

# Appendix – Heritage Working Group Feedback

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## Working Group Session One: Planning 101

### Purpose of Session One

On October 16, 2019 the Working Group participated in their first session, hosted by the Haysboro Community Association. At this session working group members:

- Met their fellow working group members and got to know each other.
- Learned about the project and the engagement process.
- Built an understanding of The City's the planning process.
- Learned about the local context and key concepts that will be considered as we move forward with this plan.
- Reviewed the roles and responsibilities of the working group.

Presentation from the session: [Session 1 Presentation: Planning 101](#)

### What did we ask – Session #1 Homework

#### Part One: Guiding Principle Activity Overview

Using the Principles in the proposed Guidebook for Great Communities we would like you to think about how these apply to the Heritage Communities. We will look to refine and customize these principles based on the local context of the Heritage Communities. We want you to review each of the six principles from the Guidebook and think about:

- What does this principle mean to you when you think about the Heritage Communities?
- How do you see this principle in action in the Heritage Communities?
- Is this principle already being achieved, how so?
- What gaps or barriers do you feel exist in meeting this principle in the Heritage Communities?
- What might we change or implement to better achieve this principle or how might this need to be customized to meet the needs of the Heritage Communities?

## Part Two: Validation and prioritizing themes from public engagement

The City has been out and about in the Heritage Communities over the past month collecting input from residents in the area. From the feedback received, we have distilled the input in the following high-level themes, found in this document. As public input is often broad and all-encompassing we would like to get a better idea from our working group and what you think the priority focus areas should be through our work together. Please take a moment to review the high-level themes and let us know what your top five priorities areas are per section.

### How did we use your input?

Your input was used to draft the Heritage Communities Guiding Principles. These Guiding Principles will help guide future discussions and will be used to evaluate ideas and concepts as the project progresses.

### Working Group Comments Session One

<b>Principle 1: Opportunity &amp; Choice</b>
<b>Everyone has access to places to shop, learn, work, eat and play, and there are diverse housing and mobility options for many different people and household types.</b>
The Heritage Communities should introduce more diverse housing types and a variety of denser, mixed use forms in TOD zones and along corridors to introduce greater human intensity and activity to the area, capable of supporting all community members in having access to places to shop, learn, work, eat and play. Densification can be applied sensitively as well through the provision of row housing and low rise forms in established single family areas to introduce missing middle housing to the Heritage Communities.
I feel as though there is a good selection of housing types - both rental and ownership in the greater Heritage Communities, I feel as though that is a strength of ours. In terms of 'learn' for schools there is also a wealth of options. Shop, work, eat and play could all be supported better through access and densification. I think we could benefit from easier multi-modal access to existing commercial and further densification (going up as well as filling in the large expansive parking lots along McLeod) - would bring more people to the area and bring more successful commercial projects.
In general the Willowridge Community currently adheres to Principle 1, with a couple of exceptions: 1. Mobility is somewhat limited for those who are handicapped. Although sidewalk curb access at street intersections is being improved so that wheelchairs can be used on the sidewalks. I believe the City has an interest in solving mobility problems. Speed limits could be reduced to 40KMPH in order to provide greater safety.
The Heritage Communities have a wide variety of options within their borders. I rarely leave the boundaries of this neighbourhood because everything I need and/or access is relatively nearby. However, I feel this is only possible if you have a vehicle. These neighborhoods were designed and built at the height of car culture so being able to safely and easily walk/bike to access what you need, coupled with the advent of big box stores pushing out small, local businesses, has limited choices for people who don't drive, don't have access to a vehicle, have reduced mobility, or live outside of the main transit-ways. While it is down the timeline,

the vehicles/transport that are so central to our current lives will change (i.e. self-driving cars, improved transit, other modes of transport such as electric bicycles etc.)

The reality is that fewer young people are getting drivers licences. Urban planning for the future should place this fact at the forefront of decision making.

(<https://www.theatlantic.com/technology/archive/2016/01/the-decline-of-the-drivers-license/425169/> <https://www.wsj.com/articles/driving-the-kids-are-so-over-it-11555732810>)

To combat this I think we need to push mixed use buildings within all residential areas that couple business and services for residents and surrounding area, such as the condo building that went in across from Britannia Plaza that has Planet Organic etc. in the bottom. Walking needs to be pleasant and safe – not alongside roads without sidewalks, i.e. portions of Mcleod trail. Walking should be supported with accessible (no curbs) supports and greenery. All intersections should have the all directions crossing as along Banff Avenue and in Quebec City. Major transit hubs should be developed with shops on-property. Switzerland's train stations all include a small to medium sized grocery store. It is very convenient to access dinner supplies on your way home without having to make a separate trip.

Barriers might be socio-economic considerations and appropriate businesses that would be viable within that context, depending on the area. Availability of undeveloped land to buildout these concepts. The opposition to change and redesign of communities should not be discounted – particularly in the expensive neighborhoods who overwhelmingly feel that their large yards and ample parking should not be tampered with.

Absolutely agree with this principle. Accessibility in particular is important to me - but it's more than just accessibility in terms of how something is built. These spaces need to be seen as a reflection of the community -- a place where every aspect of the community can be showcased. In many ways, this is why I think art and culture needs to play a central role in the development of communities. Yes, let me be the one to say the controversial words - "public art" - but even on a larger scale, where architecture again reflects the diversity of the community.

I don't think the ideas around diversity in housing/mobility is being seen in communities like Fairview. We definitely need to see more diversity that will attract a more diverse group of homeowners and tenants into the community.

I believe this is mostly being achieved in the South End of the Heritage Communities. (Which is where I am most familiar).

1. Shop - There are options of boutique retail in willow park village, but also economic options like walmart / superstore.

2. Learn - This may be one area that there is a gap, or so I hear from our community. There are a lot of schools in the area, but not many CBE "traditional" learning schools. But with all the options parents are choosing specialty (language, arts, science, religion) out of neighborhood schools. There are 4 homes with school aged children in our cul de sac, and the children all go to different schools.

3. Work - I work from home and my husband main office is now in Quarry Park, which is reasonably close to the Heritage Communities. However, even when I worked downtown daily, I found there were a good number of North South routes into downtown. We also use the C-train a lot when heading into downtown.

4. Play - Lots of options. Nearly 100% of our families "play" activities take place in the Heritage Communities. Specifically, Acadia pool, Trico Centre, Elite Dance, Gymnastics, Maple Ridge Golf Course, for both golf and cross country skiing.

5. Diverse Housing - I would agree across the communities there is a lot of options. We are a double income family of 4 with young children who live in a single family home in Willow Park, and my semi-retired single mother lives about 5 minutes away in her condo in Haysboro.

