Executive Summary

This report is a summary of the input received by external stakeholders and the public as part of the Stage 2 in-person engagement to support the Next 20 project. Using the qualities of a great city identified by participants in Stage 1, we asked Calgarians to share with us how important each of the qualities are to the future of Calgary. The information gathered will inform the project team's next steps and help the team understand whether Calgarians want to see moderate or significant progress in those areas over the next 20 years.

Similar to Stage 1, a combination of in-person interactions, self-directed presentations and online tools were used to solicit and gather information. The in-person opportunities included two focus groups, two workshops with members from the Building Industry and Land Development Association (BILD Calgary), six pop-up activities across the city and a three-week installation at the Central Library. Surveys were distributed through the pop-ups and at the library, and the data collected through those avenues has been included in this report. The team also developed and distributed a toolkit for community partners to lead discussions within their own communities and organizations.
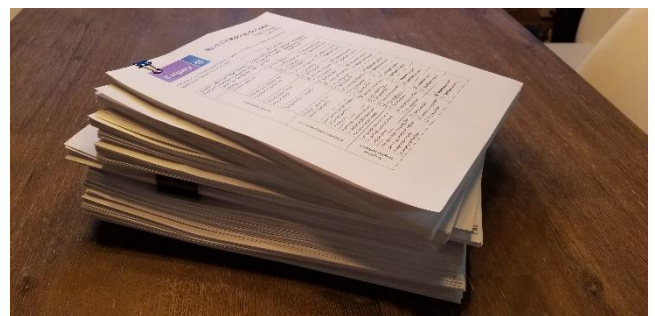
A total of 523 surveys were completed at in-person events for Stage 2

Stage 2 focus groups engaged the same representatives as in Stage 1, which included stakeholders from areas of expertise within Calgary's social, business and economic sectors. Participants included members of the building, construction and real estate industry, business representatives, organizations working with diverse populations and researchers and practitioners in population health, community planning and sustainability.

In these focus groups, stakeholders were asked to discuss what it will take to make the lives of Calgarians better over the next 20 years. They were asked to consider three key themes that emerged in Stage 1 - walkability, a vibrant cultural scene and aging-in-place – and discuss what these look like at the community-level and what types of policies or changes to policy might be required to see them through. The groups also considered how other identified priorities, including cycling, transit, access to parks/greenspace, access to healthy food and protecting the environment, could be reflected and supported in these communities of the future.

In discussing walkability, participants identified having a destination, the quality of the experience, connectivity and the required supporting infrastructure as key elements in progressing a more walkable city. When talking about aging-in-place, participants put priority on the need for housing that allows individuals to move within the community as they transition through the various stages of life. The conversation around

Calgary's cultural scene identified some challenges that we face as a city, some of the positive aspects of the current state, and some ideas for the future. These included the development of policies related to cultural spaces (i.e. recreation centres, entertainment districts, main streets, nodes), providing better 'access for all' to cultural spaces and events, and evolved land use policies including the willingness to consider temporary land uses to accommodate creative endeavours.

In addition to the focus groups, **two targeted workshops were held with members of the Building Industry Land Development association (BILD Calgary Region).** These workshops generated lively and productive conversations around key MDP objectives relating specifically to the development industry including Building in Activity Centre/Corridors, Enhancing Public Realm, Dispersing Density (50/50) and Green Infrastructure.

Participants in the BILD workshops repeatedly mentioned the need for increased flexibility. This includes flexibility in terms of meeting current and future retail needs, language that allows for broader interpretation of policies, the ability to respond to a changing market and an allowance for developments that are contextually relevant. The maintenance of community assets was identified as a challenge, and the suggestion was made that the MDP should provide overarching, simple and effective guidelines outlining expectations, and standards that do not prohibit beauty or creativity. In discussing the distribution of density and how to achieve our goals of a more compact city, participants put forward several implementation challenges including community associations, servicing requirements and how utilities are treated in the inner city, and the degree of risk involved. In the conversation around green infrastructure, financial consideration was a re-occurring theme with participants expressing that "business and industry don't see the economics" of green infrastructure, the potential absence of savings on utility bills, the cost of regulation being a barrier and the need for incentives.

From May 7 to 28, visitors to the **Calgary Central Library** were given the opportunity to learn about what we have heard to date through the Next 20 project and review the progress that has been made in the identified areas over the last decade.

Participants were provided a survey that asked them to identify how important the ideas – or qualities of a great city - collected through input in Stage 1 are to the future of Calgary, and how much more progress they feel should be made in those areas over the next 20 years. The qualities were organized under four of City Council's priorities – A City That Moves, A Healthy and Green City, Inspiring Neighbourhoods and A Prosperous City.

Participants were asked to consider and evaluate the qualities as *Not Important*, *Somewhat Important* or *Very Important*. They were then asked whether they would like to see *moderate* or *significant* progress in that same area. As the qualities were identified by participants in Stage 1 as something they wanted the City to make more progress on in the next 20 years, "*no progress*" was not presented as an option.

Council priorities	Qualities we heard were important for a great city
A city that moves	• Be more walkable • Provide more efficient and frequent Transit service • Provide more bicycle infrastructure • Reduce traffic congestion
Healthy and green city	• Provide easy access to healthy food options • Increase the number of parks and green space in a community • Protect air and water quality as well as water supply and the natural environment
Inspiring neighbourhoods	• Encourage a vibrant and lively food, cultural, music and art scene • Provide a mix of housing that better accommodates aging-in-place and multi-generational families • Provide more affordable and accessible housing for all needs and budgets
Properous city	• Support businesses and promote the core • Promote other industries such as technology and agriculture

348 completed surveys were collected at the Central Library.

The open-ended question on the library survey asked participants, "Do you have any comments you would like to share regarding how The City should make progress over the next 20 years?". The top themes to emerge from the input collected fall within City Council's four priorities (A city that moves, Healthy and green city, Inspiring neighbourhoods and Properous city). The number of comments received related to the economy tied for the top spot with comments related to the environment. These include calls to diversify the economy, encourage and support small business, promote alternative/renewable energy and lower emissions and pollution. The next most frequently mentioned theme was that of density and housing, closely followed by comments related to improving and focusing on transit. These comments include suggestions to increase residential density and focus on complete communities, and an expressed need for more accessible transit and better transit options. Comments calling for more art and culture, including the need for new venues and for more accessible and affordable entertainment, were also among the most frequently shared.

In addition to the library installation, the project team hosted **six pop-up activities** at locations across the city to engage a broad demographic of citizens. Site locations included a farmer's market, Vivo for Healthier Generations and four geographically dispersed high schools. A hard copy survey, similar to that used in the library installation (minus the open-answer question), was distributed through the pop-up activities and 175 completed surveys were collected at the pop-up events.
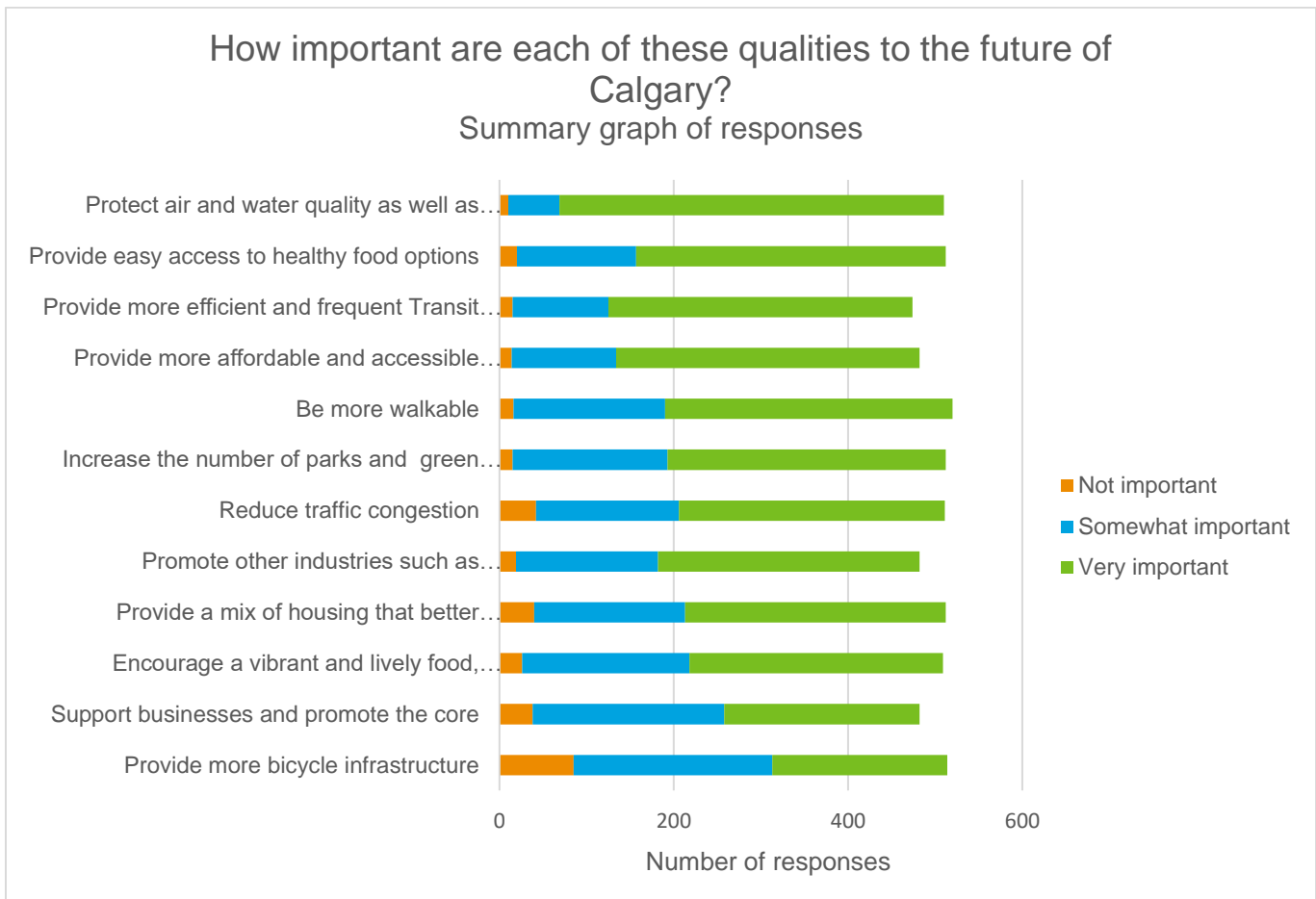
All the data collected through the 523 completed in-person surveys has been compiled, analyzed and is represented in this report.

Overall, the quality of Protect air and water quality as well as water supply and the natural environment was rated as *very important* most often and is where respondents wanted to see the most progress made over the next 20 years.

Provide easy access to healthy food options and Provide more efficient and frequent Transit service followed as the next most important qualities. The next top two qualities respondents wanted to see signifcant progress made on were Provide more efficient and frequent Transit service and Provide more affordable and accessible housing for all needs and budgets.
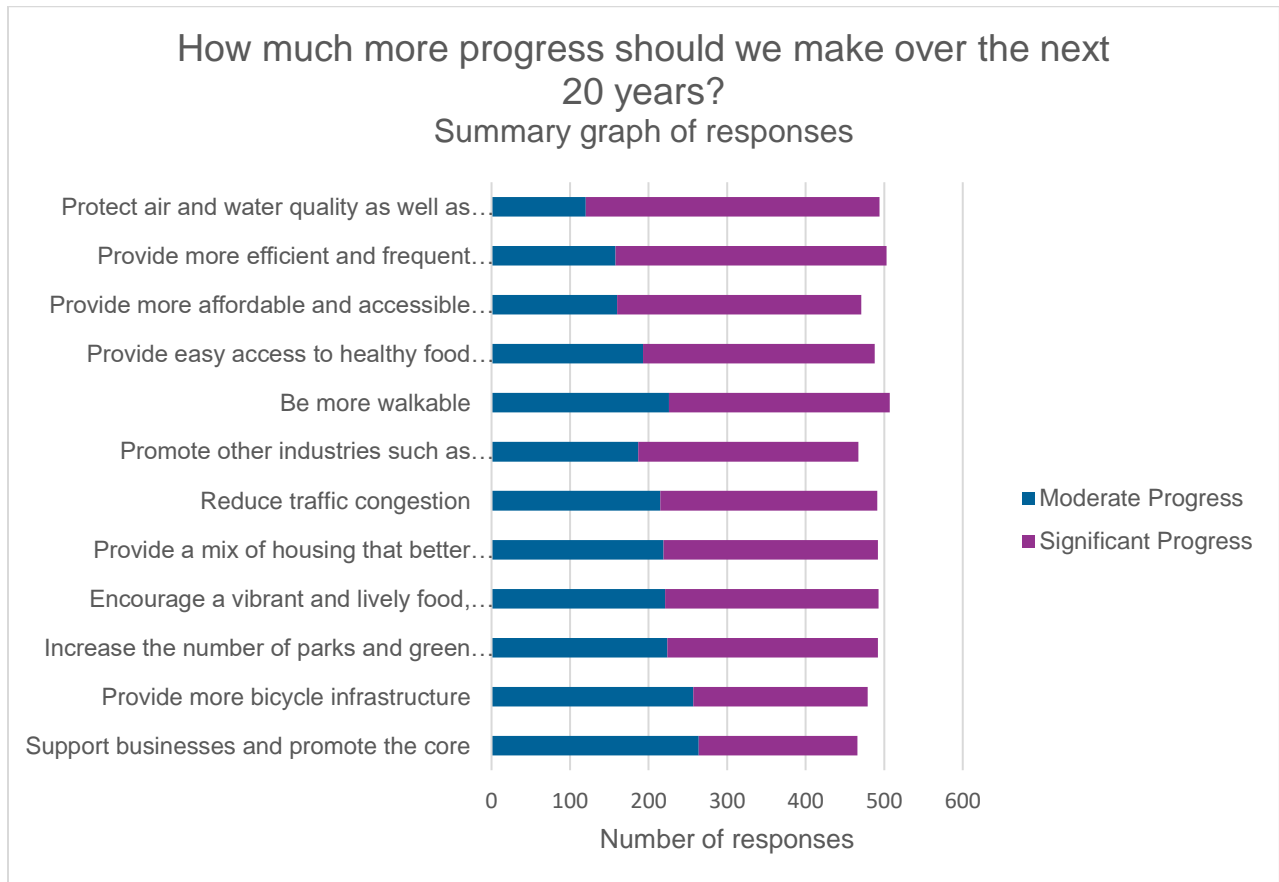
Detailed results for all qualities begin on page 15.

How important are each of these qualities to the future of Calgary?
Summary graph of responses

How much more progress should we make over the next 20 years?
Summary graph of responses

How the input will be used

The feedback collected through all of the above in-person activities, in addition to the data collected through the online engagement, will provide The City with important insight and information as to what is most important to our community and industry partners, and how much more progress Calgarians would like made in each area over the next 20 years. This information will help to form recommendations for the update to the MDP and CTP.

The summary of input can be found beginning on page 8, and the discussion notes and verbatim input from all in-person activities starts on page 27.

Next steps

The report back will be shared with stakeholders and the public in August 2019. Follow-up on next steps will be in September 2019.

Detailed Report Back: What We Heard

Next 20 - Project Overview

The City is reviewing its Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). The MDP and CTP are The City's long-range land use and transportation plans that look 60 years into the future, when Calgary's population is expected to reach over two million people. These plans help shape how the communities where we live, work and play will develop and evolve over time.

In order to support on-going evaluation and refinement of these important plans, a monitoring framework was created to periodically assess areas of successes and areas in need of improvement. This review of the MDP and CTP, being referred to as Next 20 to reflect its focus on medium-term actions (i.e. what needs to happen over the next 20 years), supports the commitment made to intentional implementation and continual improvement.

Next 20 – Engagement Program Overview

The objective of the overall engagement program designed to support the Next 20 project is to provide multiple opportunities for a diverse cross-section of stakeholders to share their input and ideas. By collecting and considering these perspectives and opinions, the project team can better understand the values, interests, expectations and priorities of those that the plans are designed to serve. The following diagram lays out the engagement program for the project.

Engagement timeline

Focus Groups

Stage 2 was about understanding priorities and identifying community-level considerations. Before embarking on the detailed work of developing recommendations, the project team sought to understand what it will take to make the lives of Calgarians better over the next 20 years.

In May 2019, we hosted two focus groups where we talked with stakeholders representing a broad range of expertise and perspectives relevant to the MDP and CTP. The same individuals who participated in the five Stage 1 focus groups were invited back and this time, we amalgamated the areas of expertise to encourage cross-discipline discussion and ideas.

Date	Location	Number of participants
May 1, 2019	Municipal Building	14
May 2, 2019	Municipal Building	12

What we asked

Participants were asked to consider three key themes that emerged in Stage 1 – those of walkability, a vibrant cultural scene and aging-in-place – and discuss what these look like at the community-level, and what types of policies or changes to policy might be required to see them through. The groups also considered how other identified priorities, including cycling/transit, access to parks/greenspace/healthy food and protecting the environment, could be reflected and supported in these communities of the future.

What we heard

In discussing **walkability**, participants identified having a destination, the quality of the experience, connectivity and the required supporting infrastructure as key elements in progressing a more walkable city. The ability to meet one's daily needs was identified as the ideal, but there was acknowledgement that with greater densification and local business comes issues of parking, traffic and NIMBYism. In terms of providing a quality experience, the discussions touched on the negative impact of parking lots and the value of thoughtful landscaping and greenery, and there was a lot of talk around safety and mobility challenges as they relate to sidewalk conditions and maintenance. The supports mentioned by participants as being required to encourage walkability include transit, cycling facilities and other alternatives to transit (autonomous vehicles, transit cabs, shared active mode vehicles, etc.). There was also conversation around how we as Calgarians need to fundamentally change our relationship with vehicles. The suggestions for policy change included prioritizing community spaces and better connectivity between communities, supporting timely safety audits, clarifying jurisdiction for sidewalk/pathway maintenance, and encouraging flexibility in design and multi-use spaces.

When talking about **aging-in-place**, participants put priority on the need for housing that allows individuals to move within the community as they transition through the various stages of life. The concepts of mixed model integration, universal design, flexible housing that adjusts as demand dictates, and improved incorporation of affordable housing into mainstream buildings, were all put forward for consideration. In terms of support required to allow seniors to age-in-place, participants talked about the need/value of mobile services. The need for a social framework that values seniors was mentioned, with one idea being the creation of housing that encourages the co-mingling of demographic groups. Ideas around the infrastructure and amenities required included seating, sunshades and enhanced sidewalk maintenance, as well as community gardens, green space and coffee shops/libraries that are willing to accommodate seniors' desired use of the space. The suggestions for policy change included not segregating land use to one area, mandating quality and visually integrated affordable housing, changing the zoning on secondary suites and reviewing the allocation of related funds (FCSS, provincial funding, etc.).

The conversation around **Calgary's cultural scene** identified some challenges that we face as a city, some of the positive aspects of the current state, and some ideas for the future. The challenges identified included, among others, the lack of good venues for musical acts, the impact of red tape and over-regulation (i.e. busking permits, health & safety, business licences, etc.) and the need for more communication/promotion to showcase what's available. Some felt that Calgary's cultural scene is evolving, with great strides having been made over the last 20 years including the planning for East Village and the incorporation of community spaces into new subdivisions. The ideas put forward for consideration included improving the cultural district, making better use of Olympic Plaza and 8th Street and creating a cultural pass for different events/festivals. Other ideas included supporting community associations in sharing resources, rotating cultural events through different communities and embracing the reality that we are a winter city. There was some discussion about the role that the MDP and CTP have on our cultural scene, and how the MDP and the Cultural Strategy should work together. Some believe the MDP should support our cultural aims through enablement, encouragement and facilitation. This could involve the development of policies related to cultural spaces (i.e. recreation centres, entertainment districts, main streets, nodes), providing better 'access for all' to cultural spaces and events, and evolved land use policies including the willingness to consider temporary land uses to accommodate creative endeavours.

BILD Workshops

Given the significant role that the building industry plays in the implementation of the MDP, the project team hosted a tailored engagement opportunity specifically for members from the Building Industry Land Development association (BILD Calgary Region). The goal of these sessions was to:

- Provide members with an overview of the Next 20 project
- Encourage discussion around the alignment of the MDP with BILD's smart growth policy
- Collaboratively identify barriers and mitigation strategies
- Discuss the impact and opportunity of having the MDP adopt a more visionary orientation

Date	Location	Number of participants
May 6, 2019	BILD office	11
May 10, 2019	BILD office	12

What we asked

Participants were asked to discuss and provide input on four industry-relevant topic areas including building in activity centres/corridors, enhancing the public realm, distribution of density and green infrastructure. The conversation was initiated by asking participants what challenges they feel are impeding progress in these areas, and what options might be available to help overcome these barriers. A hard copy worksheet was distributed at the beginning of the session and participants were prompted through various questions to share their thoughts, ideas and comments.

