, basis
65. Century aesthetics; Front yards; Front porches; Low density (under 6 stories)
66. Provide options to make heritage conservation realistic for developers.
67. Needs to consider the overall character / integrity of the community. You can't just cherry pick century homes and develop all around them.
68. Needs to consider community feel as well as individual buildings
69. The look and feel of Inglewood West should continue into Inglewood East – not piecemeal approach. Heritage Asset Map
70. Heritage is more than just buildings. Heritage is the historic use of the space. Heritage conservation is to maintain Inglewood as a walking, living family neighbourhood. Inglewood is not a bedroom community to downtown. TOD should not be the focus.
71. Building, landscaping and greenspace all contribute to heritage
72. Sensitivity to heights and shadows
73. Place-making – retaining the community names. Heritage is not only building conservation. Density, streetscape, building from street pattern establish the character of the community too, and people. Transit nodes do not necessarily translate into "luck"? We are well served by the bus. TOD are not part of the historic cultural landscape.
74. Maintaining portions of heritage building in the redevelopment i.e. How the Bell Studio includes portions of the original King Eddy.
75. Allow large scale development to occur to reach density goal. So we're at a critical mass to support heritage buildings On 9th. What [personal information removed] said. On residential side, it's too easy to build maxed out duplex next to heritage home like @ 26 New Street. Need rules to prevent this.

76. Recognizing our (i.e. Inglewood Ramsay) in rebuilding (?) into Nature (River) on the North and heavy industry (railway) on the South; major (?) Railway and Blackfoot trail dividing two communities ... quaint neighbourhood pedestrian friendly, tree lined streets ... that's our heritage – don't replace it. "Safety and security"
77. Great question. How do we densify while maintaining character? As buildings reach lifecycle they should be considered for redevelopment – heritage is the past; I don't ride a horse to work.
78. Buildings don't last forever; there will come a time when heritage buildings will not be safe or economical
79. I liked the lady's comments about are we looking at heritage homes individually or the district as a whole? And we need to differentiate between heritage and character.
80. Density transfer to help finance preservation and maintenance. New building designs need to be sensitive to existing but not mimic historical buildings, but be 'of their time'. Heritage homes to be protected and respected by new development.
81. Preserving 'character buildings' or street facades to remember old history of neighbourhood. Diverse building ages and styles. New and old but not fake old. Cllr. [personal information removed] had some good methods to investigate. Weird roads unexpected hills, homes, non-standard infrastructure that was allowed in the past but would not be now. New neighbourhoods follow standards and have no surprises or uniqueness, like Disneyland. Rear garages / streetscape.
82. Need to identify and define the word "heritage". Reminder that Ramsay/Inglewood is the original heritage community – help to maintain. Build high density on land not desirable for single family homes. The Grid makes sense. Blackfoot truck stop makes sense.
83. Add walkability and character of community by putting taller or more dense buildings in unused spaces with proper setbacks & step downs (transitions)
84. maintain some heritage, but also allow redevelopment
85. Architecture, exterior finish and height/size corresponding to existing buildings.
86. Looking around the room tonight I didn't feel it was truly representative of the community. It was a predominately older demographic and I don't feel my CA represents my views. I would say we are a younger more progressive community than what was present in the room. I didn't agree with anything [personal information removed] had to say. Make sure you include the more progressive voices, don't just listen to the vocal negative minority. We live inner city we can't be protectionist, we need housing options for all incomes & life stages and with current land values that means high density. We need to change and evolve. If we want a grocery store we need more people. Change isn't easy but it's inevitable. Keep fighting the good fight but at some point you just need to call it a day because you are never going to please these people and we need a community planned based on good urban planning principles not based off of the opinions of people still hanging onto their glory days from 30 years ago.
87. Let all commentators and residents know that their feedback has been heard and will be considered. This needs to be balanced with some speed though as the process of approval on this ARP has already been dragged down by delays to this point.
88. As discussed on a high level with B&A, I think that our rules of engagement need to be readdressed at the next CA meeting, particularly regarding City commitments to consult with the stakeholders where possible and change nothing without notification regardless. The recent changes to the height maps with neither was inexcusable. We also need to develop a process of challenging the fact base of other stakeholders (including the Councillor) without acrimony. We need assurance that the ARP once presented and approved – or at least agreed to - will not be trifled with before presentation to Council. In other words, no rerun of May 2018.