<p>I feel that there is not a lot of diversity as far as housing options in our communities. The majority of housing is still single family detached. I would like to see more development for renters , those who want to downsize, so they can stay in their community and townhomes to accommodate people who want space but not the costs associated with a single detached. Good example in these communities is the Kingsland Junction development by Trico.</p>
<p>This principle is very important .This principle is not currently being achieved. Pedestrian and bicycle access for people who don't have/want cars is not an option. In our neighbourhood there are little options for housing. Transit is not too bad if you are heading downtown. Options are reduced at night for teens heading south and then again north later into the evening. It is a food desert as well. No grocery store/fresh produce within a short walk. The closest is Glenmore landing with is at least 20 minutes at a fast pace. Affordable housing in our neighbourhood is in the form of older walk ups. More options across Elbow in Kingsland.The lack of density leads to a lack of good shopping/eating options options for residents to build a community around.</p>
<p>In certain areas opportunity and choice is being achieved in the communities. These commercial centers are not always in the best shape and could be redeveloped to be more effective and a place people actually want to go. Right now, I think the communities have the structure to make this principle work, but not the destinations or care put into the these areas to make them true destinations for the wide population in the communities.</p>
<p>There are a lot of commercial opportunities but how accessible are they if you do not have access to a car. Pedestrian and cycling / scootering connectivity isn't always adequate or safe. I have heard transit on MacLeod Trail is poor.  Variety of housing types do seem available. Kingsland has two large seniors housing projects in process at varied price points  Generally it seems schools are available, although Kingsland's public elementary has long been closed.  The lack of a cultural hub is apparent.</p>
<p>It means there are a mix of low to high density residential hosing within each community. There are walk-able shopping centres with local grocer, coffee shop etc.  In Kingsland, The Tryco buildings will introduce new condominiums, shops (hopefully a coffee shop). We have access to Macleod Trail, The Calgary's Farmers Market off of Blackfoot, and the Trico Centre.</p> <p>There is resistance to Densification as some are concerned thier communities will lose what they like about it. Maybe even what makes the community unique to the rest of Calgary.</p> <p>I feel diversity of places to live can be improved. It is starting to happen around the Heritage Train Stations, but I see opportunities along Heritage Drive and the BART system to provide a mix residential housing.</p>
<p>Means to me: Priority given to small shopping centers in close proximity to residential housing. Office space throughout the communities near thoroughfares. Sufficient density to attract and support unique local restaurants. Services required regularly (groceries, transit, banks, etc) are walkable or within a short drive/transit for the majority of residents. Housing options are available in many different income or lifestyle choices (row housing, condos, single family).</p>
<p>Already achieved?: Generally, yes. Good examples: Fairmount Place Shopping Center, Southwood Center, Elbow/Heritage shopping center to a lesser extent. Definitely some weak areas. Southland Crossing is a wasted opportunity, as there is very little residential within walking distance.</p>

Gaps or Barriers: Permeability across MacLeod is poor. When combined with train tracks on the West side of MacLeod this functionally creates a wall working against mobility.

This principle is very apparent throughout the heritage communities. We have access to pretty much any retail opportunity in the City itself, as well as health care and other options. I think it would be nice to have better local choices in the area to entice people to stay closer to home throughout the weekends rather than having to travel to the East Village or 17th Avenue for some good local fair.

This principle means that people have opportunities to complete most of their day-to-day activities within their community or within a neighbouring Heritage community. It also means that a resident should have opportunities to stay within the community through all phases of their life - from renting their first apartment, to purchasing a home/condo or just moving into a larger rental, through old age and assisted living arrangements if needed. I believe this principle also means that the community offers easy mobility for people with different needs, such as a good network of sidewalks that don't suddenly end and curb cuts to allow for easy transitions at road crossings.

Overall I think that our communities do fairly well in the above measures but there are also a number of trouble spots. There are limited options for older folks who are looking for living arrangements within the community that involve less upkeep. Our sidewalks along Bonaventure and Macleod end abruptly or are too narrow and close to traffic and don't offer easy access to businesses and services. Because a lot of our sidewalks were put in back in the 60s/70s, curb cuts are not as common as they perhaps should be along the main walking routes.

I also noticed last winter that the city has some blind spots around clearing of sidewalks along streets like Bonaventure and other roads where the responsibility isn't totally clear but seems like it should default to the city.

East and West side of McLeod are challenging to access for those living on the opposite side. That being said, for those of us on the east side of McLeod, yes, this principle is being met. Many shops and services within easy walking, transit and driving distance along the Fairmount corridor. There are many schools - my son walks to school, something I appreciate and there is a combination of subsidized, market rental and home ownership. Thoughts would be to improve access from east and west of McLeod Trail.

This would be that each community within the heritage area has a node (or multiple nodes) that are easily accessible via all modes of transportation to get necessities and interact with other community members. Most of the communities have access to local shops and restaurants but are lacking in social gathering spaces/ shared experience space.

This means that people can live their entire lives within a few kilometres if they wish. This principle is being somewhat achieved. Near Macleod, Bonaventure (on the east), as well as the major east-west through streets, there are lots of shopping, working and eating options. Unfortunately, the wildest area in the region is along the river, so most homes have better access to either nature or shopping and working, but not both.

I am not aware of the complete distribution of schools. Does the city have any jurisdiction over school locations? If a school has been closed because of depopulation in an area, what happens when younger families return to the area?

Although there are some apartment or row housing options, there are not many options for older adults to age in the same area, if they cannot stay in their home. Mobility throughout the city is encouraged by the C train line. Below Heritage, this is enhanced for residents on the east side of Macleod, but the neighbourhoods on the west of Macleod and the train line are blocked, except at the major streets. This means that some of us can walk, even if we

have to cross Macleod, while others are more likely to drive or need a bus just to reach the stations.

This is one of the main reasons we chose to live within the heritage communities. Within the heritage communities there are lots of choices for shopping, learning, playing. As an example, choices for grocery include farmer's market, speciality market (Asian, Italian), multiple larger/big box stores (Walmart, Safeway, Co-op, Save-on, Superstore). There is also the option to visit local shops including butcher, bakery, fish monger, cheese etc. There are diverse housing options, single family, apartment, townhouses, low, medium and high rise. The options for work, education and play are available too. Transit access for working in the downtown core is good, however having heard from some working group members, local transit access is lacking. The only option that may not be available within the heritage communities is post-secondary education. We could look at better pedestrian access or a local transit plan to improve mobility within the heritage communities.

### **Principle 2: Health and Wellness**

Everyone has access to care, recreational opportunities and healthy food, and there are options to incorporate activity into how you get around.

There should be a concerted effort to improve connectivity and active modes movement both within and between communities, especially east-west across Macleod Trail for all community members to more easily get around and access care and recreational opportunities.