What we heard

In discussing **building in activity centres and corridors**, participants repeatedly mentioned the need for increased flexibility. This includes flexibility in terms of meeting current and future retail needs, language that allows for broader interpretation of the policies, the ability to respond to changing markets and an allowance for developments that are contextually relevant. There was a comment expressing that the Urban Structure Plan hinders flexibility, and another that calls for the plan to be updated more frequently to reflect approved local plans. When asked about Calgary's 24 main streets, some feel there are too many – which can hinder redevelopment by falsely inflating land value – while others expressed that some corridors are too long and don't reflect land ownership, which causes cost and uncertainty. One participant identified what they feel is a missing category in the MDP and that's the opportunity to identify and prioritize transit-oriented development. Other participants suggested that transit-oriented development is not working as well as it was envisioned.

In discussing **enhancing the public realm**, maintenance of community assets was identified as a challenge, with the comment that "design is being driven by maintenance considerations". There was a request that the MDP provide over-arching, simple and effective guidelines on what's expected, and another that the standards and specifications not prohibit beauty or creativity. The need for flexibility was mentioned in terms of allowing developers some creative leeway, planning and operating natural areas and dog parks, and allowing developers to be responsive to changes in the market. Some believe that City investment is required to support densification and redevelopment, and that the provision of incentives would encourage communities to accept increased density. Improved coordination and integration of private and public spaces was discussed, including community association land allocation and surplus school sites. The suggestion was made that the MDP could address lack of alignment between City services including Roads, Parks, Water Resources/Services and others.

In discussing the **distribution of density and how to achieve our goals of a more compact city (50/50 policy)**, participants put forward several implementation challenges including resistance from community associations, servicing requirements and how utilities are treated in the inner city, and the degree of risk involved. Suggestions included allowing the market to define the split, adjusting the way we apply property taxes, taking time to address existing roadblocks, considering an incremental growth policy and possibly subsidizing capital redevelopment. Some felt the 50/50 policy pits established areas and new communities against each other. The suggestion was made that the MDP needs to be short, concise and provide both clarity and direction.

In discussing **green infrastructure**, financial consideration was a re-occurring theme with participants expressing that "business and industry don't see the economics" of green infrastructure, the potential absence of savings on utility bills, the cost of regulation being a barrier and the need for incentives. Flexibility came up again as participants commented on the need to be open-minded about new ways of doing things, as did the need for an integration of efforts between all parties (City, developers, province). A suggestion was made to look at older residences/communities as well as new developments, and there was a call for a comprehensive plan, as well as a common language and definitions.

Survey Data Collected Through Library Installation & Pop Up Activities

A hard copy survey was distributed at both the Calgary Central Library installation and through the six in-person pop-up activities. The locations of these engagement opportunities were strategically identified to support a broad representation of citizens. Given the timeframe of the Next 20 project, it was important to reach the generation of Calgarians who will be directly impacted by the policy decisions being made. By targeting geographically dispersed high schools, the project team was able to engage youth from across the city and capture this important perspective.

A total of 523 surveys were collected. 348 submissions were received through the Central Library installation, with another 175 collected through the six pop-up activities.

Date	Location	Number of surveys collected
May 7 to 28	Central Library Installation	348
May 7	Robert Thirsk High School	25
May 9	Dr. E.P. Scarlett High School	26
May 15	Hillhurst/Sunnyside Farmers Market	5
May 15	Lord Beaverbrook High School	35
May 16	Nelson Mandela High School	82
May 30	Vivo for Healthier Generations	2

What we asked

Participants were provided a survey that asked them to identify how important the ideas – or qualities of a great city - collected through input in Stage 1 are to the future of Calgary, and how much more progress they feel should be made in those areas over the next 20 years. The qualities were organized under four of City Council's priorities – A city that moves, Healthy and green city, Inspiring neighbourhoods and Prosperous city.

Participants were asked to consider and evaluate each quality as *Not Important*, *Somewhat Important* or *Very Important*. They were then asked whether they would like to see *moderate* or *significant* progress in that same area. As the qualities were identified by participants in Stage 1 as something they wanted the City to make more progress on in the next 20 years, "*no progress*" was not presented as an option.

Council priorities	Qualities we heard were important for a great city
A city that moves	• Be more walkable • Provide more efficient and frequent Transit service • Provide more bicycle infrastructure • Reduce traffic congestion
Healthy and green city	• Provide easy access to healthy food options • Increase the number of parks and green space in a community • Protect air and water quality as well as water supply and the natural environment
Inspiring neighbourhoods	• Encourage a vibrant and lively food, cultural, music and art scene • Provide a mix of housing that better accommodates aging-in-place and multi-generational families • Provide more affordable and accessible housing for all needs and budgets
Properous city	• Support businesses and promote the core • Promote other industries such as technology and agriculture

The survey distributed through the Calgary Central Library installation also included the following open-answer question, "Do you have any comments you would like to share regarding how The City should make progress over the next 20 years?".
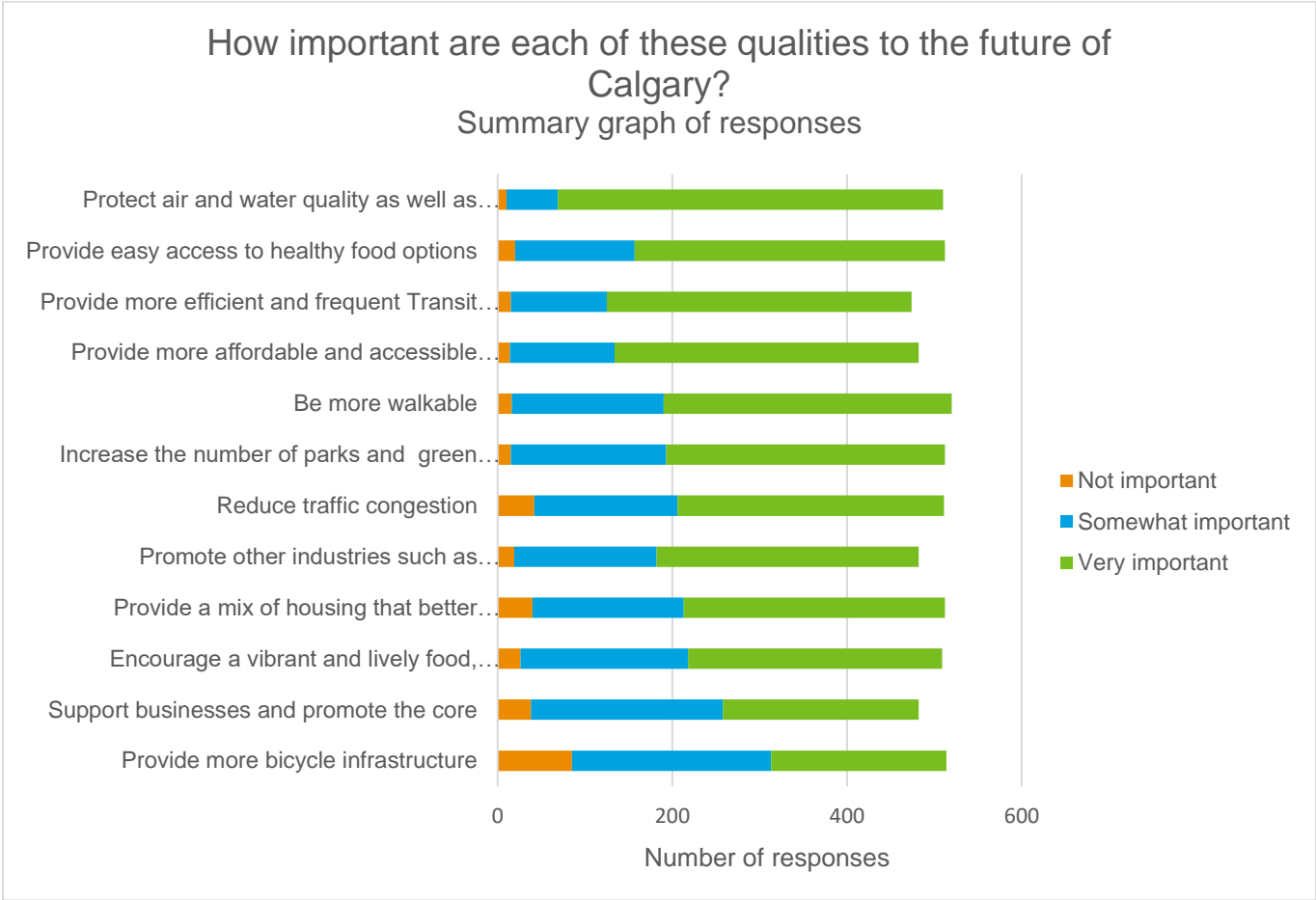
What we heard

The qualities of Protect air and water quality as well as water supply and the natural environment received the most *Very Important* responses, followed by Provide easy access to healthy food options. Respondents wanted to see the most significant progress made on Protect air and water quality as well as water supply and the natural environment followed by Provide more efficient and frequent Transit service.

How important are each of these qualities to the future of Calgary?
Summary graph of responses

How much more progress should we make over the next 20 years?
Summary graph of responses

Category	
Protect air and water quality as well as…	
Provide more efficient and frequent…	
Provide more affordable and accessible…	
Provide easy access to healthy food…	
Be more walkable	
Promote other industries such as…	
Reduce traffic congestion	
Provide a mix of housing that better…	
Encourage a vibrant and lively food,…	
Increase the number of parks and green…	
Provide more bicycle infrastructure	
Support businesses and promote the core	

Legend:
- ■ Moderate Progress
- ■ Significant Progress

X-axis: Number of responses (0, 100, 200, 300, 400, 500, 600)

The economy and the environment were the two most frequently mentioned themes within the comments collected in response to the open-answer question, "Do you have any comments you would like to share regarding how The City should make progress over the next 20 years?". Many participants mentioned the need to diversify the economy, with suggestions to explore other industries including tourism, technology and alternative/renewable energy. The City is being encouraged to support small business, with some asking for increased support for businesses that contribute to the community. When it comes to the environment, there were many calls for lowering emissions and pollution, encouraging sustainable lifestyles and putting a focus on environmental protection. Global warming and climate change were identified as major concerns, and ideas to address these include building with and incentivizing green practices, creating less waste/garbage and reducing plastics.

The third most frequently mentioned theme in the open-answer comments was around the need for increased density and housing. Ideas and suggestions within this theme included a call to focus on complete communities, encourage communities that support diverse interactions (demographically, culturally, socio-economically), increase walkability, and cap or restrict urban sprawl. Our transit system was another key area identified as an opportunity for progress. Suggestions included more accessible, frequent

and reliable transit, longer transit hours, a better range of transit options, more LRT lines and a caliber of service that will reduce Calgarians' need for cars.

The charts on the following pages show the detailed results of the multiple-choice questions across all in-person activities for each quality. All questions were optional and not all participants answered every question.

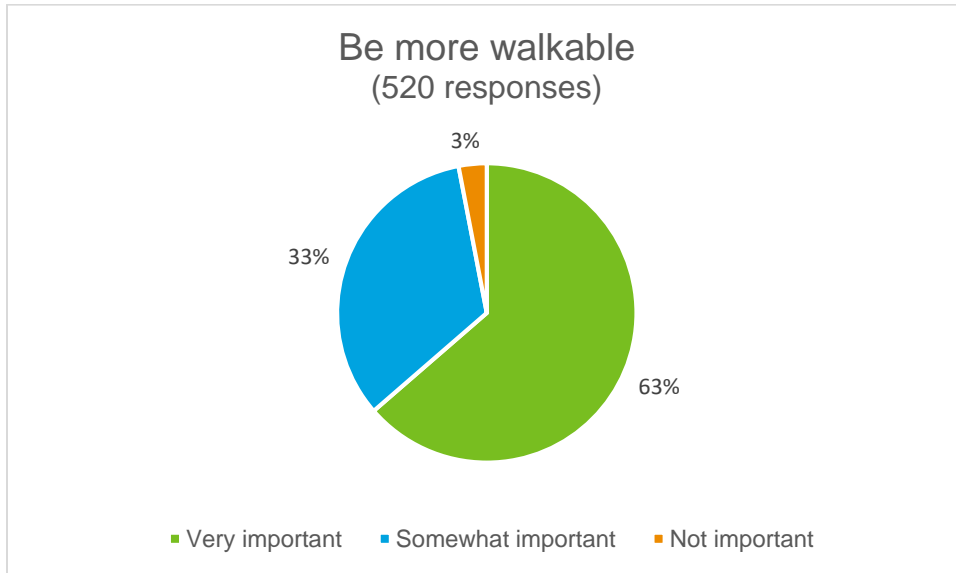The verbatim input and discussion notes from all in-person activities begins on page 27.

Council Priority: A City that moves

Quality we heard was important for a great city in Stage 1: Be more walkable

Question: How important is Be more walkable to the future of Calgary?

Be more walkable
(520 responses)

3%

33%

63%

- Very important
- Somewhat important
- Not important

Question: How much more progress should we make on this quality over the next 20 years?

Be more walkable
(507 responses)

Significant progress — 55%

Moderate progress — 45%

0%   20%   40%   60%   80%   100%
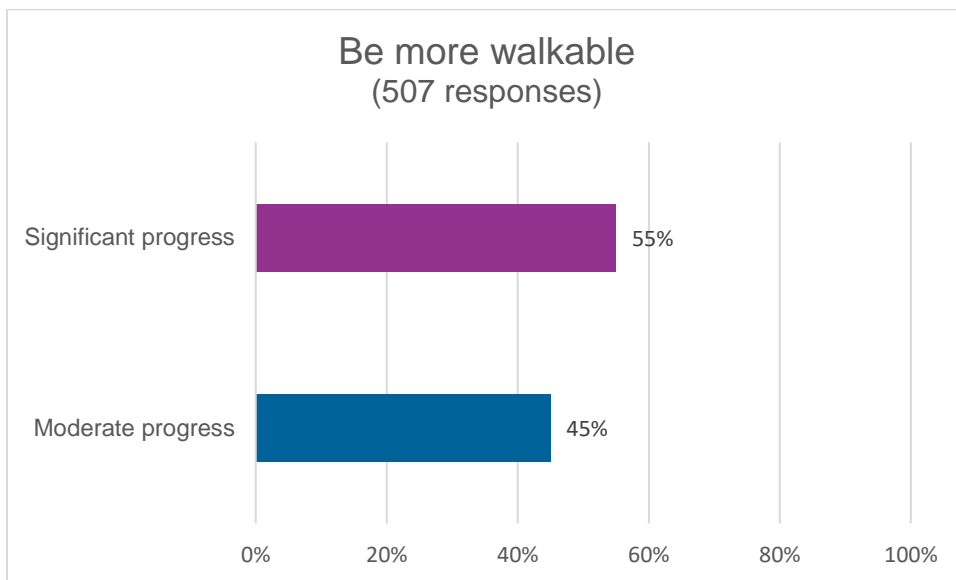
Quality we heard was important for a great city in Stage 1: Provide more efficient and frequent Transit service

Question: How important is Provide more efficient and frequent Transit service to the future of Calgary?
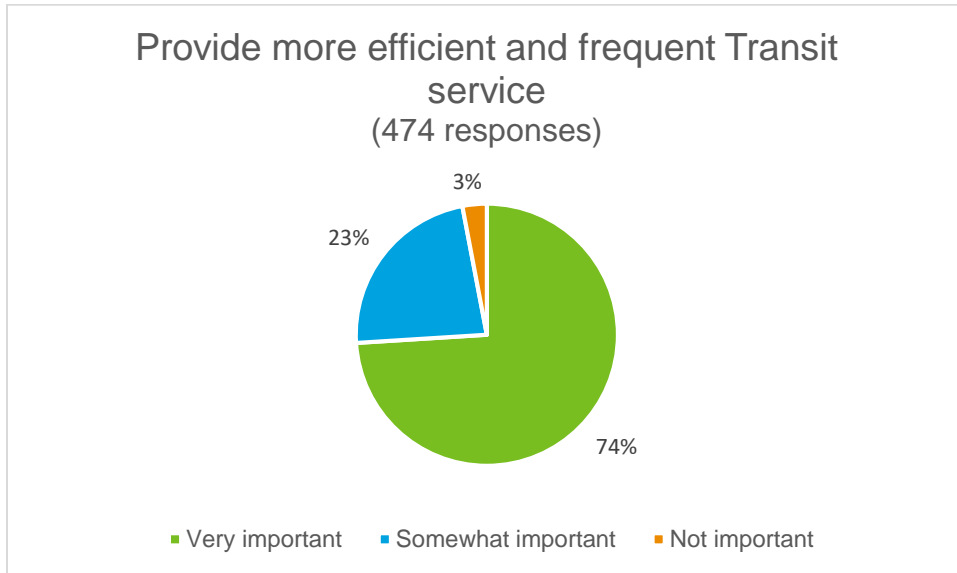
Provide more efficient and frequent Transit service
(474 responses)

3%
23%
74%

- Very important - Somewhat important - Not important

Question: How much more progress should we make on this quality over the next 20 years?

Provide more efficient and frequent Transit service
(503 responses)

Significant progress — 69%

Moderate progress — 31%

0%   20%   40%   60%   80%   100%
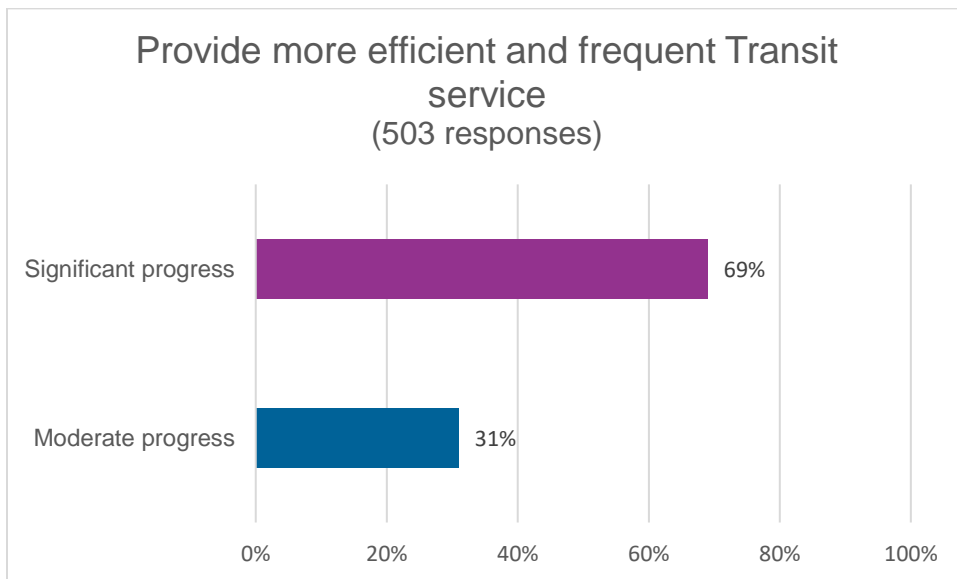
Quality we heard was important for a great city in Stage 1: Provide more bicycle infrastructure

Question: How important is Provide more bicycle infrastructure to the future of Calgary?
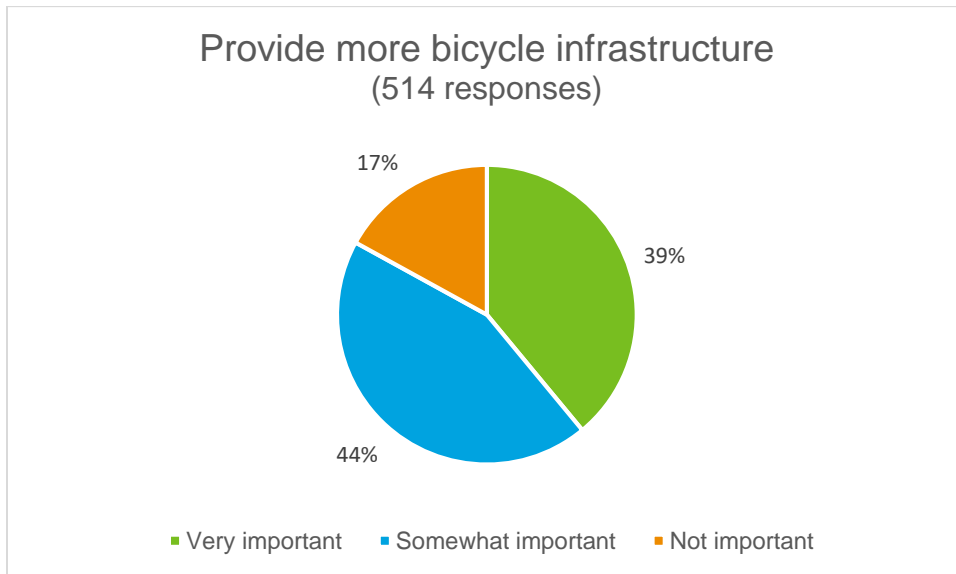
Provide more bicycle infrastructure
(514 responses)

- 17%
- 39%
- 44%

■ Very important ■ Somewhat important ■ Not important

Question: How much more progress should we make on this quality over the next 20 years?