89. "Past communication, effective or otherwise depending upon the position and needs of the involved party, has positioned us where we are today. The passion associated with the present status and associated hopes, fears and uncertainty in response to past events, and the consequential feelings of mistrust, may to some degree be holding us all hostage; unable to achieve a level of mutually beneficial community based stakeholder success?

I believe we need to establish and communicate where we are, being able to listen to the interests and concerns of the various stakeholders to establish a mutually desirable and beneficial outcome. Why are people turning up and, coupled with the diverse and desirable values, concerns, opportunities and hopes, what are we trying to do?

The associated elements of a strategic environment: a belief in creating a linear environment where control, processes and a hierarchical structure with predetermined goals provides an opportunity to achieve success, may not encompass the total experience. The challenge is to maintain relationships in the spirit of effective and respectful conversations; whatever is presented. The undeniable micro environment, communicated or not as elements of power, unrealized opportunity, hidden agendas, risk and uncertainty, will inevitably potentially result in unpredictable consequences. The only choice will be how to respond? Maybe we need to look at the process and environment with respect to creating an appropriate ARP?

90. "Last, but not least, I know that residents want reassurance that once we have agreed upon a template for the ARP that it stays in force and cannot be amended arbitrarily. Two ladies at the end left me this as the message they want me to convey to (B&A), which I did. People, and developers, want to know what the rules are. We all need predictability and want to be reassured that the rules don't suddenly change. Our homes are by far our major lifetime investment. People don't want to be rezoned in ways they find objectionable, and one cannot blame them. We need an ARP that provides a fair and reasonable balance between change and preservation, that allows for the needed increases in population density, and that preserves Inglewood and Ramsay as place where families want to live. An ARP that is enforced unless there are truly unusual circumstances. An ARP which allows the community to work with, and trust, developers. This is why there was such a good turnout. People are fed up with uncertainty and in many cases fear what is coming. I also think that people are fed up with hearing all the right things, which usually are presented as platitudes such as Councillor [personal information removed] 's "preserving the neighbourhood structure" when in practice the real question is—what do these things actually mean, and do you mean what we mean? Our experience has been that the answer is often "no" or just not given. The devil is in the details, and people know it. Does it mean any heights, any types of design, blanket application of RC-G rules, and so on? Can we manage to get these things working together so that there is a blending that stands the test of time? We have some great opportunities with the brewery lands, the cross roads market, the Truck Stop, and other locations; we could create truly livable areas around the TOD sites; we can preserve the feel of the RC-2 areas. It won't be easy, but in the future we want people to come and see what has happened in Inglewood (and Ramsay) as examples of enlightened planning working with the existing communities. We are next to high-rise central (the East Village), and I can visualize how well this type of East Village densification can work with a revitalized Inglewood main street, and the Green Line to the Ramsay/Inglewood station and to the Cross Roads market. All three neighbourhoods (and the Rivers District) can be mutually beneficial in terms of livability. Preserving communities is vital for all sorts of reasons. We have well over 200 volunteers working with the ICA because they want to support Inglewood and all those who live here. It has to remain a place for families. Planning should reflect this. "

91. team building this report. Ensure lines are open for meaningful interactions.

92. "Actually listen to what people are saying and not make major changes to the ARP without consultation with the community.

Not call it the Historic East Calgary ARP.

The 2018 draft ARP was not agreed to by the community. Do not start with it.

Communication on how stakeholder engagement will be considered. Do some stakeholders have more weight"

93. "Additional time to engage if resolution/consensus not reached on ""hot topics""

Clear articulation of what stakeholders can expect, how feedback going to be used (make sure it's meaningful)"

94. Displays look good

95. Stop having non-residents and business define what is needed in the ARP to justify transit development that benefits the suburbs and has minimal benefit to the ARP areas as they have been and are currently. We live here to be able to walk or bike downtown so transit is not needed at the scale that is being sold as necessary.