This is a weak point in my view. There are great outdoor recreational opportunities but incorporation of activity is challenging with such large thoroughfares and limited connections points. There is a lot of criss-crossing of different paths that start and stop and pedestrian comfort between all of the communities is stressed. Indoor recreational opportunities are also less compared to many outlying areas. The public library at Southwood and the recreation centres throughout are much smaller scale with less programming than the suburban areas.

Everyone does have access to care (Dental, Medical and Pharmaceutical) as well as restaurants with healthy foods. The one major thing that is missing is acceptable senior care housing, taking into account that seniors have lived locally in an ambiance to which they are used to. Converting some older homes into the new duplex style homes with small yards should be considered.

As the Heritage Communities are bordered by the Bow River and Glenmore Reservoir, in close proximity to Fish Creek Park, and all their associated trails, outdoor, natural-feeling spaces are in reach for many. However, Bus #3/27 route no longer terminates within Fish Creek at the end of Elbow Drive and this may prevent people from accessing this space easily. Transit does not access the Sue Higgins dog park. Large box stores along McLeod Trail and in Deerfoot Meadows in tandem with specialty stores such as the Italian Center, Empire, Sunterra, etc., supply a wide variety of food stuffs. The presence of a full hospital within our borders is a plus.

Off-leash dog parks are excellent ways for people to meet their neighbors, get exercise, and keep an eye on their neighborhoods. They are a great way to re-purpose otherwise unusable/undevelopable spaces (i.e. utility right-of-ways, etc.) that fill the previously mentioned purposes but also supply green space. To be used, though, they need to have garbage collection, and have large enough space for people to move around (not just stand in one place and throw a ball, that's no fun for people or pets).

I am waiting to see how the ring road and SW portion of the BRT improve/change traffic patterns and encourage transit use – which I feel is related to health and wellness that translates to the societal level as transit use requires more walking and requires people to interact within and with their community in a different way.

I was disappointed to see the loss of the Kingsland Farmers Market as we could walk there. However, I realize the Blackfoot farmers market is still with the HC limits but requires driving.

<p>Important to realize that "health and wellness" should also include access to art/creative/performing arts outlets. I think there are plenty of recreational/sports opportunities, and see that places like the Italian Centre Shop and others down Fairmount Drive have options for purchasing healthy food. But as stated above, health and wellness should also incorporate more opportunities for accessing and creating arts/culture. Groups like Indefinite Arts Centre (and Calgary Public Library) can and should be more active on this front.</p>
<p>1. Care - Childcare for my toddler is one of the only services we leave the Heritage Communities for, but you can also say this is family preference as well. We have a registered licensed day home in Queensland. There are a number of child care centres along MacLeod that were not the option for our family. My school age child attends the before and after school care program at Maple Ridge School.</p> <p>2. Recreation opportunities - I believe it is achieved, see point 4 of Principle 1.</p> <p>3. Healthy Food - I believe this is achieved. But not sure how this is a community plan item? We have many boutique butchers, cheese makers, farmers markets but also affordable (big box) options that have healthy food if you want it.</p>
<p>Our communities have all the major grocery chains as well as some boutique food stores, due to them being located primarily on Macleod trail, they are close by but not all readily accessible to walk/bike to. The same can be said for our access to medical/ health. A good example of options for activity are the numerous bike paths.</p>
<p>Due to our proximity to the Rockyview Hospital we have good facilities for care. Recreation opportunities are in the form of a new Community Center, the Reservoir and the JCC. The pathways system is a great asset. There are gaps in incorporating activity into getting around. The roads are not particularly bike friendly, nor are the shops nearby, There are no bike racks at the strip malls and stores and these malls are not at all pedestrian friendly Nothing to encourage any other transportation other than cars.</p>
<p>I believe this principle can be further developed in the heritage communities. Community centres that provide a platform for recreational activities and gatherings are important for a sense of connection. Grocery stores are relatively close, but smaller stores could be better supported to grow.</p>
<p>Generally food is available but smaller local food options are missing. Varieties of transportation between locations are possible but not necessarily for the timid or physically challenged. Lack of connectivity.</p>
<p>There are places for children to play, playgrounds and parks. The Trico centre near South Centre. There are opportunities to improve bike paths to get to and from work, walkways which lead to interesting locations like shops, plazas, parks, recreational amenities.</p>
<p>Access to care should include hospital obviously (Rockyview), but also assisted living, and affordable housing so family members can live nearby if desired.</p>
<p>Healthy food should mean farmer's markets and grocery stores nearby and fast food is not necessarily the easiest option (food deserts need to be avoided). Something similar to Avenida Place farmers market would be a big win.</p>
<p>Mid-range mobility options (eg. biking vs. walking or driving) are poor, due to mostly narrow sidewalks and lack of bike paths.</p>
<p>Recreation: Willow Park and Maple Ridge specifically are over-served with golf courses. Specifically the Willow Park golf course divides and isolates the neighborhoods rather than if it were a park for example that could host many of the local events currently being run in the SouthCenter Mall parking lot.</p>

Improvements to how we get around in the pedestrian realm are needed above anything else in the communities. Having strong connections between the east and west communities (using Macleod drive as the barrier) will get people out walking as opposed to reverting to their vehicles. For Southwood, Haysboro, CKE, and Kingsland, the train lines are a great hinderance for pedestrians having access to the amenities on the east side. Easier connections to the Bow River pathways would be great as well, since we have that path bordering us on the east and west, and nearly to the south in Fish Creek. The big question/challenge is how to we create a strong pedestrian realm? What areas can be improved upon in the near future?

I think the description for this principle is quite clear and overall we fair better than most in this category. There is some need within our communities to see a reinvestment into the facilities (eg. Acadia pool) but it is nice that we have something. More thought towards how bikes can move around the neighbourhood would be appreciated, especially when it comes to going east-west and crossing the C-train tracks. Similar to the comments from #1, further improvements in the sidewalk network would encourage more walking and improve health.

Between Trico, Southland and Acadia as well as park space, we do enjoy many recreational opportunities. I would like to see bike paths and perhaps a bit more green space but overall, I think we are doing well. Care and healthy food are very subjective questions. Yes, we have access however it's possible this is cost prohibitive for many.

In this area we lucky to have multiple modes of health care from the hospital off 14th to the medical park at Glenmore & Elbow. The communities are lacking active spaces - they have multiple open green spaces, but they are missing the programming to activate them.

This means that people do not need to leave the area in order to be and feel healthy. This is being achieved in that there is a hospital, testing facilities, doctors and dentists, Acadia fitness centre, the trico centre and many food options with a small number of kilometres (

This does exist within the heritage communities. There are lot's of local health clinics with doctors accepting patients and we have access to a hospital and AHS community health clinic within the heritage communities. The Trico Centre, Acadia pool and local hockey rinks are al within the heritage communities. As above we should incorporate better pedestrian access and pathways in order to help incorporate activity in how we get around.

**Principle 3: Social Interaction**

There are a variety of places to gather, celebrate and interact with all kinds of people.