Provide more bicycle infrastructure
(479 responses)

Significant progress — 46%

Moderate progress — 54%

0%   20%   40%   60%   80%   100%
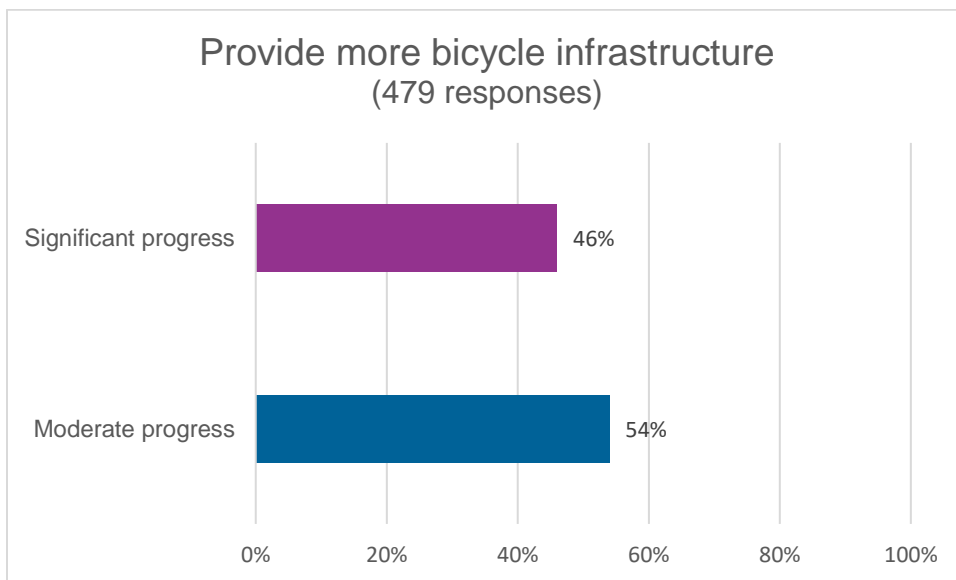
Quality we heard was important for a great city in Stage 1: Reduce traffic congestion

Question: How important is Reduce traffic congestion to the future of Calgary?
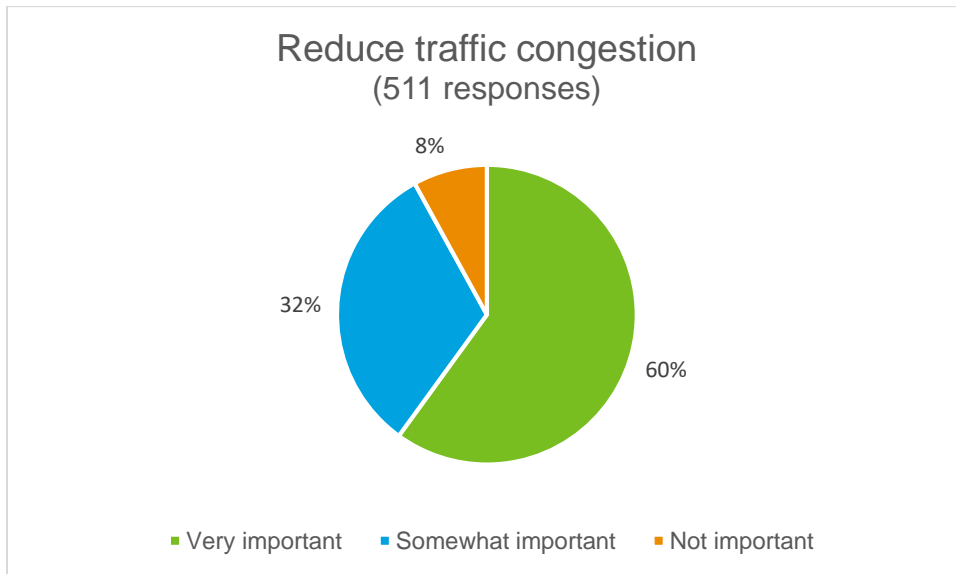
Reduce traffic congestion
(511 responses)

- 8%
- 32%
- 60%

■ Very important ■ Somewhat important ■ Not important

Question: How much more progress should we make on this quality over the next 20 years?

Reduce traffic congestion
(491 responses)

Significant progress	56%
Moderate progress	44%

0% 20% 40% 60% 80% 100%
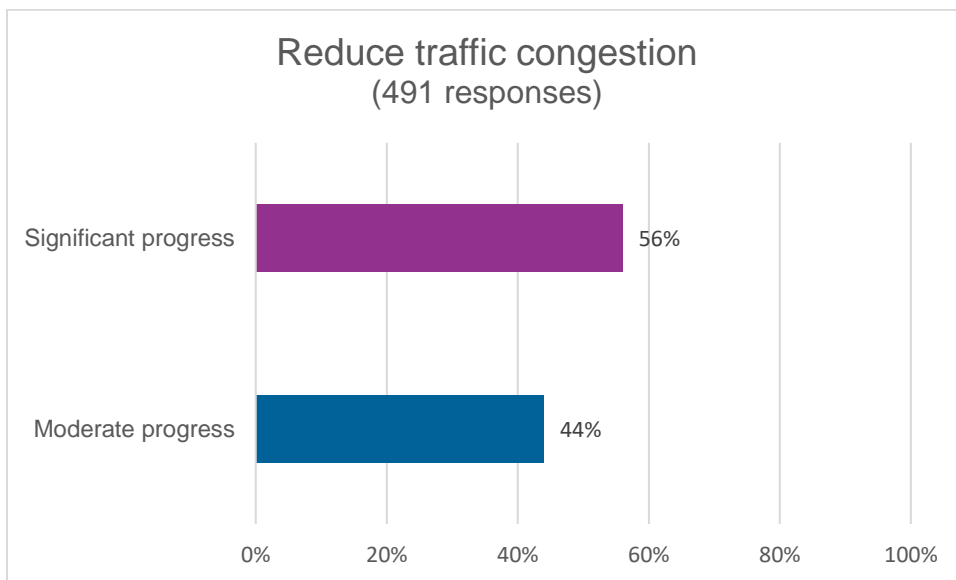
Council Priority: Healthy and green city

Quality we heard was imporrtant for a great city in Stage 1: Provide easy access to healthy food options

Question: How important is Provide easy access to healthy food options to the future of Calgary?
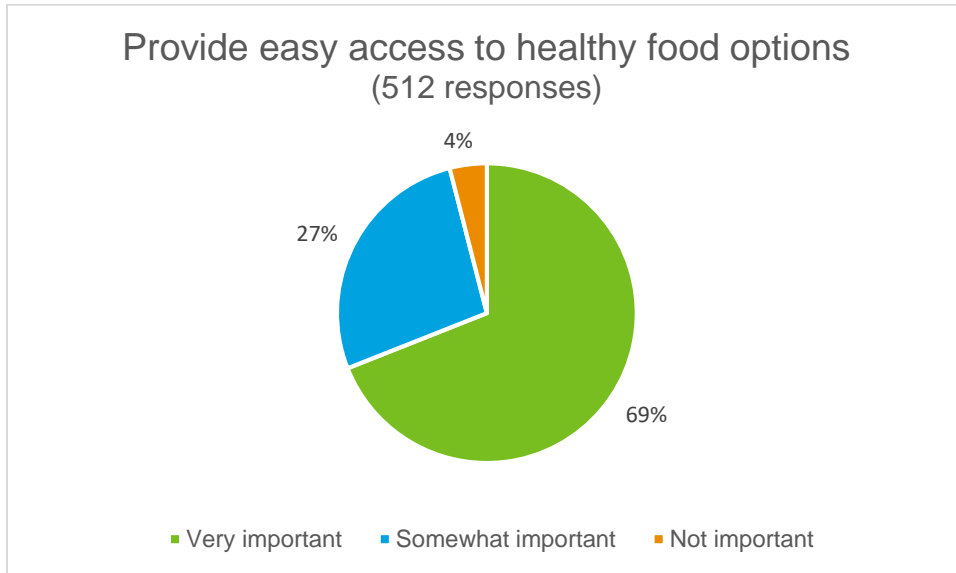
Provide easy access to healthy food options
(512 responses)

4%

27%

69%

■ Very important   ■ Somewhat important   ■ Not important

Question: How much more progress should we make on this quality over the next 20 years?

Provide easy access to healthy food options
(488 responses)

Significant progress — 60%

Moderate progress — 40%

0%   20%   40%   60%   80%   100%
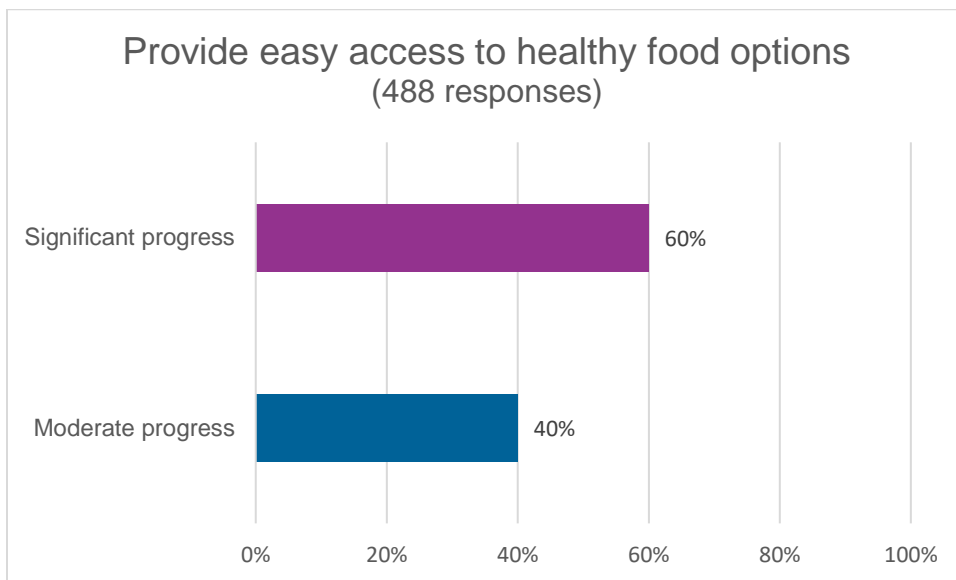
Quality we heard was important for a great city in Stage 1: Increase the number of parks and green space in a community

Question: How important is Increase the number of parks and green space in a community to the future of Calgary?
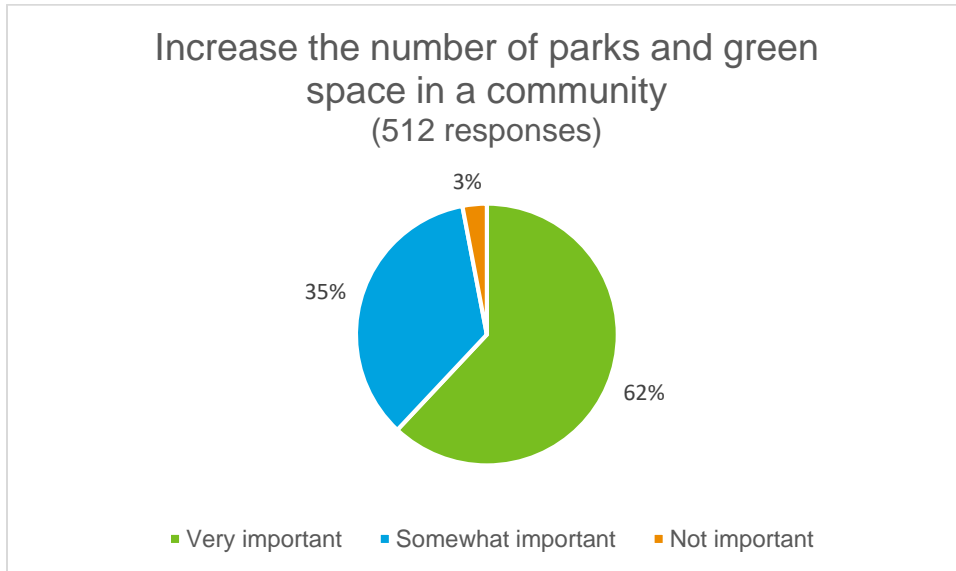
Increase the number of parks and green space in a community
(512 responses)

3%

35%

62%

- Very important   - Somewhat important   - Not important

Question: How much more progress should we make on this quality over the next 20 years?

Increase the number of parks and green space in a community
(492 responses)

Significant progress — 54%

Moderate progress — 46%

0%   20%   40%   60%   80%   100%
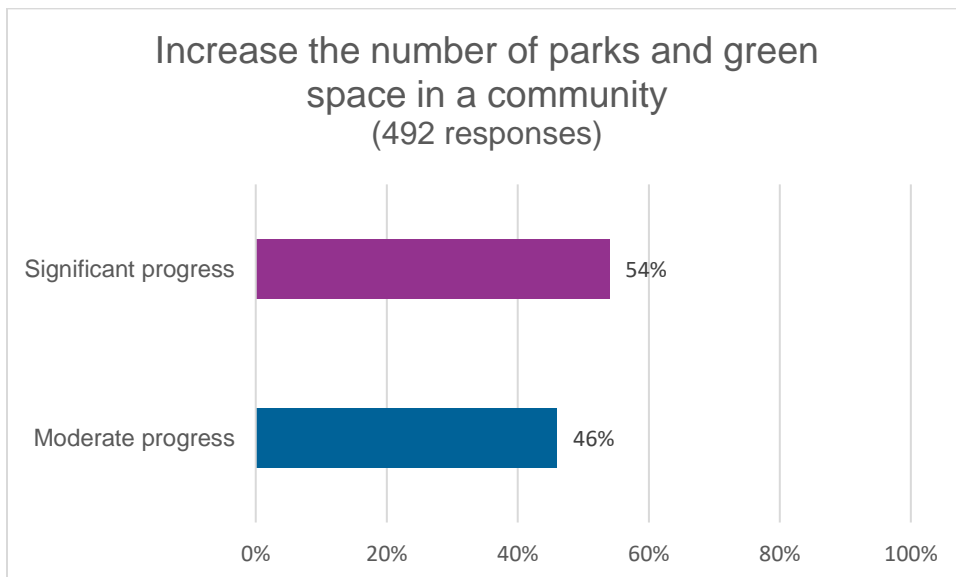
Quality we heard was important for a great city in Stage 1: Protect air and water quality as well as water supply and the natural environment

Question: How important is Protect air and water quality as well as water supply and the natural environment to the future of Calgary?
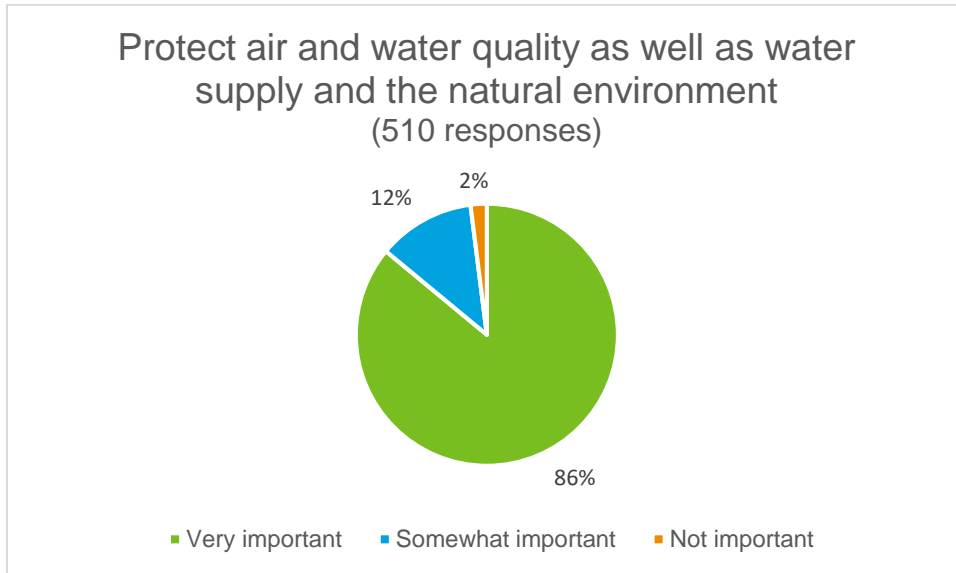
Protect air and water quality as well as water supply and the natural environment
(510 responses)

12% 2% 86%

■ Very important   ■ Somewhat important   ■ Not important

Question: How much more progress should we make on this quality over the next 20 years?

Protect air and water quality as well as water supply and the natural environment
(494 responses)

Significant progress — 76%
Moderate progress — 24%
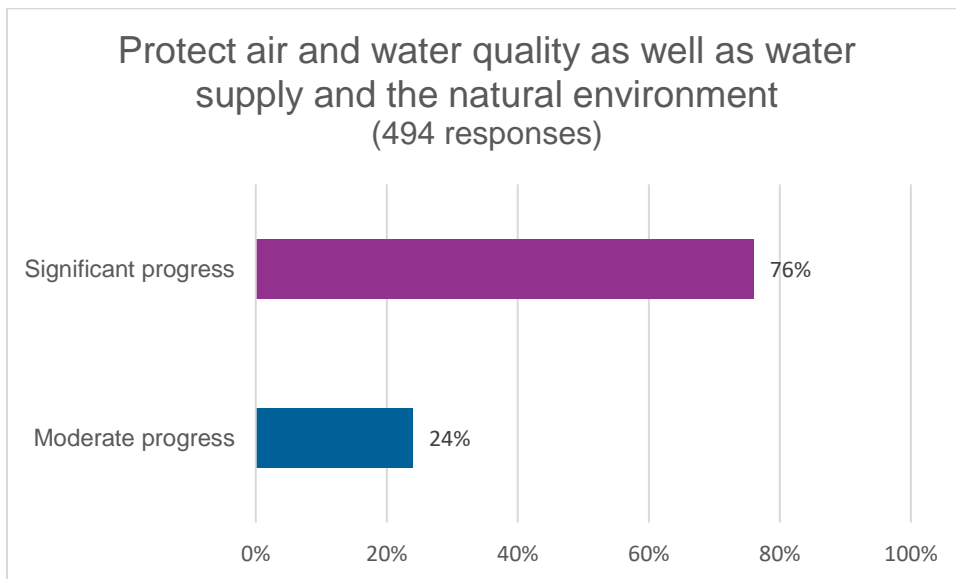
Council Priority: Inspiring neighbourhoods

Quality we heard was important for a great city in Stage 1: Encourage a vibrant city, with a lively food, cultural, music and art scene

Question: How important is Encourage a vibrant city, with a lively food, cultural, music and art scene to the future of Calgary?
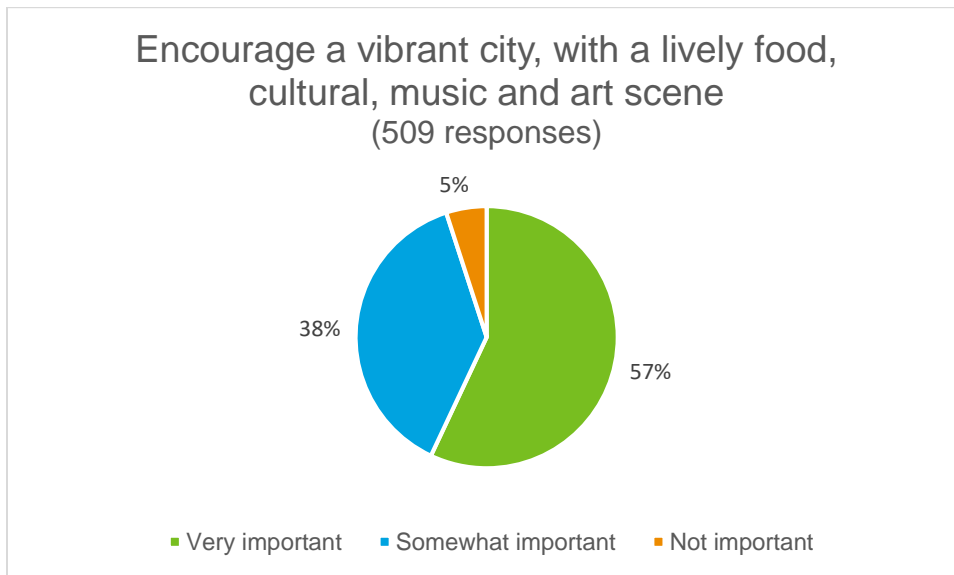
Encourage a vibrant city, with a lively food, cultural, music and art scene
(509 responses)

- 5%
- 38%
- 57%

■ Very important ■ Somewhat important ■ Not important

Question: How much more progress should we make on this quality over the next 20 years?