96. "Stop catering to developers that show a complete disregard to surrounding neighbours. Develop graduation of density. Not a one size fits all TOD concept which has been proven to create unfriendly, sterile neighbourhoods (towers). BUILD TRUST, B&A planning group represents the Grid and the city has hired you to be the mediator for our ARP. That is a joke!"
97. Define the next round of development, bring it into force. Regarding balance, has the standard of the ARP ever prevented a development from exceeding the guidelines?
98. More workshops (short - 1 to 1.5 hours). Game style and online, Scale models! Hard to picture. As well as in person where possible. Small enough we all feel heard. Maybe groups of up to 5 at tables over several days.
99. "All partners especially B&A and [personal information removed] should declare their conflicts on public and in writing re) development within the ARP area.
Not all the correct partners have been at the table. Transportation already has a plan for 11 street and others which we cannot access. Surely this is one of the biggest drivers for redevelopment."
100. Ensure most previous discussion and community decision are reviewed
101. Charette! Developer, new residents, old residents, seniors (active), young families, couples, businesses, artists, designers, builders
102. Listen to the community! Stop simply making changes and forcing us to accept. Represent our needs, wants and understanding. Do these plans only so often (maybe 20 years but revisit in a comprehensive way.
103. "Design elements with thought to traffic
Greenspace - thought around this
Better outlined process - stop things from magically changing after community has signed off. If it is a ""No"" then say ""No"" and figure out alternatives.
Developers can't just apply for relaxations!!!"
104. I don't know enough to provide comment, seems like many talks think it needs to be better though.
105. Timeline. The plan is difficult to envision without including a discussion of when each piece will be developed. Construction is disruptive, dirty and damaging. Residents need to be respected and communicated with during every development that happens near them.
106. Keep going! Make all documents re: ICA, Ramsay & the combined ARP available & highlight the changes
107. Less of Gian Carlo. If you want consultation, listen (and shut him up) Sorry!
108. Define the goals of all stakeholders, weigh them all, and make a decision. The stations need density and will bring change. Change isn't bad, but setting false expectations during public engagement is bad.
109. Compromise. The City needs to incorporate stakeholder feedback in the proposed plan and not just ignore it.
110. Open and honest communication
111. Rebuild trust – at this point, it feels like our feedback is a waste of time – The City does what they want anyway / in spite of community consultation and input. Also, I was not sure if it made sense that Gian Carlo was given the mike to respond whenever he wanted to. He had more airtime than anyone else. We need more listening.
112. We need transparency and accountability for the decision being made. i.e. The Grid, truck stop triangle, brewery. We feel like our future is being sold to developers behind our backs.
113. Engage stakeholders – leads to compromise and ultimate decisions we can live with. Where are we in agreement? Use these areas to express options to compensate on the areas we don't agree about. No surprises! Be upfront and honest = good relationship.
114. City and community association should come to agreement, not have City unilaterally change things
115. Remove political interference – AVPA, the Grid, & 66 New Street. Integration – tie words to actions – the approval of 24 New Street was a slap in the face to the community – trust is built with actions – there is no trust between The City & residents.
116. I like the plan as proposed. You've identified key areas for density increases. They are around the transit locations. Live/Work, mixed-use, is more Inglewood than single family.
117. Continuous conversation
118. Total transparency!!
119. Continue down the path you're on. This is excellent.

120. What [personal information removed] said; if submissions are not acceptable tell us, don't change without notice or grant frequent exemptions
121. No clue. It's going to be hard if The City and communities aren't willing to compromise. I think sometimes communities need to hear the "why" when the City says "no" or changes things apparently without consideration.
122. I leave that to the experts. Not sure how to answer that question.
123. Hard to complete ARP with all the Future Comprehensive Plan Areas. The rest of the community is dependent on these and vice versa. Traffic, total population, neighbourhood character, are all dependent on these sites.
124. Please listen! I live here. It's not about theory on paper. Respect opinions of the community. The reason why we moved to this community (heritage, cultural, proximity to downtown, sense of community, character of the neighbourhood) are slowly being destroyed in the name of density.
125. engagement is not about negotiation. what you are trying to do is 'negotiate' between the developer and the public. stop trying to 'negotiate' be clear on where the input is.
126. the community association needs to listen to the community to provide feedback. right now they are just saying what they personally think and aren't speaking for the majority
127. Quit spending so much time catering to the negative but vocal minority. This is wasting time and resources. This plan should be based on best urban planning principles not Nimbyism.
128. engagement is not about balance. it is about the input to make a decision.
129. The input of the community as reflected ins the earlier ARP developed by the community. Dispense with the continuing reiterations until The City get what its wanted.
130. I think you should spend some significant time from an education stand point. There's a real knowledge gap on planning related matters.
131. process of development approval prior to ARP completion and post-ARP completion - seems like some developers are trying to make moves now before decisions are made in a finalized ARP. This negatively impacts the community as we are trying to work together to balance development and progress with heritage sustainment and historical preservation
132. "Additional topics include:1.
133. "Encouraging Mixed Income Inglewood