An investment in intensification will provide a threshold of people and jobs to support the injection of capital funding into improved facilities for people to gather, celebrate, and interact in a variety of places with all kinds of people.

There are a few great playgrounds and community centres but no central gathering areas. I believe we have a very diverse population and would love to see more spaces to interact and gather

No change required.

I think that all the communities in this wider area have community centers of some kind, with the exception to Fairview which has sub-let(?) their building to a non-profit. The services and programs that run out of these spaces likely vary in quantity and quality but are reliant on the ambition of individuals within these communities.

Social interaction could be augmented by large scale urban communal or allotment gardens that operate outside of community center control and organization. Allowing people to garden food on their front lawns would get people in the street and encourage interaction.

I would love to see transit hubs such as Heritage, Chinook, and Anderson stations not just focus on moving people in and out of the space but encourage lingering with cafes, grocery stores, boutiques etc.

Harm reduction, in the face of our growing addition problems as well as the uncertain



<p>economic (oil&amp;gas) reality in our province, should be back of mind. Do we institute mobile services on a larger scale and outside of the downtown area? My Chinook Park neighborhood is seeing increased crime, homeless people moving through the neighborhood, drug drops in back alleys....</p>
<p>Yes, I absolutely agree with this principle. I am not sure I know enough about the interactions within Fairview or other Heritage communities to answer this question. However, in the context of Indefinite Arts Centre, we are definitely envisioning a space where more people can interact with our artists, other artists, art/culture, and vice versa. There is absolutely no benefit to placing individuals/businesses/sectors within their own bubble.</p>
<p>Fish Creek Library and the community halls do provide gathering places. I've seen a knitting group meeting there. As far as i understand the library spaces are free to use, but the rental rates for the community halls a little expensive.</p>
<p>Other than the community associations, places of worship and certain library programs , I do feel like we could use facilities that encourage more interaction with our neighbours, that do not have a fee associated with it. The above tend to have specie hours mostly daytime and it would be nice to have opportunities to get out in the neighbourhoods later in the evening. We have quite a few green spaces and empty parking lots around Macleod that could double as pop up night markets; or beer gardens/ live music. I like how Southcentre mall is doing a great job in trying to redefine what malls mean to an area by bringing in local artists work to the suburbs as well as offering many free classes and events.</p>
<p>The public realm in the neighbourhood itself is good - new community hall, skate park, playgrounds, tennis courts, community garden. In the commercial centres nearby, however, it is not a good gathering place at all. Very unfriendly to people congregating - narrow sidewalk, no beautification. Some of this would help with a mix of different people from all the adjoining neighbourhoods being able to interact with each other.</p>
<p>I think this is a key principle, but one that my community is lacking. I think community events and gatherings are important and a place that holds these events need to be in place.</p>
<p>No local cultural hub. Not significant places to gather that are not commercial, athletic or religious.</p>
<p>There are parks with tables to use for parties or gatherings. Speakers corners or amenities that can host workshops or discussion groups.</p>
<p>One of the challenges is knowing where one can find a space to use. There are libraries, coffee shops, community association buildings within the city which proved space, but not easy to find cost without taking quite abit of time, calling and googling, to find out costs and if it is suitable for the particular need. The Libraries could be improved to provide more space to host small gatherings, workshops or study groups in private.</p>
<p>SouthCenter Mall hosts many events in their parking lot. While this is great, it is not a comfortable space compared to a park for example. It does have very good accessibility for different transport types, however.</p>
<p>A central, park is missing between all of the communities. Each community does have a large enough greenspace, however most of the time, they are located in the heart of the communities. How can we better share these spaces with the surrounding communities? I think we need to improve upon our community highlights in our monthly newsletters. If the community associations work together to highlight what is happening and when in their own communities, we can allow for strong social interactions between these 10, like minded communities.</p>
<p>This principle means that there are areas that naturally encourage people to gather and interact. It could be simply from good design of walking routes and natural destinations or with</p>

<p>actual venues designed to hold functions that bring people together.  Gaps/barriers: our neighbourhoods were not necessarily designed with natural gathering in mind and were more car oriented.  Potential Improvements: our sidewalk network could use improvements to provide better access and encourage people to pass by gathering spaces. Some improvements could be as simple as encouraging more gathering at existing hot spots like rec centres through better marketing and upgrading those spaces.</p>
<p>I think we are doing well in this area. We have a variety of spaces - from churches to community centers to recreational centers to libraries. There are many coffee shops and small restaurants as well. I believe there is something for everyone.</p>
<p>This is a large gap in the heritage communities. Most spaces are vehicle oriented, which reduces the amount of social interaction and the green spaces are not programmed for gathering. The Kingsland dry pond is a prime example of an area that could use some inclusive programming. It is utilized by numerous sports teams but otherwise is rarely utilized by community members</p>
<p>This means that there are a variety of places like community centres, clubs and places of worship nearby.  This is being well met overall. The Willow Park community centre has recently had a major renovation that has increased accessibility so that more people can now use the facility. The FLC seniors club, operating out of the Trico centre has a membership of over 2000 and multiple activities for many interests.</p>
<p>I believe this exists in the heritage communities. To me this would incorporate community centers, recreation complexes, schools, libraries and places of worship.</p>
<p><b>Principle 4: The Natural Environment</b></p>
<p>Natural areas are protected, restored and valued, and are accessible to everyone.</p>
<p>Agree with statement with additional note that mature urban canopy/street trees should be protected and more trees planted to mitigate impacts of climate change and improve public realm.</p>
<p>Similar to Principle 2 - I do not feel as though we have enough protection of natural space or encouragement to restore existing spaces - there needs to be more emphasis on this as well as access by all forms of transportation. Barriers to this seem to be lack of naturalization of any green spaces and lack of connectivity for pedestrian / bike paths. With the heavy traffic routes there could be greater emphasis on further setback sidewalks and natural barriers like trees and shrubs to make it more inviting to walk rather than drive in your community.</p>
<p>The City does an excellent job in maintaining natural areas and trees along roadways. However the ambiance of the Communities does suffer when trees are necessarily removed, but not replaced. This should change.</p>
<p>We have some quality natural spaces within the Heritage Communities borders. But can there ever be too much green space? Access to nature been shown to decrease depression, lower risk of disease and a short poke around the internet show links it to other interesting effects (obesity, appreciation for nature, even the need for glasses!). Why can't plantings alongside roadways and the new ring road be all clover to feed bees and not require mowing? Or be strewn with low-growing wildflower seeds. Beautifying our urban spaces should be prioritized. Think outside the box – green roofs, adding green medians all the way down Elbow Drive or Mcleod Trail (by co-opting lanes of traffic) might encourage transit use, produce oxygen, act as carbon sinks, and supply green space.  Require all (re)development to have a greening/nature component. Where will the trees go? How does the development incorporate the human need for nature and habitat for urban animals (birds, insects etc.)  <a href="https://www.sciencedirect.com/science/article/pii/S0169204618306571">https://www.sciencedirect.com/science/article/pii/S0169204618306571</a> (This link is from</p>