Encourage a vibrant city, with a lively food, cultural, music and art scene
(493 responses)

Significant progress	55%
Moderate progress	45%

0%   20%   40%   60%   80%   100%
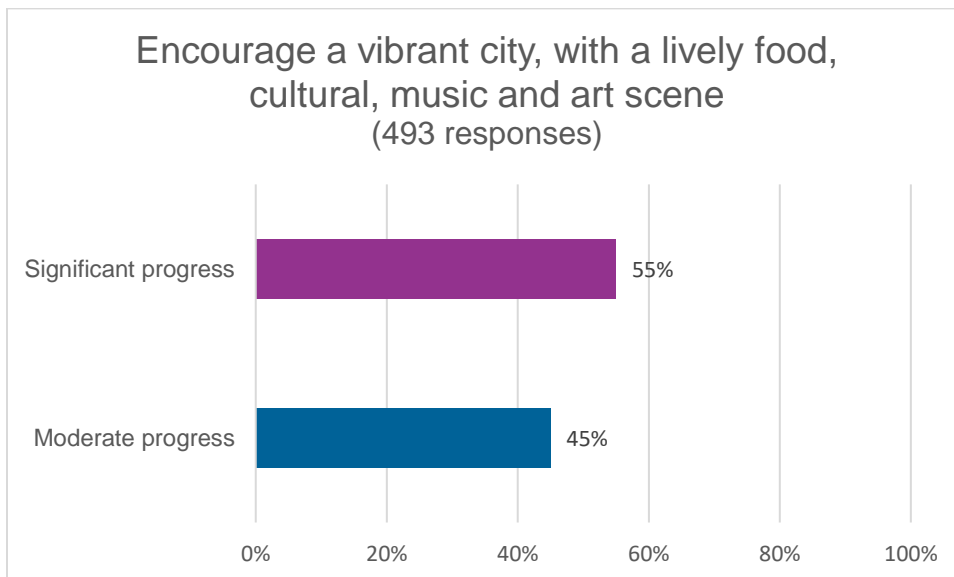
Quality we heard was important for a great city in Stage 1: Provide a mix of housing that better accommodates for aging-in-place and multi-generational families

Question: How important is Provide a mix of housing that better accommodates for aging-in-place and multi-generational families to the future of Calgary?
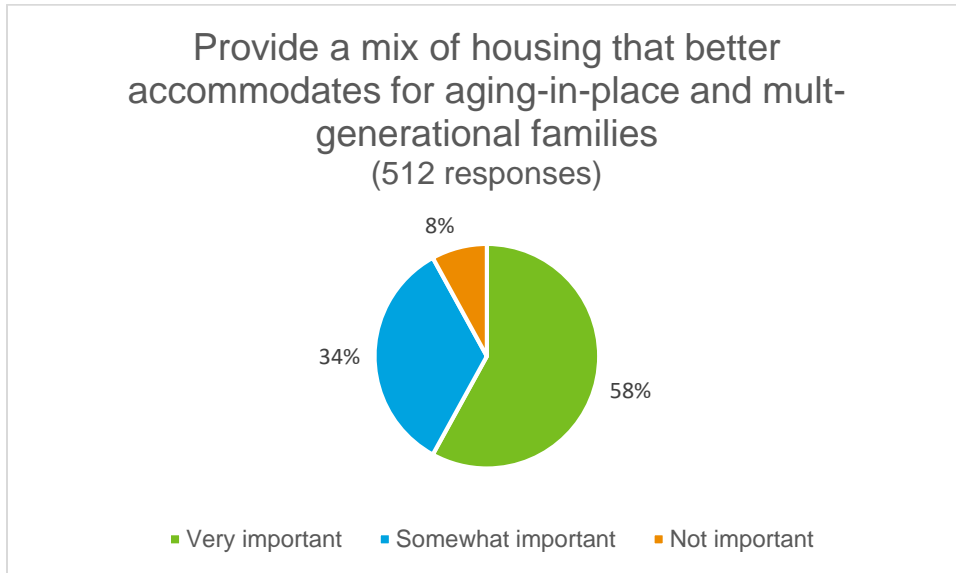
Provide a mix of housing that better accommodates for aging-in-place and mult-generational families
(512 responses)

8%

34%

58%

- Very important
- Somewhat important
- Not important

Question: How much more progress should we make on this quality over the next 20 years?

Provide a mix of housing that better accommodates for aging-in-place and multi-generational families
(492 responses)

Significant progress — 55%

Moderate progress — 45%

0%   20%   40%   60%   80%   100%
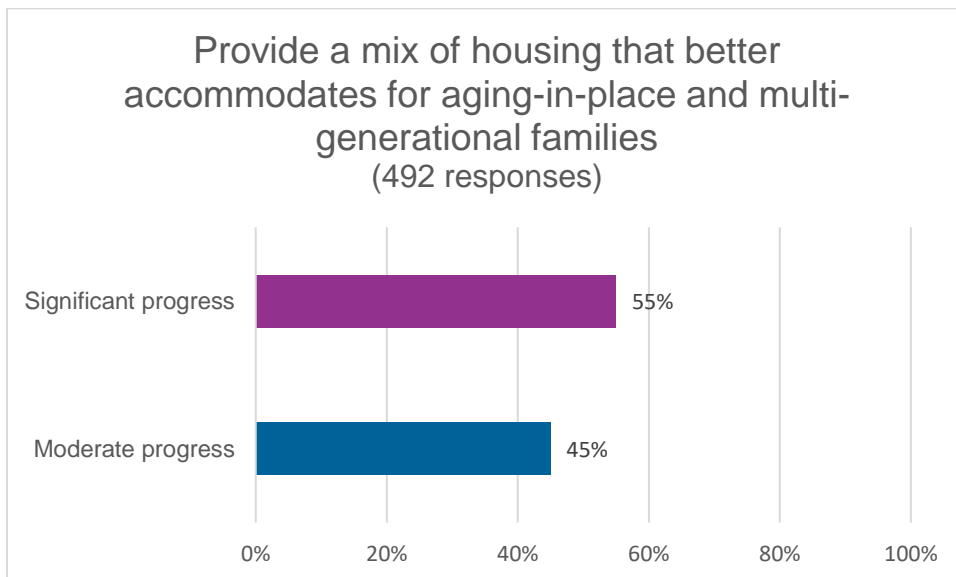
Quality we heard was important for a great city in Stage 1: Provide more affordable and accessible housing for all needs and budgets

Question: How important is Provide more affordable and accessible housing for all needs and budgets to the future of Calgary?
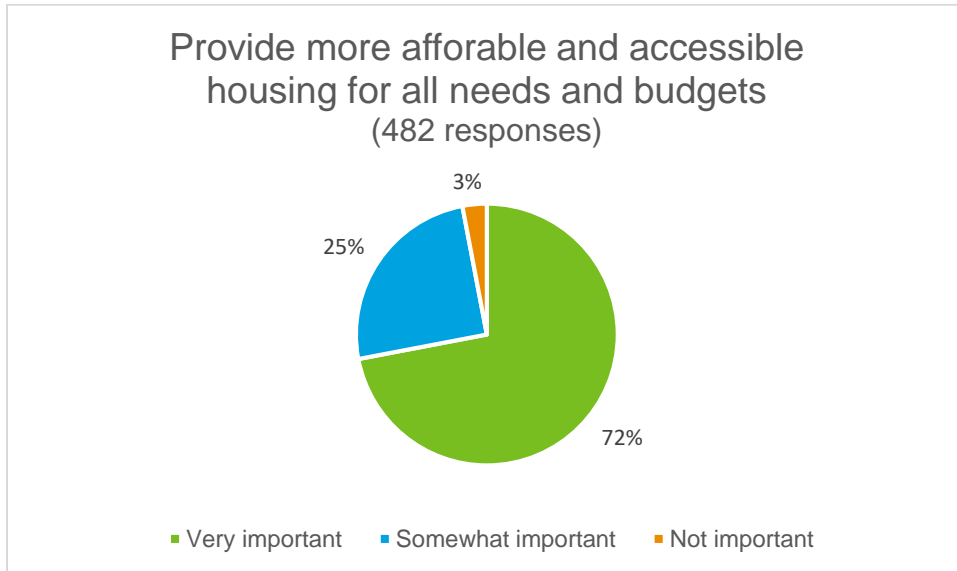
Provide more afforable and accessible housing for all needs and budgets
(482 responses)

3%

25%

72%

- Very important
- Somewhat important
- Not important

Question: How much more progress should we make on this quality over the next 20 years?

Provide more afforable and accessible housing for all needs and budgets
(471 responses)

Significant progress — 66%

Moderate progress — 34%

0%   20%   40%   60%   80%   100%
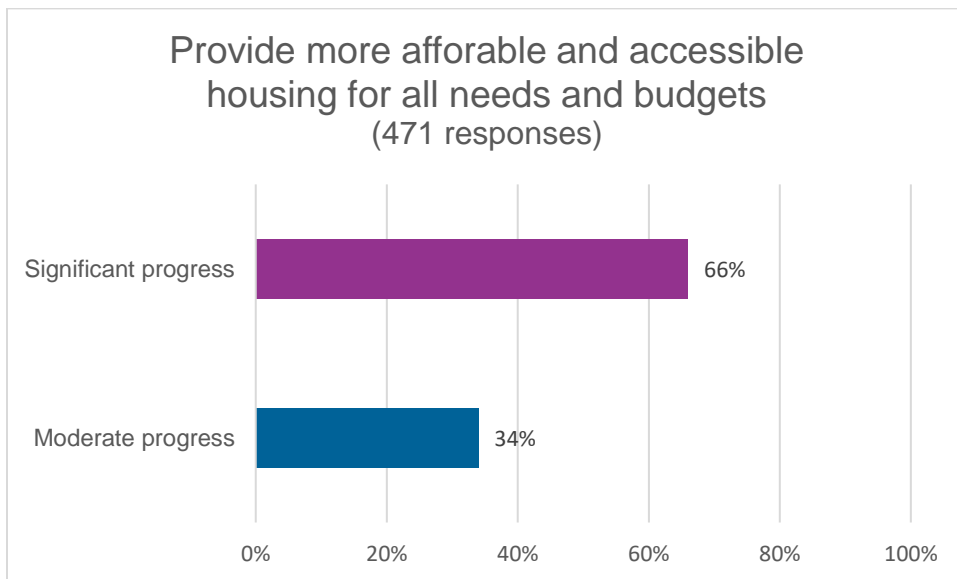
Council Priority: Prosperous city

Quality we heard was important for a great city in Stage 1: Support businesses and promote the core

Question: How important is Support businesses and promote the core to the future of Calgary?
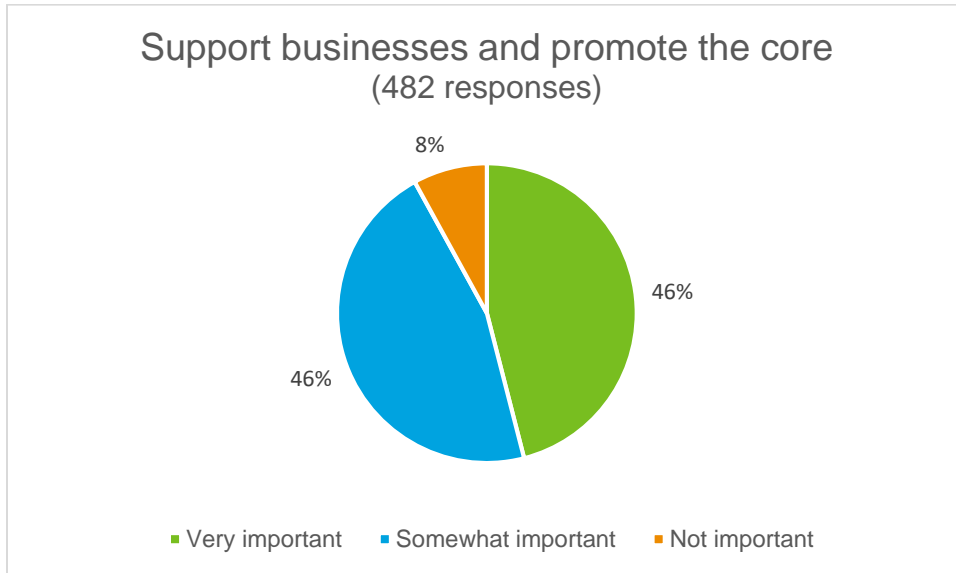
Support businesses and promote the core
(482 responses)

- 8% Not important
- 46% Very important
- 46% Somewhat important

■ Very important ■ Somewhat important ■ Not important

Question: How much more progress should we make on this quality over the next 20 years?

Support businesses and promote the core
(466 responses)

Significant progress	43%
Moderate progress	57%

0%   20%   40%   60%   80%   100%
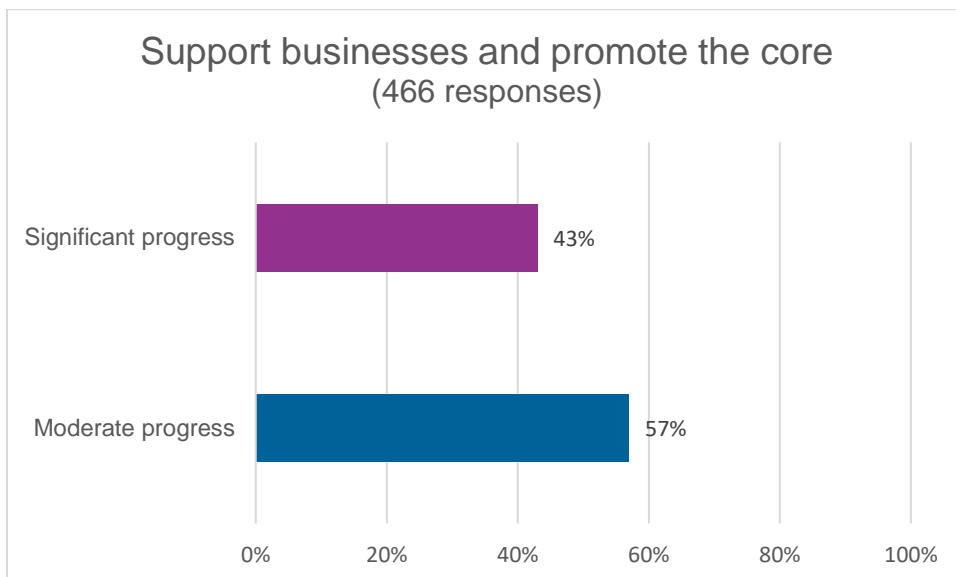
Quality we heard was important for a great city in Stage 1: Promote other industries such as technology and agriculture

Question: How important is Promote other industries such as technology and agriculture to the future of Calgary?

Promote other industries such as technology and agriculture
(482 responses)

- 4%
- 34%
- 62%

■ Very important ■ Somewhat important ■ Not important

Question: How much more progress should we make on this quality over the next 20 years?

Promote other industries such as technology and agriculture
(467 responses)

Significant progress	60%
Moderate progress	40%

0% 20% 40% 60% 80% 100%

How the input will be used

The feedback collected through all of the above in-person activities, in addition to the data collected through the online engagement, will provide The City with important insight and information as to what is most important to our community and industry partners, and how much more progress Calgarians would like made in each area over the next 20 years. This information will help to form recommendations for the update to the MDP and CTP.

Next steps

The report back will be shared with stakeholders and the public in August 2019. Follow-up on next steps will be in September 2019.

Verbatim Responses

The following pages contain the discussion notes for the focus groups and BILD workshops, as well as the verbatim responses provided in response to the open-ended question: "Do you have any comments you would like to share regarding how The City should make progress over the next 20 years?"

The verbatim responses to the survey are provided without any edits to spelling, grammar or punctuation. If an inappropriate word was provided; the following is used to indicate that it was removed: [inappropriate word removed]. If personal information was submitted, the following is used where that information was removed: [personally identifying information removed]. Where handwriting was not legible, [illegible] was used in its place.

Discussion Notes

Below are the notes from the focus groups. The comments are not verbatim but reflect the discussion to the best ability of the note-taker.

May 1, 2019 Workshop – Focus Group A

Walkability

- Q: What does a walkable community look like?
    - Destinations, connected. School, shopping
    - The idea of being walkable from a day-to-day standpoint
    - Kids can walk to school, walk to see neighbours, to transit station
- Newer communities don't have sidewalks.
- Walkability requires sidewalks.
- Global sense - shorten crossing distances, traffic calming, the City doesn't support walkability

- Cut outs for strollers, wheelchairs
- Include pathways, informal paths, through parks
- Those connections are important.
- I walk because of the beauty along the way.
- Dog park not used because it's not beautiful. They choose the garden.
- Beauty along the way fills your soul.
- Walking can be really unpleasant. Makes it unattractive.
- Beauty makes the inconvenience worth it.
- Dog walks - dog needs exercise. Need sidewalks, don't want to be on major thoroughfares.
- Visibility isn't good - alleyways, etc.
- Homeowners - trees/bushes planted right close to sidewalk. Can City do something about that? Not good for those with impaired mobility - up and down curb. Overgrown = black ice.
- When people think of great streets - they think of canopies.
- Don't take the green away but do your planting in a thoughtful way. Passage is an important priority.
- Maintenance is important.
- Health benefit. It's important to have sidewalks but don't want them right next to the road. Placement of sidewalks/pathways is important. The quality of the experience is important.
- Where are the desire lines? We need to match the desire line with the walking facilities.
- Key for me is safety. Community comes forward - say they want a safety audit. Go on City list and it's 5 years later. How can the MDP change that?
- Safety - physical crossings, walking at night. What does a community need to keep things safe? Snow clearing - need crosswalks cleared as well. Sidewalk great - berm on crosswalk not great.
- Problem is different jurisdictions for different parts of the path. There are pieces that no one takes charge of. 90-year-olds climbing snowbanks. We've called everybody. It's not putting walking and safety at a high enough level. Plowing for cars but not for people.
- City says it's illegal for senior lodge to shovel.
- What policy changes need to take place?
- Different jurisdictions in similar area. Who do you go to, how do you talk to them, everybody wants to give the problem to the other guy? There is some passing the buck.
- Everybody wants to walk to schools. But there are never two kids on the same block going to the same school. People are sending their kids to targeted schools.
- We've taken that away. Education system is fractured with Catholic/public system.
- Not City's job.
- The City of Calgary has a lot of clout.
- City should say that MR designate sites need to be used for public good.
- City charter and MGA looking to add more flexibility, but that work has just started.
- A fundamental problem is that older communities are closing down schools or using them for a single use that isn't for the community as a whole. The City can support getting a school in and open. Shouldn't approve community until school is in.
- Need to look into this as part of this work.

- Thinking about how our communities grow, and which grow, we need to consider the role of schools.
- The things that separate us - the garage at the front, etc. Need houses built with front access, closer to the street, more interaction. More eyes on the street. Front patios are nice - starting to happen.
- The house with the big garage is the norm.
- You want a lot of beautiful vegetation but that takes room, you want things closer together so you can walk. That's the tension here.
- Priorities around cycling and transit - where do these come into a walkable community?
- Cycling-wise there is a big opportunity. Bikes extend the distance you can reach transit - need bike lock ups. More bike facilities - covered roof. Some security. Don't bury them in hidden spots. Make it convenient and visible.
- Better integration between cycling and transit.
- More public owned bikes and scooters.
- All the different transport together means we need to really think about how to keep things safe. Bikes, scooters, cars, motorized, etc.
- Problem - scooters and bikes are left everywhere. All over the streets. This has become a hazard. Seems to work well in Brisbane - worth looking at.
- Design philosophy - can't be for a single use. Not for buildings. Not for roads. Everything needs to demonstrate a multitude of uses. It's a more integrated and not single purpose design philosophy.
- Starting to see separation in Calgary - bike lanes, etc. The segregation is starting to be by speed - bikes, scooters, etc. on lanes. Cars here, pedestrians here.
- Cycle tracks - safety of cyclists, safety of pedestrians, safety for car driver.
- Need broader thinking right from the outset. Get the design right first.
- As long as you keep safety top of mind, you're in good shape.
- Can we extend these cycle tracks out into our communities?
- Bikes extend your comfortable walking distance. 400m walking. 1500m biking.
- Need c-trains where you can safely put your bike. New trains in Calgary doesn't have those.
- Has the City looked at public cabs - cheaper than empty buses?
- I want to go where I want to go, when I want to go.
- Need to look at alternatives - change the basic thinking about how we do transport to be more sensitive to the needs of the individuals.
- Cross-city transit is non-existent in Calgary
- Need to understand better what people want.
- It's integration technology to understand what people are looking for. Where are they going on transit? Have the data that drives the planning. What is the demand side? We have the ability - with our cell phones, etc.
- There are origin destination studies - they know some of this.
- How is this overlaid with the development?
- We need evaluation and quality improvement cycles.
- MDP monitor report - they looked at some things.