Density is important and I'm all for it but if its all million dollar fourplex and condo's that might be more damaging to the character than anything else. One gentleman did speak to it, the idea of encouraging co-housing projects where very small affordable apartments could be included with common space."
134. Connections to outside our communities, landscaping heritage - green spaces (key), bike connections - traffic/ transportation
135. Determine surrounding transportation network. Determine a parking strategy for the area.
136. "Parking Cycle/pedestrian network"
137. "Parking/traffic
Mobility (pedestrian, cycling network)"
138. "Question - currently Ramsay only has 3 access roads into the neighbourhood, and the CPR freight trains routinely block one, and people get trapped coming from the underpass with no way to exit traffic.
Are there any plans to alleviate this traffic bottleneck? Because while the ambulances generally figure out how to get into Ramsay via other means, residents and visitors can get surprise 20 minute delay."
139. Show the numbers/cost that the transit needs to be justified and the benefit to those in the ARP. Define density in terms of dollars income to The City and developers and why that is good to me as a resident.
- 140.
141. "Transitions between high rise/mid rise/residential.
Balancing modes of transportation, fixing unwalkable streets.
Final note: as a resident of Inglewood, (Community Association) ideas resonate far more than my councillor"

142. "Housing types - open to townhouses
Shadowing rules for new development
Transportation - network connectivity to streets/train conflicts how to connect 12 Street to spiller to avoid train crossing at grade.
Don't hide changes!
How to save the street trees. Why we like older neighbourhoods
Show us the votes on hard issues, do we agree, how divided?"
143. Is an ARP just window dressing or can it really have input into our future i.e. not just be appealed or overwritten at a financial whim.
144. Why do Inglewood and Ramsay have to justify our LRT/Transit stations by increasing density. Explain Why
145. "Technical issues (traffic, zoning, transects)
Key areas of the ARP that need redesign"
146. Transition plans, single family homes, heritage/century respect
147. How to work transition between mid-rise area and residential
148. CPR crossing 8th street shutdown. Where is this at? Penguin car wash status? Alternative access points between Ramsay and Inglewood.
149. "Building use, residential, commercial, retail, industrial.
Stakeholders and interests, who else is putting input into this process? Where are they in these discussions? CP runs a railyard, but is never present, developers seem interested but dismissive when they use other channels to sneak around decisions."
150. I liked the talk about connection
151. Conflict of interest. Transparency.
152. Realistic density needs from The City / what the community is afraid of
153. Why is there no advanced turning signal for Eastbound traffic on 9th Ave at the intersection with 15th Street & 17 Ave? How does this development affect our property tax and ability to afford to continue living in our homes?
154. What density are the communities looking for? 2x current 3x current?
155. Green space; working with developers; what are The City's targets
156. TOD! I believe that TOD has been over emphasized as a way to justify towers. Inglewood & Ramsay did not ask for the BRT station & we do not support the Grid.
157. Green space; Connectivity + linkages to the rest of YYC; Transitions between heights. What has worked, or what can work for us?
158. Transitions between high / mid / residential; Transit station designs
159. Eliminate jargon – 80/20, FAR? Use microphones, City staff should be ID'd.
160. KISS – [offensive language removed]. Active park space. "Frolf" course.
161. I would like to sit with someone and discuss further
162. Budget, timeline, completion date
163. Is the new ARP designed to support current residents or to attract new residents?
164. Truck stop and brewery lands need to be included with density and height limits. Inglewood Ramsay connections (concern regarding 8 St. Spiller Road closing).
165. LRT/ BRT stations and connections to neighbourhood. BRT extension to crossroads? Pedestrian and community connections along Blackfoot over tracks or across CP tracks along 9th Ave. Sun and shadow studies relating to FAR / height. Tax or financial incentives to protect heritage buildings.
166. What impact does CP Rail have on our identified issues? The pendulum swings both ways. We could go back to more "family" neighbourhoods in inner city. Not required just for suburban areas. Inner city is not just for the rich 2 income no kid family.
167. set clear expectations. you are not going to change anything with this engagement. how about that for a 'topic'.
168. parks and amenities