<p>Landscape and Urban Planning Journal - Population levels of depression increased with urbanisation, but so did physical health, while urbanisation did not influence social cohesion or physical behaviour. There was a positive relationship between all four health outcomes and frequency and duration of nature dose. Frequent visits to green spaces in the more urbanised population were associated with further improvements to mental health, while the same respondents who spent longer in green spaces saw greater gains to their positive perceptions of social cohesion and positive physical behaviour. Finally, dose intensity was associated with increased positive perceptions of social cohesion, and this effect was more pronounced as urbanisation increased.</p> <p><a href="https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5579937/">https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5579937/</a> (the key features of a physical activity program for individuals with a mood disorder must utilize a social network approach, take into account the preferences of potential participants, and incorporate nature (both green and blue spaces) as a health promotion resource.)</p> <p><a href="https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6031452/">https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6031452/</a> (Study findings support the notion that increasing time spent outdoors could result in more active lifestyles and lower chronic disease risk.)</p>
<p>Absolutely. Not as familiar with the Fairview community in terms of what natural areas exist. I know that the community is very proud of its parks that play a huge role in bringing the community together -- and hope that these types of spaces exist throughout the other Heritage communities.</p>
<p>With in the Heritage Communities there isn't a lot that I am aware of. We have entrances to Fish Creek Park just at the edges of the communities.</p>
<p>Good example: fish creek park</p>
<p>In general - this principal is adhered to in our neighbourhood since our main "natural" area is the reservoir and the lands adjacent to it. There are a few access points to the bike path/reservoir that are unsafe for cyclists and pedestrians.</p>
<p>There is not a ton of green place in these communities, but parks are nearby to travel to. I don't think this principle is overly applicable to this area because of the way it was developed, but landscaping, benches, and a diversity of trees could be enhanced.</p>
<p>We have access to quite a few significant large parks at the boundaries of the area but the parks within the area are smaller and not landscaped in an interesting manner. They aren't attractive for the most part but utilitarian. There are not interesting ways to travel between them.</p>
<p>A challenge for the Heritage communities is the accessibility and location of natural areas. The largest natural environment are at the edges of the Heritage Communities boundaries (Glenmore Reservoir and Bow River areas), making it a challenge for many in the community to access them. This is being partially address with the BART system to Glenmore Reservoir.</p>
<p>Residential tree planting / care should be encouraged if possible. The communities are aging, and poplar trees that were typically planted when the communities were built are at the end of their lives.</p>
<p>There are lots of smaller green spaces in communities , but few large parks within the communities (eg. South / North Glenmore Parks)</p>
<p>We don't have many natural areas within the boundary, however we are in close proximity to the Bow River trail systems, Glenmore Reservoir, and Fish Creek Provincial Park. I think we are very lucky to have these areas in such close proximity to our communities and I don't think we are lacking in natural spaces within the 10 communities.</p>
<p>This means we have lots of healthy trees that are actively replaced when one gets sick or damaged. This also mean that we balance natural areas with sports areas like golf courses and sporting fields.</p>

<p>Gaps: it seems that our forestry dept is short on funds these days and so as trees die they are not being proactively replaced and many spots that used to have trees are now empty. This is as true for smaller roads as it is for Macleod trail.</p> <p>Improvements: a proactive campaign to replant the missing trees</p>
<p>I am not sure how I feel about this.</p>
<p>The heritage communities have this on the outskirts, with the reservoir and Sue Higgin's/bow river. These areas are predominantly accessed by car because they are situated on the other side of major thoroughfares. A better connection via, public transportation, cycling and walking would be a large asset to the communities.</p>
<p>This means that the area has and protects nature and also that other natural areas are accessible nearby.</p> <p>There is limited direct access, but there is some, so the principle is being met. Calgary is blessed with amazing river parks, including along the Bow, which can be accessed from the area. The Glenmore reservoir parks touch the region too. In addition, it is not far to reach Fish Creek Provincial Park, especially the north side.</p>
<p>The natural area that I primarily access within the heritage communities are playgrounds. Those associated with schools are generally in good condition and suit the needs of my family, but community playgrounds could use some attention. The Maple Ridge and Willowpark golf courses would be the other natural environment areas which are highly valued in the community. However, in speaking with another community member, they do cause mobility issues within the community. As an example, she said that the golf course makes it impossible for her children to walk to school, as they have to go all the way around. Moving forward, I think it would be a good idea to consider accessible and inaccessible greens spaces within the community.</p>
<p><b>Principle 5: Economic Vitality</b></p>
<p>Everyone has access to diverse employment options and an environment conducive to starting, operating and sustaining a business</p>
<p>Agree with statement, with addition that business vitality is contingent on a population density/activity threshold that should be increased more in line with peak population (per demographic quicksheets) and beyond to achieve a prosperous and thriving economy.</p>
<p>I would say there is a lot of opportunity and economic vitality. There are a lot of great smaller business throughout the Heritage Communities - the planning around them could support more "destination" shopping where people want to stay, linger, and spend more on local businesses rather than drive, get out, shop and hop back in the car as fast as possible.</p>
<p>Small business places and professional offices seem to do well. But it is more difficult to get to downtown working places due to distances involved.</p>
<p>As these communities are outside of the downtown core, I feel that space is widely available to start a business if one should desire frontage, office space etc. There is a huge commercial vacancy in the city right now, and based on the "For Lease" signs I see around, also in these neighborhoods. I would guess that matching business to neighborhood needs/wants is tricky in terms of development approvals or even when people pick where they want to obtain space. Seeing as how our communities include light industrial, this expands the diversity of business within the HC and therefore also local employment opportunities.</p> <p>I would like to see the support and encouragement of business within residential areas not just within or along the major roadways. These would serve dual purpose as employment as well as community gathering spots.</p>
<p>I think Fairview is an interesting dynamic given that there is an industrial park to the north of the community. As I am not a resident, I am not certain there is a lot of active interaction between the many businesses in the industrial park and residents of Fairview and other Heritage Communities. That being said, I think it's good to see this blend exist in a community</p>