- We need to look at what we did and how did we do? Need more quality improvement as it relates to transit. Is it the same as 10 years ago? Is it budget or service needs that are driving things?
- MDP is a forward-looking plan. It's not surprising that the aspirations haven't changed.
- Autonomous vehicles might make transit obsolete.
- Make nodes convenient to get to, make it attractive and convenient.
- Are the existing nodes convenient to get to?
- City needs to take risk - try new things, pilot new things. This would mean that the private sector doesn't need to take the risk.
- What is people's tolerance for change/risk? How much change are people willing to accept?
- We plow pathways - doing an exceptional job. Two thumbs up. Pedestrian overpass isn't plowed because it falls under city infrastructure.
- This should be improved with the One Calgary philosophy - service based.
- This is the first year. It's a big shift. Takes time.
- At what point is it an excuse?
- Different way of working.
- The problem isn't just with how the plan gets rolled out, but how it gets followed.
- If you are expecting me to do something different - what will I get in return? Tolerance and risk - it's a balance.
- This is key when you talk about mainstreets or nodes. What is the City going to give the community's in return - maybe that safety audit?
- The city has to shift their risk thinking. Very risk averse. There has to be a balance in the shift.
- What policies need more guiding principles and less absolutes? Where can there be more flexibility?
- You can't be wholly prescriptive. You have to be given the authority to apply judgement - rather than compliance/non-compliance. Check box is faster, subjective is harder, but with training, the City could implement a more principled approach to outcomes.
- City staff need to be given more authority.
- There is a cost to changing how you do business - to everybody. The City, the individual. Money, time, etc. When we do these reviews, do we consider the cost of change?
- There is a change cost that needs to be considered - moving expenses.
- In certain circumstances, City has to be catalyst for change, not an inhibitor. Example - housing.
- Principled-based policy is really, really important. Rules-based doesn't work.
- Why can't you subdivide half of your lot? Different thinking.
- Secondary suites opposed by NIMBYism.
- Policy decisions can't be based on NIMBYism. Sometimes you have to prioritize the public good.
- Summary –
  - Visually appealing - the journey is worth the inconvenience
  - More data - understanding the demand
  - Policies - more flexibility, more tolerance to encourage innovation and risk taking

Aging-In-Place

- In accessible housing they use universal design which means anyone can live there. There isn't a barrier regardless of what your mobility is. Every house should be available for anyone to live or to visit.
- This includes accommodating different versions of the family unit.
- Putting an age block on it isn't the right way to go - better to look at it with ability. There is a gap for the 50 – 60-year age range.
- Don't put an artificial box around seniors.
- There is a big problem with those who will only move once there is a crisis.
- There is a prejudice or block because none of us want to age - how do we change our way of looking at this?
- Some of it is a change in philosophy. Empty nesters who want the family to come back - maybe there are places that have that extra space for when and where they need it? Can communities be designed with downsized space for most of the time and extra space for guests/family time?
- As a community, do we think about how we are looking after ALL the people?
- What is the community's role in supporting all the needs of all the people that want to live there?
- An internal obligation to serve those that live there.
- May need to be instigated by the family.
- Policy could say you can't create a single use kind of housing.
- Or what can you do to better support? Then they'll come to that.
- How do we maintain and protect heritage landscapes/parks? We need to be really deliberate that we still prioritize green space as we develop.
- There has to be incentives - development community needs to be incentivized to preserve/protect some environmental asset. Densification, etc.
- You need to consider what amenities you already have. Doesn't always have to be new - how can we take what we have and improve it?
- How do you support the communities with their grassroots ideas and initiatives?
- Help them move from something that's a good idea to something that's a sustainable legacy. The City should know how to help us - connect to the Parks Foundation, etc.
- Building around and on the interests of the community.
- Established communities - you can do rain barrels, gardens, etc. New developments - the water resources group is so myopic. There are policy roadblocks to be innovative. Allow developers to save money if it helps the environment.
- They are trying through their stormwater strategy.
- They've been talking about it for years. It's not rocket science.
- This comes back to the risk that everyone has to be willing to share.
- Why don't we put all development permits through a lens of environmental stewardship?
- Can the City offer expertise instead of offering judgement? We are the facilitator instead of the roadblock.
- How can we encourage and incentivize environmentally friendly actions?

- Need to listen to some of the small ideas that communities want to do to help things instead of standing in their way.
- Utilization of topsoil...material management in greenfield developments is crazy. Policies like 10cm of topsoil on a site. Need a regulation that says any topsoil that comes off a development goes back on.
- #1 priority has to be something that replicates natural run-off. This applies to poor abused Nose Creek. Any kind of development has to be carbon neutral. Can't make things worse - even being carbon friendly would be better.
- New developments doing its share. We're doing better than we used to. We can't be the only ones making a difference. Need to consider retrofits and established communities.
- The circle diagram from the presentation is the key to aging in place. If you do that in terms of daily needs, you will have a place people can age in place.
- City has to allow this by allowing for different housing types, adaptability, etc. Need to move past the stacked, built form. Aren't allowed to build linear townhomes, where the ground floor lends itself to accessibility.
- Any good examples? High density US - Chicago, Denver.
- Garrison Woods - look like townhomes but units are stacked.
- It happens in Calgary - take a look in the northeast. They've adapted to a housing form that isn't ideal but they make it work.
- What if you could subdivide your lot? All good until developers get ahold of it and start subdividing all these lots.
- If you have all of that, that's the attractiveness of the area. Rain gardens, community gardens, nice place to sit/walk/congregate, the environmental aspect can make the features that appeal and keep people wanting to be there.
- It's all integrated - creating a place where people can and want to stay.
- Should there be a balance - what do people who want to age in place want to give back to the community? Not just what we can give to you, how can you help support the community?
- Not just recipients, but active to their capacity.
- Once people can get themselves 'right', they can give more of themselves to the community.
- Social piece of hierarchy of needs - partnership that supports people in being active contributors.
- There needs to be outreach - we are not doing TO, we are doing WITH.
- Feels like the City is looking for reasons to disapprove, rather than support and approve.

Vibrant Cultural Scene

- Overregulation is an issue.
- What is culture? What constitutes cultural activity?
- It would be interesting to get some cross-germination of cultural activities - different concepts shared among community associations.
- City needs to get out of the way as much as possible.

- Number of steps to get a block party - we want people to come out of their houses - let's cut the red tape. Make it as easy as possible.
- Don't just cut red tape but let's facilitate it.
- City does a good job on community day - a few streets in each community - but how do they facilitate that without the City having to drive it. Should be a seasonal thing, not just one day.
- Doors Open event - can you piggyback that so cultural organizations piggyback on that and get involved? Get people into other places that they don't normally visit.
- How do we spread events throughout the year? Not just in the two months of the year where we have stuff. Cultural activity every month.
- Calgary's Winter Strategy - CDA looking into this.
- What could the City do to assist or help out with winter strategy?
- Get out of the way of Confederation Golf Course who wants to make snow for cross-country track.
- Need to figure out how the MDP and the Cultural Strategy fit together. How does transportation integrate with cultural opportunities?
- What are the existing gaps?
- Cultural Strategy isn't funded, and it's being piecemealed together.
- There is a hierarchy of planning docs - everything needs to align with the MDP.
- We need to identify the connections and gaps between the smaller policies and the MDP.
- Some of these things may need to be attached to a different policy document to get the profile and attention (funding) they need.
- Culture isn't mentioned in the current sustainability principles of the MDP.
- Unless we're changing these key principles, this conversation is out of context.
- And is this the City's role? I would say no, it's the community's role.
- City needs to facilitate and support - one stop shop - make the City website easy to navigate.
- Cultural conversation needs to be framed around development policies - recreation centres, entertainment districts, the existing main streets, historic main streets, BIAs.
- There is a vibrancy, but things are very siloed. Doesn't seem to be many opportunities for partnership. Things can only operate for a few years and then shut down so there isn't the support required.
- The connection is the space for these activities to take place. Accessibility issues - can you actually get to these spaces? It's up to the people to find uses for those spaces.
- City's role to say this is what's important and this is the supporting infrastructure and access to support that.
- Calgary is #4 in the world for livability. Where we may be a little shy on this would be in our cultural scene.
- City is revisiting Stephen Avenue mall - maybe we want to get cars right out of these.
- Sustainability principles needs to be clear on culture being an important component.
- Comes back to multi-use. No residential on Stephen Avenue.
- People tend to be migrants to Calgary, come for the job, and then look to Victoria.
- We need to embrace our reality as a winter city. Plow the pathways and pull a track setter to make a cross-country path.

- If we could reign in climate change, we wouldn't have such cold winters.
- I have difficulty with policy associated with culture. Policy should be around enablement, encouragement and facilitation, don't put up hoops to jump through. Provide opportunity, to the extent you can, through land use.
- Part of these opportunities are the main streets and nodes for these things to happen.
- Directing the redevelopment of these main streets.
- In new subdivisions, they are creating more spaces for that.
- Maybe you need an addendum to call for the implementation of a cultural strategy.
- The MDP has to fulfil the role called for in the MGA - we can probably go beyond that.
- There is the opportunity for more of a City plan.
- The MDP has to be broader to allow the policies that fall under it to be more detailed. Otherwise things become too restrictive.
- Council seems to have a hard time getting behind a cultural plan. It should be connected to a larger initiative that gets funding for the cultural plan.
- How do we get somewhere better that will be supported by Council?
- How will we best pitch this to Council? What concerns might they have?
- Q: Do you want to have this conversation with your networks?
   o A link and a package of material to help facilitate this conversation.

May 1, 2019 Workshop - Focus Group B

Walkability

- Look at the history – how the City functioned in 1910s, 1920s – how people moved when we didn't have the roads/transportation.
   o Going into 40s /50s – people only had 1 car – whoever was at home walked everywhere (schools, shops).
   o 60s/70s – more cars
   o As transportation came in, city became less walkable.
- The further out of the core you get, the smaller the sidewalks are.
- Walkways are not inviting.
- Snow is a turn-off to walk. Crossing mountain of snow to cross the street. Driving instead of walking because snow and ice is such a turn-off – walkability is an issue.
- Even in Brentwood – there are often no sidewalks.
- Industrial areas – often no sidewalks.
- Become impatient as a pedestrian when have to wait for the signal.
- Urban sprawl – homes are too big, must be smaller and denser.
   o Except for multigenerational living.
   o Starting to see more people with basement suites for parents – senior care is expensive.
   o As long as it's done effectively.
   o Immigration can contribute to that.
   o Have a plan around that – balance between bylaw and what people want.
   o Market will dictate what type of housing there will be, not City. Can't dictate the market.
   o Need to have neighbourhood designed with a mix of types of housing/services for seniors.

- o Seniors want to be close to shopping.
- What amenities are important within walking distance?
  - o Easy access to food – grocery, community kitchens (important to immigrants), coffee shops, green spaces are important (ice cream shops with no green space – no where to sit and enjoy it)
  - o Contributes to social fabric (multi-generational)
  - o Libraries, dentists, doctors, recreation, community hall (C-Space is a good example)
- Green spaces are nice but can only use them in summer. Indoor communal spaces that are free are severely lacking.
- People don't know what is already in their neighbourhoods – getting the word out, advertising.
- Schools can also fill that gap – act as meeting spaces where there are no community centres.
- Important to get community centres built back up again – variety of spaces.
- It's design – advertising what you have and designing the space. Multi-functional is important.
- A lot of these community centres are away from where the shops are – need to create more of a hub.
- Does City keep track of how many Calgarians have to commute to work?
- Thinking about walkability in the city – new and existing communities have a large amount of housing segregated from retail centres/hubs. Not a lot of walking going on. A plurality of uses inside communities would improve walkability. 19th St/5th Ave - Hillhurst Community Center – desire to extend commercial boulevard has resistance and land-use wouldn't allow for it, but it could improve the community center, vacant lot usage.
- The problem with new developments is that they look at maximizing profit – which means building more houses (less space for sidewalks, etc.). Have to be careful.
- Resistance to putting commercial centres throughout neighbourhoods – can bring in things people don't like (parking, loitering).
- Examples of resistance to change? What is causing that? Community resistance - people don't want large building next to house.
- People in residential are concerned with traffic associated with commercial activity.
- Does it make sense to make a commercial area a no car zone? Close that street to cars, maybe even just on a weekend.
- King St in Toronto – Can only drive for a block and then you have to turn off. Not allowing people to go all the way through.
- Stephen Ave – prime example of walkable zone. How would you make Downtown completely walkable?
  - o I'm going to take the extra 5 minutes to stay warm in plus 15 in winter.
  - o Dealing with signals and cars turns me off to walking when the weather is nice.
  - o How do you expand Stephen Ave concept? Increase plus 15 requirements – combine some mechanisms together.
- Metering intersections – creating delays getting downtown on purpose to discourage people from going downtown.
- Put parking lots on perimeter of downtown and have a shuttle bus that circles around with free LRT. Plus 15 is great for winter but don't want to take away the street access to retail either.
  - o Banff is trying to encourage this as well.
  - o Move parking lots (single level open air ones) to outside of city.
- Single level open air lots don't make sense in the core.
- Downtown in real estate = inner city hub. Have a shuttle going around outside circle and another one for actual core. Have parking way out.

- 17th Ave strip – try to discourage driving along there.
- They've tried to make these hubs throughout the city, but they seem fake (McKenzie Towne).
- McKenzie Towne on a Sunday afternoon – can't get parking anywhere. Can add stuff to make it better, missing green space, but it's a good first step.
- In old communities, they would have a park in the centre and commercial all around it. Go back in history and see what has worked (Europe, Turner Valley).
- Grid system – tried and true.
- Need a policy framework to say you need a central square and housing around it.
- Put single family homes further away from the hub – people can choose if they want to be closer to the vibrant hub or more of a quiet area.
- Are the developers standardized when they create a new community?
- Node model – creates massive segregated areas, doesn't allow for transportation within community, creates class/distinctions. In principle there is something to be said for small town form, but we live in a world where this won't really work in practice.
  o Traffic problem associated with that centralization (still have to get around the city)
  o Problem in TOD model
- How do you connect these nodes?
- Transit ring instead of road ring to connect different communities. An LRT that goes around and connects nodes – perimeter transit service.
- Policy recommendation is better connectivity between subdivisions. It is inconvenient to walk/take transit between communities. Huge roads segregate communities and make any form of transportation other than a car hugely inconvenient and unsafe. (Example: getting from Market Mall to any community around there.)
- More permeable urban fabric promotes a more interesting city.
- What comes first? Do you build transit first? Develop first?

Aging-In-Place

- Services. Medical services are the key factor and how they're provided. Putting health services in specific buildings that they have to go to.
  o Want older generations on main floor (stairs can be an issue). Homes that Urban is providing are not set up like this.
  o Rather than moving people based on their needs, have all needs met within one complex (ex. Prevent splitting up couple with different needs).
  o Cost effectiveness of government is poor. If you encouraged private sector to come in, must be monitoring.
  o Need an option to stay in your house with kids/support or go to another facility.
  o Give them a chance to live with dignity and safety.
  o They want to stay in their community, not move to the other side of town.
- In Inglewood - communal spaces. To be integrated, it doesn't have to be a huge building. Encouraging different levels of senior care. Families are expected to help out where they can.
- Often don't need a full kitchen - people want to be able to go downstairs and get a meal.
- Which part of this can you institutionalize and incentivize in policy?
- Provision of services – provincial. What can the City do? Is that zoning? Making sure sidewalks are wide enough for wheelchairs?

- o City can come up with a plan and go to province for help. Room for both city and province to come together and work together.
  - o Does that mean that private owners of these facilities would receive funding?
  - o Maybe the provincial government provides the medical services.
  - o Maybe City's role is as a facilitator. City will know best where to place these buildings. Directing the funds. City works with stakeholders.
  - o FCSS funding is so important (Family and Community Support Services).
- In Netherlands they built an entire community for people with dementia where they can have more freedom to move around.
  - o Don't make it sterile.
  - o Also mixing seniors with students- both need affordable housing.
  - o Having childcare in the same building – people can sit and watch the kids play.
- Has to be policy direction.
- People have wrong idea about affordable housing – either apartment or town house – which is not true.
  - o We can build whatever type of home makes sense and make it affordable with the help of some of these programs.
  - o Integrating too – doesn't have to be certain area of the community.
  - o Can have same units that are designated as affordable housing – should be integrated, not separate complexes.
  - o Spread it out through the community – then nobody knows that that house is affordable housing (property values).
- Calgary Housing - advocating for sliding scale rather than income threshold. (People sometimes try to stay below certain income threshold, so they don't have to uproot their family.)
- Think the best debt to have is a house. Eventually it will give you assets. Important that affordable housing includes ownership. Maybe a portion of the rent for affordable housing goes into an account to save for a mortgage.
- Tie into land-use mixed model integration. Defined in land use bylaw.
- We are focused on aging in place but sounds like a neighbourhood that supports an individual's life cycle. How do you make a neighbourhood holistic from lifecycle perspective? Having a community that allows you to move to a property that's appropriate for your needs. Do we know what the needs are of people at each stage of life? How do you put the guidelines together? What are the percentages of types of needs?
- Can we have flexible housing? Adjust the space?
- How does structure of real estate play into this? Allow for brown field to play into this.
- Policy to allow mix of uses within an area (zoning). Definition of zone might be too narrow. The more options in the neighbourhood the more likely you are to stay
- As career changes increase, people have to move more.
- Nature of work is changing, but whether it's healthy remains to be seen.
- Policy recommendations:
  - o Stop segregating land uses to one area – have it be fluid.
  - o City has to put guiding document out.
  - o Affordable housing has to be same quality and style as the neighbourhood but can be beside each other (for example).
- Allocation of funding
  - o FCSS funding
  - o Provision of services

- o City needs to allocate provincial funding
- Policy on levels of care
- Change the zoning (secondary suites)

Vibrant Cultural Scene

- What is Calgary's cultural scene like?
  - o Key is evolving. 20 years ago, it was Stampede and Cowboys.
  - o More of a music scene now.
  - o Festivals in the summer
  - o Age has come down.
- Beakerhead as an example – how could we end up with more of that?
- What are creative temporary land-uses to accommodate pop-up events, concerts, etc.
- Most of the bands end up going outside the city – there are now small venues. Stampede grounds – year-long use?
- Blow a hole through City Hall to allow for pedestrian thoroughfare – Stephen Ave.
- Planning for East Village is a good start – arena.
- What do families want on a weekend? Even simple things like having a movie in the park. Who is responsible for programming – City? Community association?
- Community associations are struggling with finding money to do that. Can communities share resources?
- Neighbour Day
- Have city rotate programming/festivals through communities. Somebody has to be able to organize it. Doesn't have to be expensive.
- Example: lights downtown in winter – can be moved to different communities
- Zoo Lights – do something like that but spread it around
  - o Sponsorship opportunities, local.
- Shutting down a community street for a summer concert/festival.
- Someone needs to take the lead, be more intentional.
- How can spaces get used? How does one get access? Can City permit out the space for a longer period of time? How do you promote and how do you incentivize? Price may play a role too.
- Spread it out to suburbs as well as downtown. Have both.
- More important to have a variety of options/choices than to have it everywhere (people were willing to drive to cultural centres)
- Feeling there are not enough choices.
- People just don't know about what is going on - have a central place for people to post about events. Website or an app.
- Red tape is restricting some of this from happening – it's too inhibiting. Take another look and streamline.
- More crossover between different segregated art uses that can bring different experiences.
- There are people who are hungry for something different. More creative ways of bringing different types of art to different audiences.
- Example – real estate conferences at Telus Spark.
- Funding can be barrier.
- Civic partners.

- There is a lack of creativity in thinking.