169. The nimbyism on this is shameful. This is another example of a community association abusing their position and advancing personal agendas that are not for the greater good of the community. They are not representing myself or my fellow neighbours. Quit catering to their every grievance. Inglewood is an amazing neighbourhood and this plan is going to further enhance that!
170. How are you going to use the input?? that is a topic.
171. More bike connections to serve residents - small, tall cohousing project to keep mixed income
172. FAR without height makes for nicer masses - 6-story everywhere vs 2 story & 20 story
173. The green space (dog park) at the corner of 16th Street SE + 23 Ave SE was one of 3 subjects of a previous engagement session. It was unanimously desired by the community to remain green space but it listed here as "low rise"
174. Brewery site is perfect for significant height
175. Not happy that so many TOD sites exist
176. Would prefer all single family is available for secondary suites
177. Love the new breweries. Would like more walkways to connect them to BIKES!
178. Drop TOD. No other stations are held to this standard and you are putting a target on heritage.
179. Remove all items covered in the DAG! That is the entire point of the DAG, to make ARPs smaller.
180. Community Associations are not "representative" of the whole community. Members usually <5% of local population. Better representation needed.
181. Timeline. The plan should include the timing for each area.
182. Compromise. It's not good enough for Th City to ask for stakeholder feedback and then ignore it. Need to see feedback incorporated in the ARP plans.
183. This can't be co-design or an ARP by consensus. Where is the City backbone on MDP strategic growth goals?
184. Support re-investment and re-development
185. Need to integrate all the initiatives in Inglewood / Ramsay so citizens have the whole picture.
186. When did "TOD" become the focus of the ARP! This seems to be driving everything.
187. The place to begin in our conversations is to abandon the positional nature of the community association.
188. Retail ready frontage is not a thing. It is not feasible when you consider building code and tenant requirements. It should be renamed.
189. Build trust and communities. Action need to represent what is said. ARP (triangle) without all stakeholders involvement & behind communities backs.
190. I like the increased density in general, but I would like to see more low-rise particularly as a buffer between limited and mid-rise development.
191. I have attended many meetings. It feels we have not been heard. More discussion NO MORE BLINDSIDES.
192. Lack of trust + faith when hiring B&A who currently represent The GRID. Who currently have the city (triangle) ARP height/density processes to suit their client, not the community.
193. City hall politicians with input put consistency in the (strict) bylaws for development + enforce.
194. There is an increase vacancy in downtown offices. Do we need more tall condos? Utilizing underdeveloped / industrial / transit areas - more incentives for more variety of amenities (i.e. grocery store, etc.) in context of neighbourhood, not just tall condos.
195. 6 storey urbanism only works if we accept it everywhere! 6 storey main street and single family homes will not bring the improvements that we all can agree we need.
196. Develop triangle and industrial lands to residential to increase density
197. More tools to discuss FAR and height. Sticking to a height is just stopping the discussion.
198. Heights need to be graduated from single dwelling to low-rise to midrise & beyond
199. For Inglewood to be walkable, we need destinations, and destinations need more density. So yes to more density!
200. Gradual transitions of height