like Fairview.
Economic vitality should also incorporate more non-profit and - sounding like a broken record - creative endeavours as well. Cultural / innovative incubator hub type environments where young people see the future economy within their own communities would be an ideal scenario. I'm not sure we as much diversity from this perspective within the Heritage Communities.
I don't see a gap here. See response 3 to Principle 1.
We have Many retail and professional services but I do believe in certain parts of the area, having a small business would difficult due to all the big box stores located around MacLeod Trail. We do have the space but we need rezoning to allow buildings to offer smaller spaces for start ups with flexibility to grow as needed. It would be nice to have some light industrial space/ makers space
Our Community does not do a good job of this. We don't really have any commercial businesses on our side of elbow drive, apart from Mayfair place. MacLeod Trail offers some employment options for people. More density would allow for more diverse businesses. Rents in the nearby strip malls are quite high for local businesses/small businesses.
I think diverse employment opportunities are nearby and accessible. From a business standpoint, I am not too sure it is to maintain a business.
There are many businesses and professions represented in the area but I have no idea how affordable rented space is. How attracted are people to the major corridors, big box and chain stores rather than smaller neighbourhood businesses?
We have Fairview Industrial District, Macloud Train, South Centre and local strip malls. Heritage has quite a few local for a verity of business to be setup.  Most commercial locations are designed around driving. There are not as many locations designed for pedestrian traffic.
Commercial and retail spaces are dotted throughout the communities or along thoroughfares and close to transit/bike paths. Interesting businesses are sustained (at least early on) with foot traffic; areas with lots of "interactions" (eg. near transit) should be encouraged toward locally owned retail/office space and higher density housing.
Macleod Trail is a perfect place where diversity and vitality can exist for economic gains. There are already a number of towers located in Southwood that house a number of different industries from engineering to healthcare. We will continue to see further investment along Macleod Trail with a number of land use applications that have been approved by large developers like RioCan. We have three LRT stations in the plan area and it is important to use these spots as the starting point for redevelopment because the infrastructure is there and improvements can be made to better utilize these areas.
This means that there are opportunities for businesses to find competitive office space within the neighbourhood. Gaps: we have some office space, but it is limited. I think encouraging more mixed use business areas would be helpful but it would obviously take time for things to be redeveloped. There are also a number of vacant areas along Macleod that could use some attention to help develop good mixed used buildings (retail/office/residential). This was something we saw quite a bit of in Vancouver but is quite rare here.
This is part of the larger picture for Calgary's economic situation. I would need to learn more.
The heritage communities have very diverse employment options, from the hospital to the commercial along Macloed trail to the office towers at in Southwood/Haysboro. What we are missing is multiple modes of transportation to access these employment options. With our

<p>communities being so vehicle oriented, businesses that have easy access to parking thrive and business that don't suffer.</p>
<p>This means that people can easily manoeuvre around the city for work or can find suitable locations for their businesses.</p> <p>There are numerous locations for small or medium sized businesses, lots of clientele available and good traffic patterns along the major routes. There is also good access to the Deerfoot and Glenmore trail for shipping and deliveries or for people working in other parts of the city.</p> <p>Macleod trail could be a vibrant commercial section. At present much of it is an eyesore and is ripe for redevelopment. It would wonderful to have more integrated commercial space, perhaps some with housing above (if the traffic noise could be abated).</p> <p>One current barrier may be that there are not a lot of empty storefronts, although there seems to be more office space.</p>
<p>I believe this is being achieved with various different options for retail, commercial, office and industrial spaces as well as more non-traditional business operations such as a home office and the farmer's market. As someone who works from a home office I can attest that the heritage communities area works well for this, as I have good access to travel to other areas of the city and have access to the services and amenities I need to operate my business. For retail based businesses, I would think that better pedestrian access would be beneficial.</p>
<p><b>Principle 6: Identity and Place</b></p>
<p>Well-designed neighbourhoods create a sense of place that fosters identity and creates pride in the community</p>
<p>Streetscapes should be improved to reflect this principle and placemaking should be given priority. This should be applied along Macleod Trail through serious urban design guidelines to improve it from the current nightmare that it is and in communities both east and west to make them safer to get around and to express their individuality and unique attributes.</p>
<p>There are some great corners in this area and hidden "gems" - but the sense of pride could be fostered through more gathering areas and incorporation of natural and recreational amenities. There are large gaps in terms of maintenance and pride from one corner to the next throughout the communities - we could do better with this.</p>
<p>Absolutely correct and that is certainly the case among residents of the Heritage Communities.</p>
<p>There is not very much cross-pollination between the HC neighborhoods – at least that is my perception. Therefore, I will state that the HC do not have a collective identity – identity is more on a neighborhood level. I love the Glenmore Reservoir because it feels like the edge of the city and I can see the mountains. This is important to me.</p> <p>I feel like public art plays a role in identity and place – from small simple things like the bespoke paintings on electrical boxes to pop-up installations or even community-built art projects would go a long way to enhance the feeling of community. Feeling and contributing to something larger than ones self.</p>
<p>I'm not sure I agree with this principle -- or at least the wording of it. I think I know what it is this principle is trying to get at, but things like "fosters identity" kind of bother me. Pride in the community is one thing, but I'm not sure what kind of identity we would be looking for? Perhaps just needs a bit more clarity. For what it's worth, I think the Heritage Communities have a ton of potential -- and can be a group of communities that absolutely support the principles listed above (1-5).</p>
<p>When considering my specific neighbourhood I don't see a gap. I believe we have some good community events and summer recreational programs. I like this idea of grouping these Heritage Communities it may help identify the closeness and similarity of each</p>

<p>neighbourhood. Perhaps an opportunity for people in one of the neighbourhoods to look to the others near buy for some of the options missing right in their own.</p>
<p>A standout building in the communities is the Fish Creek library. Built in 1985, it still looks modern and competes with newer buildings in the city for eye catching design. Another example is the willow park village shops. Comprised of mostly local stores , the European influenced design is very welcoming and very popular destination. It would be nice to see the addition of interesting design like the examples above to future development as well as the use of natural/ inclusive playgrounds to create more of an identity.</p>
<p>There is a lot of pride of place and identity in our neighbourhood. This is amazing, however, much of the identity is wrapped up in having single-family homes - and this is not realistic looking to the future. We'll need to focus on how to reconcile higher density with the identity of single family homes.</p>
<p>I think that the structure of the heritage communities does connect with this principle, but still could be further developed. More community events reaching a wider demographic is important and a place to hold them need to be in place.</p>
<p>Neighbourhoods seem in transition. They are not necessarily meeting current needs but represent a nostalgic past. They are being under occupied compared to peak population so local business has a harder time flourishing. Identity may be in transition with generational shift. How to create identity for older, newer and younger residents.</p>
<p>Agreed, but I don't feel this is strongly present in the HC's yet. I believe Marda Loop is a good example of what we should try to create here. A neighborhood that is a destination for people around the city and worth jumping on a train or driving to visit... but with population density to support businesses and justify city services.</p>
<p>Each of the 10 communities have their own identity and express their pride towards it based on the events that each hold.</p>
<p>The neighbourhood should have a feel and a closeness to it. Pride in the neighbourhood is key and this is often seen in how clean it is. Gaps/improvements: these neighbourhoods don't really have a cohesive feel but they are also quite different so that isn't surprising. I think developing an identity would involve working with each neighbourhood to see what its strengths are and if there are any unique demographics and developing an identity based on that.</p>
<p>I think we do a great job of this. Our communities feel much like small towns and neighbours know each other. I would love to see more small festivals and opportunities for communities to come together, but overall I think we have very unique communities with a strong sense of belonging.</p>
<p>Generally the identity for all the Heritage communities is the same, mid century bungalows on large lots. As these communities start to transition they are beginning to develop separate identities. Infills, redevelopments and density are beginning to shape new identities for these communities as the area becomes more desirable for a diverse mix of residents.</p>
<p>This means that neighbourhoods should have welcoming but distinct characters. This principle is being met somewhat. It might be difficult to identify random photos as being exactly from one area or another, but it might be possible to get close. There are definitely some amenities that are recognizable from different communities. Some of the innercity redevelopments have stronger identities, with streetscapes and multiple housing options. Willow Park Village has some of these characteristics, but with lots of parking instead of higher density housing. Overall the area has a feeling that is more like a bedroom community than an inner city.</p>
<p>I believe the residents of our communities take pride in their communities for the most part. I believe that creating pride in the neighbourhood can be negatively impacted by the transient</p>