May 2, 2019 Workshop – Focus Group A

Walkability

- Q: How do we progress walkability in Calgary?
- Q: Should there be a policy that there needs to be a sidewalk on both side of the street all the time?
- Q: 20 years from now, how would you know your community is walkable?
- Thinking of the planning principles, and how older cities are moving towards 5 - 10 min radius cities, that's what everyone is talking about. Access to basic needs.
- Q: 5 - 10 min radius - what do we consider basic needs to be within those distances?
  o Schools, grocery, recreation centre/gym, park/greenspace, multi-use facility (CA, school, gym, etc.)
- Multi-use really promotes sense of community, more ages together.
- Interesting looking at some walkable cities – i.e. Sunnyside, Hillhurst.
- They have community gardens, coffee shops, flea markets, old school CAs, things for young families.
- Places where families can gather.
- Medical facilities, doctor, dentist.
- What is the centre?
- Sunnyside to Inglewood is a very easy walk.
- Sunnyside has access to so many other hubs.
- What are the corridors we're talking about?
- This means increased densification.
- We need to look at our relationship with the automobile.
- In North America, you need at least two vehicles per family.
- We are looking at the disruptive forces that are coming along to build these walkable communities.
- A total rethink of how we move around in cities.
- A car would come, no driver, take you to C-train, appointments, etc. No need for street parking, no garage = laneway housing, con of secondary suites alleviated.
- Nice when you don't have to cross parking lots to get to a store.
- You have 500m of parking in front of shopping centres with a highway to access it. NO sidewalks.
- Don't see how we can get to the walkable ideal without changing our whole relationship with vehicles.
- We don't have enough density
- I think we're headed there - line bikes, etc. Very exciting. See it happening.
- Often a solution to a problem is to make the problem bigger. If the City of Calgary got out in front and asked how to get the companies here to provide mobility as a service…we don't even have laws for that.
- Companies can't do it here. Lots of places in Ontario. Waterloo.
- Sets them up to adopt sooner.
- What would a community look like if there weren't cars everywhere? One autonomous could replace 8 individual cars.
- 96% of the time cars are parked.
- 6 or 7 spots for every vehicle in the City of Calgary
- Take it up to the policy level -

- o Should we policy a willingness to promote autonomous vehicles? Starts with car sharing. What do we need?
  - o Start talking to car companies.
  - o Would like to see them go electric. That might take longer
  - o How can they see Calgary as a receptive place to do this?
- If you live in the suburbs, you can't justify a bus. Re-distribute the Car2Gos.
- Think of mobility as a service. It would be very interesting to have an Uber ride to the C-train station.
- Put the bigger buses on the major corridors and think about how to get people there.
- Much more about sharing.
- Issue is that this is replacing cars with cars.
- You can try different things.
- I'd argue that the problem with cars isn't cars, it's parking.
- I don't drive and I can say from a 1st person perspective that you feel so miserable hiking across parking lots. Pedestrians in parking lots when you didn't arrive by car is not conducive to walkability.
- The cars are the very essence of the problem.
- If we took back the space that cars are taking up, we'd increase density. Make things more walkable.
- Seeman's wants to build a parking free community - autonomous cars. Take the Manchester region, just industry waste land, and create a whole new kind of community with a C-train station. The idea is to keep communities where you don't have car, or you park on the outside and get into the network. Or you just walk.
- Singapore is most expensive place to own a car. They have designed the transit that it is so accessible that you only have a car to flaunt your money. If you get on a bus, you can access places to eat, everything in one place. Bus station – air conditioned, interact with friends, get on train in same building. Multi-use. There is no place to get a hot coffee, wait for my bus, why? Rent out the space where the transit is to get money and not raise prices. Places to set up shop in stations.
- Back to a density issue. It's been tried. They couldn't sustain themselves. How do we get there? Is everyone attached to their home and yard because of their car?
- How do you build more infills? Many are opposed. Often because of parking. Council approves 14 more communities - how do we balance all these new communities that come up? And we keep approving more.
- Recommendation - stop approving these communities. Sociological perspective - the importance of density for aging, marginalized, etc. You need services, safe places to walk. Then you are really starting to get somewhere. Keep the people who are going to be using this in mind.
- Back to housing and different kinds of housing and how different housing supports different segments of the population. Mother in law, lane way, etc.
- Frustration - looking at new communities - I keep hearing people want more walkability. But we keep going out. From the 1st house to the last, it's about 2 - 5 years. Houses and roads. No schools, lucky to get a gas station. That community will never have walkability. You don't have the density to support businesses.
- We need policies that are about disruptive forces. The millennials have a very different relationship - used to be 16 years old = car. We have an opportunity with this new generation, talk up lots of parks, no parking. East village - sold out.
- You have to make it compelling. Until we get autonomous, it will be a hard sell.

Calgary

<u>Aging-In-Place</u>

- Study in Australia looking at the barriers to people staying in their own community in whatever way they want to.
- How much of this is municipal vs provincial jurisdiction?
- Elderly might need someone coming in to help. Healthcare, homecare.
- Some of that is regular healthcare.
- My perspective (AHS) when we talk about aging in place, I think about mobility outside of the home. Walkability, services, etc. A community that's safe to do that.
- Move it or lose it. People need activity as part of their lives for better health, etc.
- Know a grandma who, until 92, walked through the community 2 - 3km a day, lived in a retirement lodge. Didn't have to worry about meals. Good sidewalks, community took care of sidewalks. When I think about it, that's what I think about.
- It's not just the building that they eat and sleep, but it's that social framework.
- Housing types but also seamless connections in the community. Safe, also for moms with strollers, barrier-free communities.
- Barrier-free communities - curb ramps, wide sidewalks – for strollers, walkers, electric chairs.
- Not putting people of a certain physicality or age in a place. There should be interaction with other ages and stages.
- Not just for the elderly - we're all getting older.
- My daughter is in a wheelchair, in the winter the streets aren't plowed. Just needs to get to bus stop but can't because of the berms left by the snowplows.
- The city could come in. For someone on public transit and in a wheelchair, they should be able to put a special request in and have the sidewalk cleared.
- Once she's at the bus stop, she can get anywhere in town. Buses kneel.
- There is handicapped parking in front of homes, how can this translate for non-drivers? Can't imagine it would be that many people.
- Amount of $ spent on Calgary Access, there could be more snow clearing.
- Women with stroller trying to get to school. Banging into the snowbank with her baby in the stroller.
- Snow removal is big.
- It's a big piece. Some of it is private.
- What do we do to improve? Funding? What else?
- Sidewalks could have some kind of geothermal. Iceland can do it.
- Creative materials - think about the materials that are used. Softer.
- Beautiful space - trees, sun protection - those corridors become walkable, accessible.
- Seating, sun cover.
- Aging in place are our young or our old. Shades in parks. Streets with some place for people to stop and rest and have protection from the sun.
- Mental health - actions in place after Syrian girl took her life - service providers should be going to the houses of the people instead of having people go to them.

- Could be that AHS comes on one day, mental health comes on one day. Different days for people to access those services.
- Mobile libraries - why can't we have mobile everything?
- Less driving with less cars going out.
- Meeting the needs of the young, the youth.
- Multi-functional spaces. Great way to bring a variety of services into a community. Come and go as the demand changes.
- Need to take steps to be more proactive in reaching out to our communities
- Joint use sites - how we encourage this type of multi-functional space?
- Program the spaces
- Moving away from the private - getting those groups of people working together. A lot of buildings are empty. Fees would help maintain the building but it's not exclusive.
- Revision of the area structure plans - multi-functional space has to be included that meets the need of the community.
- Have to expand the definition of multi-functional. This idea doesn't match the current terminology (joint school/greenspace/rec space).
- It's less expensive to enlarge a building than to build a different building.
- There would be concern about losing CA site to densification (if CA was put into the school).
- There are examples - need to change the mindset.
- Revitalizing - you can look at what's working and what's not in a community.
- Need to assure people that they're not losing anything – it's just being relocated two blocks down. Should be a fairly easy adjustment.
- Q - now that we're going to a district model, grouping 15 comms together and no more area plans - how is this going to impact things?
- A - can't fully answer it. Some amenities are better suited a district model - doesn't help with walkability. There will likely be a hub so maybe we prioritize walkability to them.
- You can put more into a district because you have a larger population/density to support things.
- Wondering about bike plans - where are the lanes going? Are they directing people to hubs?
- We've linked transit to where we want to intensify. Right now, a lot of the bike paths are more recreational in design. Cycle tracks are to help people get where they're going. We're in the early stages of building out this kind of network. Trying to connect places better, more directly and safely.
- It's often about speed differentials. Cycling, cars, walking.
- Does the cycling plan overlay the district model?
- We haven't produced one yet. But the ASP identify them.
- They would be applied at that level.
- Often, it's that the routes are generally there, it is often what you choose to emphasize.
- Idea coming out of the UK. Young people living with older people. One idea that could be achieved at the municipal level. It's a housing type, it's a program.
- Older person with large home, don't need all that space.
- Could do a pilot program around the university.

- There are probably barriers about how many people can live in the same house?
- There are regulations and standards when you are renting out. Provincial and municipal.
- Multi-generational housing - it's often immigrant families.
- Not sure you can enforce it - it's a different culture. Might not work for everyone.
- Do we have that housing supply? Is that working?
- Secondary and laneway housing. Trying to change policy for semi-detached.
- Often it would be better to have a different kitchen.
- You could have a secondary suite policy - it has to meet a bunch of codes - AHS doesn't go in.
- Secondary housing comes back to a parking problem. Fix the car issue.
- AHS has been approached about tiny housing. Those things are being discussed. It is happening - no one is complaining.
- The municipality can promote varied housing through the policy.
- Opportunity for more public engagement about what's being considered.
- Engagement is so important - needs to be based on promoting these larger ideas.
- Getting these messages out would be really valuable.
- Personalize it a bit.
- The City should be working with the university doing little pilot projects. So many students who are super skilled in research. This would make a great PHD project.
- It doesn't seem like anybody has done a big study on these models. Could be really empowering for the participants.
- Nobody shows up to engagement unless they are already upset.
- How do we pique their interest?
- How do we change this? How do we mobilize the middle?
- Online is often successful.
- University held a meeting about community engagement - it's a struggle. Have community hack-a-thons. Bring their issues and they get discussed as a group. Empowering youth and students to be detonators in their communities and own spaces.
- Trying to get a research agenda from a community is really hard.
- Target hub communities where the City knocks on the door and has personal conversations.
- Would having a true community hub make this easier? It would make it easier to access them and generate more enthusiasm.
- It takes years. Can't just show up. People come to Action Dignity because they have spent the time building trust, going to their events, etc.

Vibrant Cultural Scene

- I love the Community Association in Strathcona. They have preschools, sports, weddings. Multi-functional. Events all year. Exhibitions. All ages. Accessible.
- Getting these centres to be a real node of activity. Place for services. Encourage these spaces to be more functional.

- They have a funded job in Australia and the States, which are community connectors. Spend a lot of time doing arts and culture, activity, putting people together.
- It has to be a pretty valued job/role. It's federal and the State. Could be municipal.
- Some find it really hard to exercise. Need to meld kids and adult exercise together.
- Community theatres are great places for people to come together.
- Need science nights/talks.
- CALL - Calgary Association of Later Life Learners.

May 2, 2019 Workshop - Focus Group B

Walkability

- Certainly, a sidewalk or pathway.
- Pathway or sidewalk should be a direct connection to where you're trying to go to.
- It's about diversity - people need a reason to actually walk. Diversity of purposes, uses, housing, etc. (ex. Mix of uses, anything from tower block to single family homes, retail, school, all the that.)
- Park, grocery store, coffee shop.
- I want to go across the ring road.
- Depends on who you're walking with (dog, children, spouse?)
- Convenience of getting from A-B. If you don't have motivation, people don't walk.
- Walkability means doing something with a purpose, not just going for a walk.
- Walkability as a MODE of transportation, also a way of exploring a place.
- Opportunity for social connection.
- About having a destination, but destination can also be intermediary (train station, bus stop etc.).
- Want to be safe, be able to cross without fear, make sure kids are safe.
- Don't want to smell odours of cars, etc.
- Need to be destinations within a range of distances that people are actually going to walk. Nodes, neighbourhood activity centres.
- 5-min walk, 10-min walk, recreational walk. Use these thresholds of walkability and look at how that maps out.
- Trees and birds.
- Adding transit allows us to expand that radius further.
- Use Complete Streets model.
- Very difficult to retrofit existing neighbourhoods to complete streets.
- Something that is cheap is to have more bike racks/locks – these are cool ways to include public art as well.
- Netherlands - bike locks.
- Safety - as someone who rides a bike, I feel unsafe on the road. As a pedestrian, I feel unsafe on the sidewalk with bikes. Need to separate the different speed/modes.
- Where do wheelchairs fit?
- Playability for kids - can they play hockey, etc. in the street?

- Maybe a small-town feel is a model for a walkable place. Ideally, that's what you'd like to achieve. A city of neighbourhoods that feel like small towns. At least a central place that defines that neighbourhood.
- Depending on the number of people, a neighbourhood could have more than one of those nodes.
- Traffic calming measures.
- Bikes are also a means of social diversity.
- Trees, visibility, safety – there are trade-offs. Where we place trees impact how safe people feel. Inner city parks are a challenge as they can be a gathering place for negative activities. Lighting can help mitigate some of those issues.
- Not either/or but how do you accommodate both? Both aligning safety and providing green infrastructure.
- Also accounting for different places and different uses. Walking with a purpose of experiencing the city and neighbourhood. If there were more people walking, maybe safety would increase.
- Biking and walking - need to have specific pathways just for those modes without cars. Easier to create bigger roads/streets for cars but put focus on biking/walking.
- As a planner, we ran surveys in new neighbourhoods with cul-de-sacs which had 0 walkability. Found that neighbourhood cohesion was very high (reaching 4.5 out of 5). Didn't want to see that as a planner but it provides space where people feel safe and people get to know each other. Kids can play in the street.
- We don't just need places to live, but also places to play. Value of those places to play, low density, safe places creating social cohesion.
- We had communities with cul-de-sacs, haven't designed any recently. New communities have more diverse build form. Can you have community with cul-de-sacs with more diverse built form?
- Maybe cul-de-sacs aren't inclusive because of the built form.
- Cul-de-sacs CAN be connected/walkable.
- Possible policy changes:
  o A lot of different amenities within 600m means density. Build that into policy. Adding in secondary suites.
  o Density also has to be done right. Often infills get more units but not necessarily more people. Has to be about diversity of typology.
  o Affordability is really important.
  o Policies we can put in place to alleviate the costs.
  o Slow speed limits - safe areas for bikes and pedestrians.
  o Transit piece - this is a winter city. Hard to navigate in winter. Transit is an important piece that connects all these places. Not just walking within your own place but getting on transit and visiting other places. Helps to create more walkable city.
  o Add right of way for buses/HOV.
  o Reduce or eliminate parking minimums.

Aging-In-Place

- Providing a mix of healthcare options and housing for people with dementia, etc.

- Variety of housing prototypes. Single-family homes, multi-family homes, senior housing. Many communities are built with only single-family homes. People need to be able to move within the community as they age.
- Community gathering space with old and young people getting together.
- Continuum of different housing options. Mix generations. Along that continuum, innovative housing types i.e. co-housing for people with more appetite for community living and sharing. People can get together and help each other so onus is less on the city.
- Bylaws are very discriminatory. On typology, not a zoning district that describes it.
- About housing and policy recognizing the diversity.
- Options for mixed housing.
- Churches too.
- Need coffee shops, libraries where seniors can go without being chased out or having to stand up.
- Access to transit is important because many can no longer drive.
- Snow Angels, grocery programs.
- Could get City to do snow clearing on sidewalks.
- Check on your neighbours.
- Potentially creating an amenity tax for a community if it wants upgraded service. If a community is socially-minded and wanted to offer that service to seniors, they could sign off on it.
- Alternative uses of public spaces - ex. libraries that will open late at night, alternative to bars.
- Aging in place need to happen in fusion with health care. Having supportive services enhance transition from baby to senior.
- Opportunity for health services to have mobile health care services? This can create a social element if done in a public place.
- Community garden/green space.
- A lot of ethnic diversity. Dependence of seniors relative to language constraints. Bundle health care and community-based services so they are not so dependent on primary person in household. City is becoming much more diverse and it is important to consider that.
- Who will pay for it? In California they have special license plates you can buy where funds go to national parks.
- Q: How does this relate to protecting the environment?
- Renewable energy, alternative energy.
- Younger generations are more sensitive to climate change. Not sure it goes well with aging in place.
- Community gardens can be a good starting point. Air quality, water quality.
- If people change commuting patterns that would make the biggest change right away. A lot of it is personal choices.
- Could we consider institutional vehicle? About taking local responsibility to experiment?
- Don't think there would be pushback on changing bylaw requiring grading to direct storm water away from house (rather than to a rain garden).

- There a lot of things that are built around partnerships - creating momentum from bottom up. Groups/communities creating ideas and buying in. City can set up programs, incentives to get existing institutions and residents to implement.
- The way of living is lower impact as you age. Using more transit/less driving.
- Find a way to engage older Calgarians.
- Having an online form is not permeable to an older audience.
- Going back and retrofitting what we have to make sure it's more welcoming to that transition.
- General average of low income is 20% - higher with seniors.
- Issue here is at the building level. Need to find incentives without reducing social housing you already have.
- Affordable Housing Collective is calling more 14,000 affordable housing units to be built.
- In Toronto they have started building large houses where utilities are low and people can afford living there.

Vibrant Cultural Scene

- A lot of really good acts don't come here because of venues.
- Here you need a license to busk in public space. It's stupid. There is no way to express yourself in public space.
- Health and safety regs are so strict. Ex. street food
- City could look at good practices that exist ex. Lilac Festival. Places with character and traditions. Not just using public spaces but taking over the street and bringing businesses together.
- Make it easier to take over the street.
- To make it easy for businesses to get involved, licenses are the biggest thing. Given the opportunity to showcase themselves with a bigger event and have that presence.
- Community associations having events - way to make money is to sell booths but that is the hardest thing to do.
- City can't lighten up too much (got food poisoning from a food truck).
- Finding balance between allowing things to happen and healthy regulations.
- North America has a hard time with alcohol (in terms of allowing public drinking).
- Also about creativity. An attractive neighbourhood is about creativity. Walkability - you see exciting things happening - music, festivals, creates a sense of place.
- Student pricing - there is senior and youth but no student pricing. Or family prices.
- Reinventing the cultural district. It doesn't really open up to the city. Usually cultural districts in a city are a lot more than what we have. Great cities will have that as a very vibrant destination for people who visit the city as well. Should be doing a better job with the cultural district and arts commons, and we're not.
- Seattle - Pike Place. New York - Times Square.
- Create a cultural corridor?
- Where's our art gallery?
- Usually cities invest in these kinds of things.

- Large diversity in Calgary - how do you have structure that can help coordinate these communities together?
- Use Olympic Plaza and 8 Street more.
- Maybe there is a way to get a cultural pass to many different events/festivals

BILD Workshops – May 6 & 10, 2019

Below are the notes from the workshop discussions. The comments are not verbatim but reflect the discussion to the best ability of the note-taker.

Building in activity centres and corridors

- Are specific locations already identified?
- To redevelop infrastructure cost is very significant. These plans underestimate that. Finding zones/areas where you can get bang for buck for money invested. Do enough homework to say "that's the spot"
- Cannibalization of retail/commercial needs. NAC Level. When there are so many asks of one area, concerned that it's all being pushed into one area
- Alignments of corridors don't already reflect land ownership, especially in greenfield. Creates cost and uncertainty.
- Urban Structure Map – eliminates flexibility within the plan.
- Can eventual businesses that occupy these spaces afford it? Will these corridors effectively create the feel we're trying to get?
- Being able to have that discussion at the right stage in the process (flexibility) – almost seems not worth it at beginning of process because of 2-year gap. Easier to just do what the MDP says.
- Interaction with regional planning – Reality is there is a lot more development happening in RVC right now. Affects greenfield areas. Not sure how this aligns with reality of regional planning. (we are working quite closely) Maybe that in this market isn't the best approach.
- Got a big activity center downtown, but huge land in West Village that isn't active. Until 2 or 3 levels of government get their act together, it's going to get worse before it gets better.
- (Do you feel limited by 24 main streets?) I think there's too many main streets. On commercial stuff, always surprising how much density is required to sustain retail properly. Cautious about implementing too much at once. TOD sites – build out on those types of things is longer than this plan. Hard to know that you'll get the investment.
- Real lack of education on what it takes for retail to be successful and the lifespan of a project. It takes along time - 3 generations. Help CA's have a better understanding. Has to be part of the engagement process.
- Hard to force retail.
- Mixed-use buildings – trying to force mixed use. Sounds like a great idea, but it doesn't work.
- In retail it's not "build it and they will come"
- One of the challenges is you've removed all the drive throughs. Suburbs. Rethink drive-throughs – can be done right. Should be looked at for the right places.
- Main streets – when you designate so many of them, it falsely inflates the land value in that area. Hinders redevelopment.