201. TOD heights and FAR should at minimum be using 2009 Hillhurst-Sunnyside ARP line: 5.0 FAR + 26-30 m + on the Main Street!
202. Inglewood / Ramsay needs more housing variety. This should include single-family, apartment, and more
203. Re: Densification - need a clarification of what kind of densification. Families? High rises by and large will not bring families to the neighbourhood. Arguably makes it more transient (condos "entry" into real estate)
204. Taller, 24 stories, shadow effect, 6 storey building, landscape district, street patterns
205. Too much interest in densification & little interest in livability & the history of single family homes. Need to attract families to keep school.
206. Allow for genuine TOD or else the Green Line should NOT bother stopping! Tax payers invest in transit elsewhere.
207. Learn to better contextualize technical language. Bonusing? F.A.R. ?
208. Need to buffer high density with medium density
209. Heights should be like Kensington
210. Relative height matters!
211. Height should be appropriate to the surrounding areas -towers beside single family is not appropriate. Shadowing is HUGE!
212. ARP should prompt changes that will influence the private market to change the automotive services to people-centered businesses. Increased population needed.
213. Taxes are increasing because of the development. Increases land value [offensive language removed] inner city the single family model. Set FAR to support single family.
214. Need to think beyond the single family homes when talking about attracting & retaining families.
215. BRT stop is not a TOD. (19th/Blackfoot) It is a bus stop, no more, no less than any other bus stop. It is being used to push a density agenda.
216. In 28 years of living and owning in Inglewood the density continues to grow driving up prices without any significant improvements to the ?? (residents?) - good for outsiders only
217. What about widening of 17th Street at 17 Avenue? Will there be an overpass at train tracks? What happening with SOBO development?
218. FAR updated without consultation. Inconsistent with May 2018 draft.
219. With vacancy rates downtown and throughout the city, why are you forcing high rise & towers? Mid-rise + lower with single family are our community.
220. Re condos: development that think buyers have 1 vehicle are uninformed most have 2 vehicles.
221. More "density-density" please! How will we ever get a supermarket without the customers to warrant it?
222. More density around TOD nodes.
223. Inglewood won't die without more high density development. It will just be different, possibly like it is now.
224. Why not develop Truck shop area in public space with boutiques, coffee shops, play area for kids, some green space, fresh produce market.
225. Allow for a population that will adequately support business and services such as one or two full service grocery stores.
226. What are people afraid of?? We can't have it both ways. [offensive language removed] about high taxes but resist increased tax base.
227. Mixed Use for Inglewood character better (++) than "keep single family"
228. More secondary suites 8th Ave or Townhomes
229. Use FAR targets only. It is redundant to restrict height and FAR
230. If we wanted a bunch of towers in Inglewood we could just live in Beltline.
231. More colours for different height / FAR similar to land use concept would be great.
232. Sites missing from HEC maximum building height [map/figure] (The Grid)

233. Building heights do not match May 2018 HEC ARP draft. (e.g. 9th Ave + 8th Street, 34 vs 38)
234. What is the long-term vision of Industrial (including CPR & CNR Lands) Heritage Areas?
235. Heritage also applies to our trees - new development can injury / [offensive language removed] them
236. Quality of life is key. NOT \$
237. Tools to preserve heritage; incentive to preserve it.
238. Would like to see some of our heritage preserved.
239. Character: walkable, eclectic, approachable, residential, storied, natural
240. Trees!! Inglewood and Ramsey are home to heritage trees that are destroyed by construction. We need a way to protect them, NOT just plans to replant.
241. Focus on heritage conservation and how to do it. An ARP is not the place to talk in-depth about history.
242. Industry is heritage and should be included and preserved. Look at Granville Island in Vancouver.
243. Piecemeal development and approvals destroy the character of neighbourhoods. The Marda Loop & Kensington are prime examples of that.
244. Row houses can be ok but cause real issues with parking & traffic that makes corners more dangerous. The experience in Killarney with these has been bad for residents from what I have heard.
245. Why up zone heritage and incentivize destruction?
246. KISS [offensive language removed]
247. More imaginative ideas around different types of housing & density (Tiny House villages)
248. Build transitional spaces first
249. Character & heritage includes more than just buildings: streetscapes, functionality / walkability, visual appeal of neighbourhood
250. On density housing: a bonus should be a real bonus, not a "little" more but healthy and attractive to market intensity!
251. Walkable nature of the community is key
252. Piecemeal doesn't work. I like the idea of heritage districts (rather than focusing attention specific buildings)
253. The idea that the BRT Station at the truck stop will drive high density is ridiculous. It is still a bus stop + taking the bus is not equal to Ctrain
254. More detail on Heritage preservation options.
255. 20m height all along 9th Avenue is not consistent with the goal of heritage conservation.
256. Explain Bonusing

Calgary



**Historic East
Calgary Area
Redevelopment
Plan**