nature of some rental housing options and also by so many kids being bussed to schools within the community. It's difficult when most of the school community is not part of the neighbourhood. I think if there was some way to bring the school community and the neighbourhood together, that would help bridge the gap.

### What's missing?

Looking at the Guidebook principles above, is there anything you think is missing and need to be considered and/or customized specifically for the Heritage Communities Local Area Plan?

The principles above get to the heart of what needs to be done for the Heritage Communities, but I believe some transformational change in thinking and built form needs to happen in these communities in order to achieve the hopes from the feedback. More services and more commercial require population thresholds to justify municipal and private sector investment/draw local businesses and cannot be achieved in communities that are either stagnating or diminishing from a growth perspective.

If there could be something about fostering and maximizing connections across major traffic routes and transportation lines (ie. train / LRT lines) to support increased density, mix of uses and active streets and pedestrian connections (rather than expansive concrete ramps and distant connections that feel unsafe) that would be important. The transportation hubs should be busier and more attractive but they appear isolated, hard to get to and very distant if you are trying to get across the communities.

Insufficient attention is given to the senior residents of the Heritage Communities. Perhaps there should be a Principle 7 : " Watch how we treat our elders as they are us in the future" . The fact that seniors stay in their homes until they are deceased is a testament to the fact that they like their surroundings, and special places for them should be provided for in the areas where they live. The use of duplex single storey homes in the area should be promoted, so that seniors can live in more modern facilities, with ready access to a garage and transportation, in an ambiance to which they are used to. They have earned it more than the younger generations.

In my opinion it is a serious omission that the Principles neglect to incorporate food and water security, anticipation and adaption to the potential impacts of climate change, and the growing economic/social disparity in the city.

The migration crisis is of global concern – how will Calgary's neighborhoods welcome, support, and allow newcomers to thrive and contribute to society?

Projections indicate that glaciers on the eastern slopes (this includes Calgary's drinking water source, the Bow River) will lose about 40% of their volume by 2100 if climate stabilizes near its current state, and 80-90% of their volume under more realistic scenarios for future climate change. (<https://albertawater.com/glaciers-overview>) Will new development be required to facilitate groundwater recharge, precipitation capture and storage? How do insulate/protect the HV communities against extreme weather events which are predicted to increase in frequency? Should be growing a HC-wide disaster planning protocol that doesn't rely on the City to be enacted? How do we enhance food security and food growing in our short growing season?

Also, the phasing out of cars via urban design should be a longer-term goal. See this for an example - <https://reasonstobecheerful.world/spains-happy-little-carless-city/>. What if our transit stations didn't have to supply massive paved lots for cars but were communities in themselves for business, bike parking and the walking folk.

Again, I think creativity is perhaps missing. A diversified economy depends on environments/hubs that foster innovation and creativity amongst residents of all ages, and not all of that "cool" work needs to happen in academic campus neighbourhoods or the core.

Not sure at this time.



A local cultural hub that operates outside of a commercial model. More appealing non-car reliant connectivity along Macleod Trail.
Working around the train tracks and MacLeod trail will be the biggest challenge, they are huge impediments to easy transportation.
Overall systematic challenges with how the city is managed could make many changes difficult. Things like pushing the tax burden onto neighbourhood businesses will tend to promote chains with stronger profit margins to move into these spaces as opposed to interesting businesses that could help form neighbourhood identities.
I think there will need to be some customization for Macloed trail. It needs to remain a major - thoroughfare in Calgary but needs to become more walk-able and appealing to non-car users. Redevelopments that consider this, might include buildings that take on a Main Streets feel utilizing innovative building form and pedestrian access, but have buffer from the major road.

## Theme Prioritization Feedback

### Values

<b>Agree with:</b>	
Residents value the areas proximity to amenities and regional destinations (River, Deerfoot, Fish Creek, Hospital etc.)	12
Residents value the current diversity of local businesses in the areas (shops, restaurants etc.)	10
Residents value the strong sense of community	9
Residents value the schools in the area	8
Residents value mature trees in the area	7
Residents value the current transit options	5
Residents value the green space and parks	4
Residents value the recreation amenities in the area	4
Residents value the current community character	3
Residents value the pathways (pedestrian and bicycle)	3
Residents value how safe the area feels	2
Residents value the current housing options in the area (i.e. single family homes)	1
<b>Disagree with:</b>	
Area does not feel safe	3
Area is lacking in transit options	3
Area is lacking in park space	3
<b>Missing:</b>	
Residents value the current housing options in the area (i.e. not just single family homes)	2

### Challenges

<b>Agree with</b>	
Residents are concerned about pedestrian connectivity in the area	12
Residents are concerned about a lack of cycling infrastructure in the area	8

Residents are concerned about lack of building maintenance and current urban design	7
Residents are concerned about crime and safety in the area	7
Residents are concerned about current redevelopment that is occurring	7
Residents are concerned about a lack of seniors housing	5
Residents are concerned about lack of park space	5
Residents are concerned about deteriorating commercial areas	4
Residents are concerned about city process related to the project	3
Residents are concerned about street lighting in the area	2
Residents are concerned about deteriorating transit stations	2
Residents are concerned about a lack of transit (bus) access	2
Residents are concerned about a lack of park and playground maintenance	2
Residents are concerned about the roadways and transportation infrastructure in the area	1
Residents are concerned about current redevelopment that is occurring	0
<b>Disagree with</b>	
Residents are concerned about deteriorating commercial areas	1
Residents are concerned about current redevelopment that is occurring	3
Residents are concerned about current redevelopment that is occurring	2
Residents are concerned about city process related to the project	3
<b>Missing</b>	
Concern about the lack of arts and culture spaces and public art	1
concern about the lack of diversity in housing	1
Concern about the lack of City investment in the area	1
Concern about Macleod Trail streetscape	1
Concern about the lack of climate change mitigation and scarcity of water supply	1
Concern about the maintenance of existing tree canopy	1