- (Retail is required to be more flexible – examples in other cities?) It's great to try to line things up for the next generation, but maybe we should just deal with land uses for whatever we plan to put there. When the context changes, go back and get another land use. We might be overthinking it. More of an organic process. Maybe focus on what has to happen now in this context rather than thinking too far down the line.
- Located in the right place but some need to have some flexibility. Ex. Macleod Trail at Chinook Station – MacLeod will never be the main street - it will be one block over. Offset streets will become the walkable areas. 36 St is another example.
- Urban structure map needs to be updated more frequently to reflect approved local plans.
- Some corridors are too long. Stephen Ave is one the longest successful ones. Ex .16 Ave – won't turn the entire corridor into walkable high street. Needs to be more work and thought put into that. Edmonton Trail is another example.
- Text needs to have education or guidance, so you don't have a CA becoming militant about 3 little sentences. Causes angst when going in for re-dev applications
- I've had appeals turned down that would be completely appropriate. Will never get walkable commercial area that is 8 blocks long. Need flexibility.
- People will gravitate toward maps (as opposed to text). Can it be more of a dotted line indicated something could happen there (ex .16 Ave. corridor)- to show flexibility, instead of discreet areas.
- We see high streets being commuter streets, but commuter streets don't make good high streets.
- Edmonton Trail could be, but council needs to decide what they want it to be.
- As soon as you go property/sidewalk/street, it's not going to be a high street.
- At an intersection, high street goes perpendicular to commuter street for half a block either way.
- Where you get misalignments is where you change existing community a bit. Ex. Inglewood – trying to bring in transit centres, gets pushed into a corner (least pushback from the community) because people don't want it near them.
- There is a missing category in MDP – an opportunity to identify stations and different order of transit-oriented development. This is an opportunity to set direction for City for station development. Ex. SAIT – TOD, Martindale is not. Recognize which ones will be TOD and which ones won't. TOD prioritisation. Need to establish a high-level direction for ordering transit stations.
- Idea of change over time, that a city evolves and changes. While Urban Structure Map is a vision, we need to be able to accommodate changes over time. MDP needs to recognize that.
- Maybe there's something in the language that recognizes this is an end goal, not an interim goal.
- Ex. Country Hills 60th St Station = is it fair to identify it as a hub
- We've discovered in 10 years that although this is a 60-year plan, the way it got implemented did not reflect that. Communication challenge. Have an existing map, one with priorities and another with whole vision.
- Almost like the 60 years is to convince development community they can get things through. Think 60 years is workable but can't try to get there day one.
- About "transition". Decisions about what transition can be – how can you change within those structures. Buildings can be used for different things - how do neighbourhoods change over time?
- "In first 10 years we expect this, in 30 years we expect this, in 60 years we expect this"
- Need to look at umbrella of "musts".

<u>Enhancing Public Realm</u>

- The perception that great parks are built, then when City takes over it doesn't get maintained. If those spaces get maintained, people will use them.
- Deters development industry from wanting to pay for them in the first place, if City won't maintain it.
- Also, taxes City on customer service side. Is more successful in communities with an RA or HOA. They'll put in good stuff but be forced to pull out because it won't be maintained (bait and switch). Seen it done with public art too.
- 2-tier system – in suburbs vs. inner city. City maintains inner city to very high level.
- Seems like city is unable to meet expectation on maintenance and reduces what we can get approved. Design is being driving by maintenance considerations. If you live in the burbs and want something nice, you have to pay for it
- You maintain the public space and then we're going to tax you for it too?
- Think of public realm as those functionally public right of ways that service public parcels. To encourage redevelopment, need to find a way to support/initiate some high-level planning processes to provide over-arching definition of those right of ways but avoid being too specific. See too much emphasis on details. Provide overarching, simplistic effective guidelines on what's expected. Let details fall to other processes.
- Need consideration for larger area, not just on the main street. Seem to be focusing on those areas, but the road network is much more than just the main street. Have an understanding of how that all works together. Let city initiate and support. City is more than just pedestrians – movement of people. Can't forget of about cars/buses. Can't drive density and be ignorant about cars.
- Coordination component missing. Sharing responsibility, working together more collaboratively to avoid overruns.
- Standards and specs are dumbing down beauty/creativity. Can't bring stuff we've seen in other communities to Calgary because of specifications. That really has to change.
- Every shallow utility provider or city department – give me what I want and let someone else take it on the chin. Maybe you can do something different. Who is the voice of the greater good that says this trumps that? Need that flexibility.
- Balancing beauty and durability is huge in our climate. Walkable communities are not walked in winter. A lot of decisions made by developers have to do with durability, not just cost.
- Westman Village – had to do that project with underground parking – huge expense.
- Becomes hybrid of what is wanted and what is needed.
- Density – want a little more density but it's difficult which is odd because City should be supporting that. Need that flexibility once you get to it.
- Agree with having overarching document with requirements. If you allow developer to bring in creativity, it might enhance areas and enrich the neighbourhood. That flexibility will make a difference.
- Natural parks, dog parks – flexibility/creativity around those.
- In redevelopments, its tough to justify a change that's not immediate
- If city wants certain density or thing in an area, if you make first guy in pay for everything it's never going to get there. City has to put the money down to get there.
- With density requires amenity. City is benefiting from that redevelopment, and the city needs to start investing and showing communities the result/benefit of that acceptance of density (ie. Increased amenity) Needs to be like a carrot
- Reference the Enhanced Area Growth Strategy

- Needs to be better tied to that work – making sure we understand the purpose. Don't create confusion at highest level document. Public realm is really broad and there is a lot of opportunity for confusion.
- Industry proposed an approach where we saw there would be a second tier where City interacts with community, what amenity they want to see. We could create funding mechanism – if you want that, here's the growth that would need to happen. Using multi-community plan to flush out details. Understanding that if you get a local area planning document approved.
- City is devaluing space with big set-backs – grab it from the road
- Should be looking at road diets. City will have to give up private car space. Calgary's blocks are shallow and long
- Is there a compromise with setbacks? Why do we need to protect first level?
- Don't think the surface space is an issue, it's the construction of underground parkade – why are you protecting that first level of underground space?
- Street is public realm and does not belong to person who lives in front of it. Multi-family developments are not wanted because of parking issues.
- Entitlement to "we were here first so they don't get spots" – needs to be rethought and direction provided. This impacts redevelopment.
- Q. What is the most important aspect of public realm to support a development's appeal?
- Cost effectiveness – see a creeping of complete streets standards in industrial areas which makes it too expensive
- Efficient, effective and economical
- City's had some successes and less successful areas (money spent on 16th Ave, Chinook Centre) – pile of public investment and hasn't had response from private investors. To a certain extent, city has less experience with the tie to the actual market, where demand actually is. These documents are good for us to understand what the vision is, but if demand isn't there it won't happen. Agree that public infra improvement can drive redevelopment, but have to be very thoughtful
- Need ability to change on the fly because you can't predict everything. Try to build flexibility into the plan.
- Effective – need to be able to provide a design that addresses needs of different types of development but keep it at high-level. Also staging of it. How do you stage it so you minimize waste?
- Street closures chase retailers out and takes a long time to get them back.
- Quality over quantity. Not just size or dollar amount.
- When I see other places doing better with public realm, there is more integration for private and public. As a resident the things I use the most, I don't use a lot of public facilities. Don't think we integrate our public space into daily routines enough. Using public realm to funnel people past amenities.
- 10% we take for public space and parks – much of that is a fiscal liability to community. See a lot of greenspace that is just grass that needs to be watered and cut. What purpose is that public realm space being put to? More urban place – what does that mean? Rethink standards – MDP is great place to start that. Public realm does not have to be green if it's not functional. Watering grass that has no real purpose is necessary.
- If we were to implement LID, parks wouldn't give us full credit for that and they didn't want to maintain it. Opportunity in MDP to address lack of alignment between Roads, Parks, Water Services, etc. Even PULs – siloed approach – budget exercise. There is a better way to approach that.
- SWM facilities – not a "park" but sometimes people appreciate that more than a park.

- Having places to walk to – better coordination and expectation of public and private. Shouldn't be having surplus school sites. There are places where we could be part of the conversation and make things better, but we have no way to do that.
- Want to direct traffic to mixed public/private uses. Leverage public spaces to create that.
- Schools – school boards are still using 19th century model for educating children. Not sure that having very large buildings separated form community is the way we need to go. Conversation needs to come back to how much space do you really need. Do we need to start looking at repurposing some of that space from the get-go? Do we create an economic space? Urban farmer? If we're going to water that 10 acres of grass, make it produce something.

Distribution of Density (50/50)

- Some concerns were that it pins areas against each other. Perception that one is better than the other (inner-city vs. suburbs). You can see this at Council.
- Where there is too much risk, developers will not go. Leaving it all to industry is problematic. Also problematic for City of be only champion as well.
- CAs are risks for redevelopment. It should not be up to the developer to convince them to redevelop.
- What the actual evidence is of what people want. People want more single-gamily homes. With that reality, I don't see how we meet that target ever. Forcing a denser city – not allowing people to have housing form of their choice. Issue of cutting off consumer demand, but larger issue is artificial inflation of prices - if not for slow down, there would have been massive erosion of affordability because of short supply of single-family homes. Super supportive of redevelopment, but I think it's such a bad strategy to socially engineer people moving back into inner city and constraining people's choices. Needs to be based in evidence 70/30 split between single and multi-family.
- No solution for servicing requirements. Part of solution would be inner city off-site levy. There's the low-hanging fruit – golf courses, Currie Barracks. Just adding multi-sites all over the place- there is just not the demand for that.
- Plan has to address do we want to go that way? How to achieve 50/50 based on urban structure plan?
- Why can't you just let marketplace define it? Why do you have to mold it? A large percentage of people will accept a 30-minute drive, but not 90 – will tolerate a condo at that point. Have to service demand at the end of the day. RVC has taken over industrial.
- We should be trying to facilitate inner city dev as much as possible, not pit one against the other. Haven't figured out CA issues – should be working to figure those things out. But if we put in targets like this it leads to a world of constraining supply on one side just to force and meet the target.
- From a greenfield perspective, levies are there, development is paying for development.
- Different from 10 years – suburban development is being done way better in terms of being complete communities. Trying to figure out how to keep people in their communities, using other modes of transportation to get elsewhere – are we going to have the huge expansion of required infrastructure?
- (Do we keep 50/50 as a north star?)
- Is a policy like this present in other jurisdictions? (Yes – expressed in different ways. Cities like Salt Lake and Denver have very specific numbers/targets. Idea that gentle density can go everywhere.)
- Adjusting the way we apply property taxes – correct fiscal balance. If you want a house at edge of the city, you'll pay for it. People can choose if they want to pay more or less depending on where they live. Let the market decide.

- City would have to change how they are treating utilities in the inner city. Enmax is a barrier – cost of upgrading and sterilization of space.
- Community consultation – generates lots of iterations to design. City has good resources in terms of facilitating consultation. City should share the risk.
- Be mindful that 50/50 is seen and used as a target and not a measuring stick. Council uses it to make decisions and that was not the intent. It may not be a linear path to realizing 50/50.
- Encourage redevelopment through things we've discussed rather than council's approach of constricting greenfield
- Dev has a part to play in getting here, there is a feeling that too much is being asked of private and not enough of Parks, Roads, Water. If you want us to change how we build cities, it doesn't just happen on private.
- Should be taking the time to see what you can do to address some of the roadblocks.
- Single family, multi-family, semi - has that policy worked for Calgary or against Calgary and development? Has caused a lot of consternation in communities. Maybe a different approach needs to be though through. Maybe increments? Not sure that town home form has actually achieved the MDP goals. I think it's caused a lot of pushback more than anything else. Is it working? Is it worth these small, minor increase?
- Have to be careful that we don't find ourselves where city and politicians are trying to pick winners and losers. (ex. 16ᵗʰ Ave).
- Needs to be leveling out of risks.
- If council really wants to get to 50/50, council has to be willing to invest significant funding to help that. Might be something that MDP has to call out. Could end up needing to subsidize capital development if you want this. If you don't have the north star in MDP, it's hard for councillors to stay on track.
- Using the greenfield approach for redevelopment is not working.
- Consider an incremental growth policy.
- MDP needs to be short and concise, and provide clarity and direction.

Green Infrastructure

- Jumped into solar – started to do it on single family. Response has been great but had to start small. Had to build the cost in. Even with rebates, it's still a large cost. Got to be a way to make it more positive.
- Business and industry don't see the economics.
- Specifications – if we can come forth with a different way of building a road, let's just not say no. We've experimented with different gravel mixes and had some success, have to have an open mind to allow flexibility.
- Evolution of specs – stormwater. Currently in a lengthy discussion in stormwater reuse, but dependent on endless supply of energy being pumped into it.
- Stormwater – Would be great to see a bigger picture view of what is achievable at municipal level. Have a huge role to play.
- Market forces will have a bigger impact.
- New building codes have more energy modeling, etc. Concerned that we will make more barriers. Flexibility.
- Incentives, impact housing form
- Doing geothermal elsewhere– would do it again but not in Calgary.

- Climate Change Committee talking about creating a system. Net zero houses – wall thickness is incredible. Wi-Fi not working because it couldn't go through the walls. Help developers who are thinking outside the box.
- Lots are getting smaller, homes are getting smaller – how do you get living space with these thicker walls?
- What kind of incentive can they have to move towards net zero?
- Net zero and technology – City can assist with the research.
- Not everyone can see the benefit of a net-zero house when it's the same cost for a larger house.
- Have conversation about flexibility with water resources first. Between city and province – take very risk averse approach. Talk about Nose Creek watershed targets and have they been effective – that should be the entry point.
- (Should liaise with Grace and Kimber after the meeting)
- Can write it into the MDP but it's really the follow up after that.
- It's pretty complex – Alberta Environment dictates water quality standards – that is our measuring stick when we want to reuse stormwater.
- Got forced on industry – wasn't well understood how it gets maintained or implemented
- Source control – ex. Zinc in runoff comes from tires. Might be easier to get tire manufacture to change. Create incentives for little, subtle things that can add up to big impact.
- Energy efficiency- new construction is way better than existing communities. Where you can make improvements is old Calgary. Incentives. Focusing on new building industry is small portion of it.
- What is timing for MDP and CTP?
- New communities that were just approved – what is population growth for those 14 communities?
- Solar panels
- Outside of Calgary we do 0 discharge, but not viable in Calgary. We do initiatives, just not in Calgary. If you don't do what they're used to, you don't get approved. Enmax is protecting their meters.
- Stormwater infiltration galleries in Canmore. Try to get the approval in Springbank, it just doesn't happen.
- BILD has a climate committee that has looked at different stormwater designs. Some builders are trying to achieve net 0 discharge but don't get the financial break because of Enmax.
- Asking customer to pay more to take on energy saving. What happens when people put solar on their roof – right to access of energy? (don't want trees or buildings blocking access to sun). Sometimes integration of efforts is not happening. Need a comprehensive plan.
- The Climate team at the City doesn't seem to have any influence to make changes.
- City shouldn't try to reinvent the wheel – work with existing tools. City should be very cautious about adjusting building code to get developers to do more. LEED – the certification process is too expensive
- Enmax won't let you submeter – chewing through energy space and cost to consumer.
- Sometimes you pay more on Enmax bill when you have a passive energy home which makes no sense
- Even with passive housing Atco requires the gas line.
- Getting common language and definitions would be really useful.
- Net zero might not reduce emissions, could be very heavy energy user
- Living in high rise condo, an electric vehicle is not viable (can't put charger in my parking stall)
- Use of "green infrastructure" - City is struggling to understand and define it. Prioritize it in the right way and clarify expectations
- Cost of regulation is a barrier. Regs aren't there and cost to do that stuff is prohibitive.
- Need context – reality of where Alberta's electricity comes from.

- Is 80% target reasonable?
- We don't do anything with 1970's bungalow so pressure goes to new dev. But fixing the bungalow will have more impact than 30 new homes. Look at what's effective – not easy.

Verbatim input from surveys distributed at library & pop-up activities

Question - "Do you have any comments you would like to share regarding how The City should make progress over the next 20 years?"

- There are "food deserts". Hard for low income people to get to stores that have healthy food.
- An easier "Transit for Dummies" site. I move to this beautiful city 1 year ago. Countless hours researching its amazing places I would like to visit however I get anxious trying to understand the app.
- I moved to Panorama Hills 3 years ago. The green line is a necessity. It took me an hour minimum to get anywhere by public transit. I once had to walk from Beddington Trail (3km uphill at 22:00 in the snow) into Panorama because the bus couldn't finish the route. The 421 shuts down too early. It is impossible for me to ride my bike in this city because of the hills. Walkability. Better public transit. Also the traffic jams on North Shaganappi need to be dealt with.
- C-train access across North and South
- More c-train stop
- Please don't kill the planet! We got 12 years to cut our emissions :(
- Love all the themes listed. Calgary should become resilient to climate change and do our part to combat it. We also have to diversify the economy away from fossil fuels.
- Calgary needs to put in more efforts to adapt to our warming planet, and to minimize said warming.
- Addressing climate change. Without significant progress there, the rest is meaningless.
- No, just keep our air clean and prevent global warming; no matter the cost :)
- Areas with high traffic accident (example Glenmore Trail between 14 St S & Crowchild) reduce speed limit! Better signage showing which lanes go where. Signage should be well in advance! Less accidents, the better. Traffic will move!
- I want there to be less traffic congestion and many new neighbourhoods.
- The city needs to stop spreading out so people need to find more value in shared spaces (green, cultural) so that they don't feel the need to move to the suburbs to have their own backyard.
- Please stop urban sprawl, please.
- Be more family friendly, support moms to go back to work soon with affordable childcare for 12+ month olds. Be more cultural.
- Better transit options. Work w/ other levels of gov't to bring passenger rail service to Calgarians that want to travel outside the city.
- More transportation (more than just Green Line), promote start-ups with grants and coworking spaces. Why can't you use vacant or undeveloped lots for this? More mixed-use neighbourhoods, business & residential = walkable.
- Severe reduction of cars in downtown area; one method of doing so is by removing parking spots & improving transit (see Toronto)

- I would like to city imports from other country. Not only food. Also stores (fancy and enjoyable, interesting) - DAISO, MINISO ART BOX from South Korea
- Build a new arena.
- Make Calgary green as possible
- Stop expanding as though land is somehow both a consumer product and a renewable resourse simultaneously.
- More density. There is too much sprawl. The CORE is a great place for families just needs more green space. People wouldn't complain about traffic if we could get them out of their cars!
- Connect green belts through the city and adopt more urban greenery. Build infrastructure with innovative green practices. Build a civic "Passive Haus" building.
- Calgary has the potential to become a more vibrant and prosperous city as long as property taxes, business taxes, parking and residential rents become more controlled. And more importantly job stability.
- More jobs available, progressive process of job hunt, accessible transit and current transit comes very late.
- 1) Job opportunities in the local government. 2) Increase tourism and visitors to City and surrounding areas. 3) Improving trees around the city and green areas as well, 4) Stop or reduce in creating the Calgary Transit fares! 5) Better contact between Calgarians & City Hall & Council.
- The city should improve job opportunities and make a reasonable prices. Also, I hope the city should improve entertainment places and the places of interest.
- Make parking spots in neighbourhoods designated to the house in front/behind it. If the sidewalk is city property but we have to shovel & get fined if we don't, the parking spot in front of our houses should be a good incentive especially for congested neighbourhoods.
- We shouldn't just be an oil town
- I think other industries will help make Calgary more stable propserous city. I think a better (more frequent/smaller volume or automated) transit system will encourage community and perceived sense of value in public works.
- I think it's time the province and city face the music - Calgary can no longer be only an oil town - we need to find incentives for citizens and industries to carry over and diversify, for more stability in the future.
- Diversify economy. Continue to build complete communities - walkable, well-connected hubs with services, shops, parks.
- Diversify the economy -> Calgary is lagging and many years behind. Be a sustainable City by increasing public transit access and walkabiility.
- We need to build a diversified climate friendly 21st century city including meeting and exceeding our MDP targets for density
- - economic diversification (innovation)
  - urban density
  - green
  - senior housing
- Promote movie industry, IT, transport industry
  Diversity! Innovate! Or else we will become like Detroit city

- Focus on development of new technology and urban systems such as smart cities to better compete internationally,
- We need to invest more time & energy into other industries besides gas & oil. Yes, gas & oil does bring us lots of money, but we need to be prepared if one day, these industries collapse again. (or we dig all our resources out of the ground). We should also spend less money on art with no meaning (the blue circle)
- Clean energy, economic diversification
- Diversify the economy so we are less reliant on oil & gas. Invest more in sustainable energy & zero waste initiatives. Ban plastic bags & improve recycling programs. Have better contingency plans for high unemployment rates.
- We need to significantly reduce our dependance on oil & gas industries.
- To be competitive, we need to promote technology industry.
- Let's not be like Blockbuster Video. The haydays of oil are over - let's look to the future! Like DVD rentals, it's not coming back!
- Bring companies back downtown, diversify the types of companies in the core to withstand economic downturns.
- Focus on providing & promoting equality & good quality life for all humans, regardless on individual DNA or other 'issues'. Safety and security for all. Be inclusive without focusing on differences.
- Calgary needs to promote multi-culturalism. This country was built by immigrants. City needs to educate how immigrants contribute to the economy of this city.
- Food security & transportation go hand in hand. Make the city accessible to Calgarians without cars & food deserts will be eliminated (a small step in the right direction).
- We need to embrace our reconciliation w/ Indigenous peoples to change/influence our city's level of empathy and understanding. That, in combination w/ nature, food, places for people to enjoy the natural land & resources will make our city a must-go destination. We can envision a city that is unexpectedly tolerant & respectful of other cultures and this culture of inclusivity will encourage & support diversification of industries. Can we be the city where our values of respect, reconciliation & inclusion can be seen, felt & experienced everywhere? That's a city for the next century.
- Reconcilliation
  Better transit -> Reduce the cost of transit tickets to promote more usage.
  Less gentrification.
- Being more inclusive with more opportunities for Indigenous people
- There will be a significant amount of people to make all the significant and important projects happen. One size will not fit the whole of Calglary. Let neighbourhoods shine by letting them take control. That being said, they could benefit from guidelines and quotas. As a newcomer, I am pleased to be part of the change.
- Please stand up for community not big industry.
- The next 20 years should involve more empowerment with young adults.
- Community programs encouraging young people to share ideas, help others and show their talents (pickniks, plays, sporting events). Events that enclude everyone of all ages and amonts of money to participate in. Using less waste like all the signs at the election signs.

- In terms of progression in citizen lifestyle throughout the city, I would like to see more steps taken to involve young people in social and environmental issues. Afterall, they can't be involved in political endeavours such as voting but yet still, are the most affected by the outcomes of such things. I also think that it's very important to promote and encourage cultural and artistic installations throughout the city to bring more people together. The City, finally, should get more involved with environmental issues to address a larger than city, larger than province, larger than country, worldwide problem. We can improve this problem by taking systematic steps to reduce, reuse and recycle.
- Have youth more involved in the community, teach them of local and global issues
- I think there should be more opportunities for different demographics to interact.
- Avoid "ghettoisation" of immigrants in North-East
- Create bylaws for development that require the main floors of buildings to have rental space for commercial businesses. Will promote walkability and reduce the cost of leased comm space
- Build community. Make sustainable solutions that foster neighbourly connections and a sense of inclusiveness and belonging. Everything else is secondary.
- How about building communities that have more character and can attract Calgarians and visitors (modern villages, modern versions of Bridgeland, Kensington with colorful houses, squares, patios, culture and gastronomy)
- - Community development
   - Vibrant, walkable streets
- To encourage the development of local businesses consider offering small scale business licenses so people can test an idea in a pop-up fashion - other cities are doing this.
- Support business in individual communities
- Support more small businesses.
- Definitly begin with letting small businesses grow, new stuff is always good but reliable stuff is better.
- Most of the questions are not "survey" but a given. We need to move towards sustainability AS IF THE HOUSE WERE ON FIRE. Like is this library zero net zero.
- This city needs to be more sustainable.
- - Incentives for non-motorized transportation
   - More safe bicycle parking
- First of all, there should be more people using bikes before bike paths are further improved, so there should be some initiative to encourage biking. Second, public transit needs SERIOUS improvement. Fare system needs to be more robust, it's not fair for those who acually pay for transit. Calgary Transit could also purchase environmentally friendly busses, and even busses that filter air as it drives. Lastly, it'd be ironic to promote core if an suburban sprawl is going on.
- Later last call. Later Transit (even a night bus??)
- NIGHT BUSES: For people who work late or a safe method of transit for anyone out late. Night buses that double as trains.
- - Finish the ring road
  - Support industries other than oil & gas e.g. green energy, tech, media
  - Support public schools
- I think that accessibility is extremely important. Living more sustainable lifestyles should be encouraged. More art. More connection, physically & mentally.

- Focus more on bus transit rather than the LRT. The LRT is bearable, the buses are not.
- Make sure parks are surrounded by - mixed use - mixed economic - not prescribed use
- Increase in recreation/facilities
  Progress in supporting local artists/art
  More sustainable energy projects
- Focus on roads. Public transit, housing and recreation.
- Improve roads
- Less cars would be on the road if the trains (LRT) reach more places - e.g. the airport, etc.
- Make transit easier & quicker than driving cars & parking cars. Also means walkways need usable by the young, old & infirmed, maintained & resting spots. Diversity industry & build supports for gig-economy
- - Decrease traffic downtown, increase active transit
   - Build more train lines
   - Cap urban sprawl - go up not farther out in big suburbs where people must drive everywhere
- Better transit, climate advocacy and an emphasis on arts & culture are some of my top priorities. Thanks!
- Focus on environmental protection and public education and engagement around same.
- Greater focus on protecting current city parks & ensuring future development does not compromise these important spaces.
  Bike & walkable areas - especially for new developments.
- More environmentally friendly
- City councillors & City developers should read the book called "Choked" - about pollution all around the world.
- Get rid of the "geese" around the DT area - they make a mess - not sure why - they congregate in the DT area & paths where peds walk
- Recycling system needs improvement
- 1. Increase recycling - Coffee cups & lids - Highest/largest earthfills
  Increase compost
- Sidewalks very uneven and not many ramps for strollers. Many construction detours. When new condos are built from sidewalk to sidewalk, no room for trees & plants. A tree in a pot will never grow 30 ft. high. Taxes too high for small businesses. Will kill independent businesses.
- Need more sidewalks in industrial areas for Calgary Transit riders to that area.
- In the winter, it's difficult to take public transit as riders often have to walk on the road to get to the bus stops. And snow plows often have blocked pathways with snow.
- Improve the traffic intersection's controllers. There are several intersections that are operating on timers, and not loops or cameras! I work in the traffic industry, and I see where these intersections are. Most people wouldn't know when an intersection is controlled poorly.
  [personal information redacted]
- I am hoping the north LRT will be completed to provide better Transit in the north end of the city.
- We need to start thinking with a more "build up not out" mentality. Calgary is such an amazing and vibrant place to live. Building a sense of community within the city will only help solidify this foundation.

- Build higher density vs the sprawl in new communities. Prepare for electric vehicles. Prepare and plan as our world, not just the city, braces for climate change. Thank you.
- Dis-incentivize sprawl and single houses. Encourage multi-residential development, encourage ride-sharing, discourage big box shopping mentality. Encourage a Canadian Energy Industry! We are the cleanest oil & gas producers in the world!
- More density, walkability and diversity please
- Focus on making Calgary more modern with greater density and less spread.
- Density, mutli-use, PEDESTRIAN-focused! Big City o' Calgary fan here!!
- Moderate control on new condos & housing built especially new condos. Encourage revitalization, affordable in-fill construction, and renovation. Let's see more lofts & charming small homes. More tiny houses and lots!
- Continue increasing urban density - developing East Village & Victoria Park
- Equity measures, affordable childcare. Thank you for asking for feedback. In some measures the City is doing a great job!
- The priority in the next 20 years should be creating a more sustainable & equitable future.
- Making Alberta/Calgary the oil & gas facility it was in the past. The resources are here. Our younger generation needs to realize the importance of the oil and gas industry in Alberta.
- $$ spent on people
- Rebuild the core. Help the vets who served, hire more competent, promote Calgary as a welcoming place for any and all businesses. That means more taxes to spend correctly!
- We need to focus on keeping Calgarians in the core creating a vibrant and engaging and walkable city centre will draw Calgarians and visitors in, and help grow and maintain a city that isn't just oil & gas & suburbs.
- Make downtown more interesting. +15 network makes things hard to discover and makes downtown look uninteresting and dead.
- Safe city, better economy, better quality of life, reduced tax, reduced salary of councillors/mayors! Reduced benefits/pension of city employee that burdens innocent tax payers. Work on above. Don't throw suggestions in the trash bins.
- *(Added to Support businesses)* Most important!!
- Less construction at once!!
- Not so much construction at once.
- Don't do so many projects or work on the road at the same time. Do one at a time. When on Bow Trail turning onto Crowchild Trail make light longer. Make more biodegradable things. Don't make any more plastic, reuse what you have.
- Let's not encourage more car use - encourage alternatives instead.
- Need much less cars on the road. Need to take action now given rise in healthcare. Need to make streets safer for transit users as many areas have no sidewalks! Pollution is a significant health hazard even in Calgary.
- Listen more and spend less
- Yes, cut down spending in City Hall ie: pensions for councillors etc.
  Cut taxes (ie: for home owners)
  You probably won't put this forth to City Hall.

- Spending less on art statues and coverings for town hall and into the actual economy!
- Stop putting in silly expensive artwork
- Reduce unnecessary spending in (dumb) art like the blue ring
  Reduce property tax
- Ways to reduce waste
- To me, zoning is key. Calgary is far too strict and narrow about what can be built or what type of business can operate where. Developers will 'always' complain about changes to their money-making formula but we need less of the monotonous, unimaginative suburban community that keep cropping up. Buyers do not want this as developers claim; they have no choice! Build less roads, spend less on roads. Traffic will not go away unless people are able to stop driving - enabling this should be priority #1.
- Get out and talk to constituents. Listen to constituents of all political bent
- Listening to the community
- More factories that produce less/no smoke or anything that hurts the environment.
- *(Added to Increase number of parks)* To also to decrease pollution.
- Tax less, spend less.
- Stop raising property taxes for residential!! Use our tax money more effectively. Overhaul the recycle program - should really pay as you use not flat rate!
- More efficiency! Lower taxes!
- Make high speed fiber a part of infrastructure like sewer
- They can make countery thunder cheaper then currently. Or other concerts.
- How about more shops and live events to bring as all communities to mingle with each other
- I would like to see a greener city. More multicultural events and affordable
- Introduce more active transport infrastructure, reduce focus on cars and take global warming more seriously.
- As a young Calgarian who has been born and raised in this city for 17 years, our city must take significant action in regards of accommodating the financial and social diversity of people. Subjectively, housing could be highly affordable for everyone including those who live below the poverty line. Accommodation for housing and taxes should be applied such as progressive taxation or the wealthy and affordable rent and mortgages. Student loans should also be reduced to also financially support individuals who pay more for living and those who do not have a sufficient income in the future.
- Affordable rent for individuals and small businesses. Renewable energy resources/accessibility to these energies at an affordable price.
- Urgent needed or more affordable and accessible housing
- Diversify neighbourhoods! The recent studies of how Calgary has a huge gap in neighbourhoods between wages means communities should have more affordable and accessible housing and if people are against low-income housing, educate. Or create policies that ensure everyone has a home.
- Affordable housing is extremely backlogged, which worsens instability for many low income families or families in crisis. This needs to be more of a priority. Maybe provide incentives for businesses to help out with this problem.
- Need mix income housing.
- Making houses easier to buy

- As a recent grad I'd like to see more housing downtown that is affordable to me. Young people will make a neighbourhood desirable to business and culture.
- More amenities for seniors as our population is aging.
- Respect seniors more. We're being "disposable"
- Become a vibrant, culture and business powerhouse once more. Especially in the energy sector.
- Calgary needs to come into its own as a culturally unique city worth visiting. That means innovation and experimentation.
- New stadium/place for concerts. I wanna see my boi Drake
- Make businesses downtown viable. More art, more music. Have an actual night life. Currently Calgary is lacking most in these areas amongst major cities in Canada. Calgary's white collar has ruined the night-life we once had.
- If we grow Calgary's culture and have interesting events, we can make it a destination which also promotes & diversifies the economy.
- In the next 20 years let the City of Calgary have music to get people and kids to know me and everything that I do
- Culture #1
- Need a lot more community gardens & allow low income people to grow their own food.
- Give unused land over to community gardens. Let every unused place be beautiful, and provide for the community.
- More community spaces like the library
- Please focus heavily on the Transit system - 30 minutes between buses is insane!
- Movement away from max lines by building more train lines.
- Hi, plan on an underground red line under 7th Ave (I've heard) under green line? Build tunnel and LRT to U of Mount Royal as well as along memorial Dr. to Stoney Trail. Obviously finish green line. We need arena & stadium downtown - whih if planned for is do-able. The airport tunnel was not recommended by planners & will NEVER save anyone more than 2 1/2 min. or 5 min round trip ($400M). Looking forward to a properly planned council. Many thx.
- I would like to see more programs for youth at risk of gangs and addictions
- Need more trees along streets & expressways to absorb the pollutants
- Homeless - housing away from downtown
  Recycle, Garbage, Roads, Bicycle
- Most cities have public transit to airport. We need C-train station to the airport to get more travellers & Calgarians.
- I hate the city
- Form is misleading seeing that it does not offer any space for stating anything but "progress".
- Change bicycle road use law - bicycles are not safe on roads that are 50km or more for speed limit.
- This city is already very clean. If you want it cleaner, get rid of the safe injection sites. Also this city's already pretty walkable. Use the city budget on fixing the traffic. We need more bridges for cars and not bridges for people.
- Great job in certain areas like this area where library is!
- You are doing a great job, keep it up. Good luck. God bless the universe. Thanks.

- Heart of the New West means more than just energy. It's for beating for better tomorrow. Best of luck to Calgary!
- The reason why a lot of my answers were somewhat important is because I think a lot of great work has already been done. For example walking trails are very important.
- Be better. I love this city I want to stay in it.
- As a former urban planner in this city (retired) I am glad to see these directions & hope city decision makers see the wisdom & act on them asap. A sustainable & resilient & prosperous Calgary depends on them!
- Calgary is a great city and it is commendable to run this survey and ask for public opinion. I do however feel that almost all of the factors mentioned are important to building a prosperous and happy city. Building a covered +15 style bike lane through the inner city would be very valuable. Thanks.
- Prep for AI cars/shared
- Invest on waste to energy in the city of Calgary. We need to reduce garbage send out to landfill by recovering energy through incineration. Sweden should be our role model.
- How do we focus on the important and urgent economies? Economies being financial, social & community? By ensuring a stable & sustainable environment. Make renewable energy the focus. Empower more businesses and communities to contribute to a sustainable city with their ideas, their businesses and their money. We need to be a world leader in green, otherwise our next 20 will only sink further into the climate abyss.
- Alternate forms at energy, decrease greenhouse gases
  Financial assistance for homeowners to be able to renovate their houses to be more energy efficient
  Ban plastic bags
- Wish Albertans would get their "heads out of the oil sands" & focus on clean renewable sources of energy. Plus, oil industry is polluting our air & water, & land
- Lower taxes with help from provincial gov. for green energy tech and really all technology sector - Canada's Silicon Valley - so that we can diversify our economy quick enough to give us at least some resistance for the next economic crash - carbon recycling will become super popular - if any money is made, invest in junior high schools and refrain from buying large blue circles. Also - make Calgary a better hub for up-and-coming musicians.
- Support and subsidize solar panels
- Although Calgary has done a lot, I think we need to all work towards promoting biking rather than driving or taking Transit.
- A priority of improving cycling accessibility and public transit may solve traffic congestion problems. Therefore, I think a focus on solving these problems should be most important.
- I want to make sure that as a whole we're able to provide affordable, accessible, enjoyable ways for our youth and elderly to live.
- Progress that shows care & thoughtfulness for all human beings, not just children and the aged. Progress that does not alienate newcomers and allows professional people to find work so they can feed house and clothes themselves and their family to begin with.
  Progress that does not stifle our talents, hope, dreams, aspirations. Thank you. J.
- A clear positive point for having Olympics in Calgary, in my opinion, was community and cultural life to the city, unity. In an age and climate type where it is so easy to isolate oneself, bringing art, culture and

science alive & giving it a social and communal aspect to integrate people is essential for both mental health of individuals & motivation for advance in technology, science & culture & a better day.

This is completely & definitely a hugely complex goal but investing in community, art & tech to motivate both young people who are not yet completely shaped, those who can immediately be inspired on work & everyone in the city who can possibly be motivated to want a more unified, advancing and efficient calgary and world.

- CPS needs to do a lot better with protecting police MENTAL HEALTH and involving indigenous, other POC, and mentally ill people in their policy making process.
- Active measures to address/reduce homelessness including mental health - addiction collaboration.. Teach people how to live in apartment buildings. Reduce reliance on oil industry - it's a goner. Actively value the historic buildings - this will contribute to tourist industry and "feel good" neighbourhoods. Foster improvements in community cohesion and resilience - in neighbourhoods where people live. Foster active living opportunities throughout the lifespan but especially for the young and old. Engage with citizens in meaningful ways - start with school kids and include seniors.
- What happened to end homelessness? Provide homeless individuals in community resources and housing (not downtown). Educate NW, SW, SE of Calgary more of cultural diversity, sensitivity. Move homeless shelters outside of downtown.
- - Reduce homelessness
  - Provide more support & shelters for the needy and victims of abuse
- Affordable homes and food for all should be a priority - in a country as wealthy as Canada, nobody should be homeless or hungry.
- Let's look at what other major cities are struggling with and let's attempt to curtail those issues before they get out of hand:
  - homelessness
  - inadequate mental health services
  - pollution
  - inaccurate political representation
- More work on reducing homelessness.
- People forgot that the homeless also includes children.
- It would be nice to have less homeless people. Some of them scare me, and no one should have to be afraid at night. Even the homeless people.
- Would love to see Calgary connected to other cities in the province - train system? Reduce the need for cars.
- Calgary has taken big steps in the past 20 years and should continue to expand on a vision as a city where vehicle ownership is an option, not a necessity
- Reduce plastics!
- - use plastic and waster
  - our planet is dying. We need to make drastic changes NOW!
- More resources to help home owners deal with anti-social behaviour. Police only help when there is an immediate threat. Domestic violence agencies only deal with domestic partners. More resources needed to report and resolve conflict.

- Bicycle paths become more of issue if its on the road, should instead make the sidewalks larger. Learn from Japan.
- - There should be separate lanes for bikes or shared paths with pedestrians or allowed to use sidewalks
- Having a great vision for growth & prosperity is important. It will be critical for city politicians to ensure we live within our means.
- Cut city administration by 40%
  Cut politician salaries by 50%
  End politician pension plan
  Cut city taxes by 40% for taxpayers
- People will be telecommuting to work. Office space less important. Stop building condos until new tech/existing ones sold. Promote public transit make driving less attractive.
- Accommodations and planning of residential placements and infrastructure as our city grows in population
- Pay local artist
  Less reliant on gas & oil
  Housing is not affordable, transit is quickly becoming less affordable, there is little sense of community for those who are lower middle income. The City spends frivilously on arts that aren't from our city. They could support local arts, artists, & businesses
- Re: multi-generational family accommodation - Jayman's concept in Mahogany is a good start (Westman Village).
  More community gardens would be awesome.
  Calgary is so awesome!
- Integrate immigrants into a really "diverse" environment by clearing unreasonable employment barriers. More local featured communities
- More support for NE Calgary (for my Rundle boys)
- A government is judged by how it treats its most vulnerable population. If the majority of the population has good income, good education and good health everyone benefits.
- We need a universal basic income program designed & implemented so no one is kept from society. Support given to business needs to be decided based on how much the company will help build the community. Focus on careers, not jobs.
- More opportunities for the homeless, more mental health awareness, more awareness around pollution and global warming.
- Better train system outside of Calgary area.
- Protect historic buildings or land, any building that will have historical importance in the future. The national music centre is a good example of old and new blended together. Please, more of this and less building being tore down. Calgary could also be an amazing place for architecture that does not destroy but combine. Sincerely, [name redacted]
- Please work on solving climate change
- Had to close my business in Kensington because of impacts of construction. Now I'm being charged a business revitalization charge/tax. I'm not paying! Not fair that small businesses will have to pay for shortfall / empty space in downtown. Lots of small businesses will close.

- Want clean and efficient city, public transit outside of the city, transit to markets, everyone should have access to transportation, Westbrook station library is great, climate change is important, electric bikes are good for getting around, more affordable rental vehicles.
- Technology - is ruining some [illegible] - but also progress is in need. So - curb technology to some [illegible] - That will give bigger & better brain quality to the youth.