**Hopes**

Residents would like to see more walkable communities with better pedestrian connectivity and improved pedestrian realm	11
Residents would like to see redevelopment of large surface parking lots or strip mall type areas.	6
Residents would like to see more beautification in the area	6
Residents would like to see improved and/or revitalized commercial areas	5
Residents would like to see diverse housing options to support different socioeconomic needs	5
Residents would like to see traffic calming improvements throughout the area	5
Residents would like to see small scale local businesses in the area	5
Residents would like to see more redevelopment around transit stations and along Macleod Trail	4
Residents would like to see more and/or better cycling infrastructure (east to west and to downtown)	4
Residents would like to see more mixed-use development in the area	4

Residents would like to see more parks, open spaces and gathering areas	3
Residents would like to see more trees in the area	3
Residents would like to see more recreation options in the area	3
Residents would like to see more public art (i.e. murals in the area)	3
Residents would like to see better food access in the area	2
Residents would like to see mitigation of climate change impacts in the area	2
Residents would like to see the use of solar or other energy efficiency options encouraged	2
Residents would like to see improvements to safety around transit stations	2
Residents would like to see more options for aging in place	1
Residents would like to see the preservation of single-family homes	1
Residents would like to see reduction in crime in the area	1
Residents would like to see better transit access in the area	0
Residents would like to see improvements made to parks and playgrounds	0
Residents would like to see more trees in the area	0
<b>Missing:</b>	
Residents would like to see a non-commercial cultural hub	1
<b>Disagree with</b>	
Residents would like to see the preservation of single-family homes	5

## Threats

<b>Agree</b>	
Residents are fearful that a declining population may lead to area amenities not being sustainable (i.e. closed schools, businesses)	12
Residents are fearful about increased housing costs and lack of affordable options in the area	11
Residents are fearful about a decline in park space	6
Residents are fearful that new development could compromise the current community character	3
Residents are fearful that new development will create parking concerns in the area	4
Residents are fearful of an increase in density and infill development	3
Residents are fearful that new development will increase traffic congestion in the area	3
Residents are fearful that new development will increase crime in the area	3
Residents are fearful that new development will increase noise in the area	2
Residents are fearful about any potential closure of Maple Ridge Golf Course	1
Residents are fearful of over-population in the areas	1
<b>Missing</b>	
Fear that nothing will come from this plan	1
Concerned about the resistance to change from the community and 'NIMBY' voices	4
<b>Disagree</b>	
Residents are fearful of an increase in density and infill development	8
Residents are fearful of over-population in the areas	5

Residents are fearful that new development could compromise the current community character	4
Residents are fearful that new development will create parking concerns in the area	4
Residents are fearful that new development will increase crime in the area	4
Residents are fearful about any potential closure of Maple Ridge Golf Course	4
Residents are fearful that new development will increase traffic congestion in the area	3
Residents are fearful that new development will increase noise in the area	3
Residents are fearful about a decline in park space	3

## Working Group Session Two: Community Assets & Amenities

### Purpose of Session Two

On Wednesday, November 6, 2019 the working group participated in the second session hosted by CKE Community Association. At this session working group members participated in activities to

- Identify current assets and amenities in the area
- Identify gaps in assets and amenities in the area
- Identify future opportunities in the area

Presentation from the session: [Session 2 Presentation: Community Assets & Amenities](#)

### What did we ask?

#### 1. Review and refine the Guiding Principles

- Review and discuss the proposed principles.
- Are there any principles missing or that should be considered to be added?
- Are there any principles that shouldn't be included or should be considered to be removed?
- Are there suggestions for improvement for the proposed principles?
- Try not to focus on wordsmithing.

#### 2. Mobility & Connections – What's Strong

WHAT attributes, assets or qualities does the Heritage Communities area have? WHERE are they located?

Thinking about Mobility & Connections

- WHAT are top 1-2 ways you get around the area? Why?
- WHAT routes do you take to get around in the area?
- WHAT are routes that you currently use to walk or bike in the area?
- WHERE are there strong driving, biking, walking connections in the area?

### **3. Mobility & Connections – What’s Missing**

WHAT attributes, assets or qualities are the Heritage Communities area lacking? WHERE would it make sense for them to be located?

Think about Mobility & Connections

- WHAT are the least common ways you use to get around the area? Why?
- WHERE are there barriers to mobility and missing links?
- Are you aware of current mobility issues in the area?
- WHERE are there currently issues/opportunities for driving, biking, walking connections in the area?

### **4. Destinations & Amenities – What’s Strong**

WHAT attributes, assets or qualities does the Heritage Communities area have? WHERE are they located?

Think about Destinations & Amenities

Think about the places and spaces you go in the area connected to: living, working, playing.

- WHAT destinations do you consider an asset within the area?
- WHERE is the heart of the community?
- WHAT destinations do you visit often?
- WHERE are the key assets, amenities, destinations located in the area?
- Focus conversation on current and within the plan area (not future)

### **5. Destinations & Amenities – What’s Missing**

WHAT attributes, assets or qualities is the Heritage Communities area lacking? WHERE would it make sense for them to be located?

Think about Destinations & Amenities

- WHAT destinations do you wish were in the area?
- WHAT destinations do you leave the area to get to? Think about the places and spaces you like to visit outside of the plan area.
- WHERE would it make sense for additional assets, amenities, destinations to be located in the area?
- WHAT areas are not functioning as well as they should be and could be improved?

### **6. Future Opportunity & Focus Areas**

Identify areas that you see as future opportunity areas / focus areas for future growth and redevelopment. Focus on:

#### **Transit Oriented Development Areas:**

- QUESTION: There are 3 LRT Stations in the area, do you see these areas as different? Are there stations where redevelopment makes sense over another? Why?

## **Main Streets**

- QUESTION: Macleod Trail is a Main Street as defined by the MDP, but are there areas along MacLeod where redevelopment and change makes sense over another location. Where do you think change is appropriate along Macleod Trail?
- QUESTION: Identify if there are other neighborhood “main streets” with the plan area that make sense for future opportunities for redevelopment and change.

## **Neighbour Activity Centres**

- QUESTION: WHERE do you see these areas occurring within your community?

## **Gateways**

- QUESTION: WHERE do you see these areas within your community?

## **How did we use your input?**

This work helped develop some attribute and focus area maps, to highlight areas of interest, and help focus our conversation at the subsequent sessions.

## **Working Group Comments Session Two**

### **1. Review and refine the Guiding Principles**

#### **Intent**

The following captures ‘what was heard’ at the break out table session regarding the draft Guiding Principles for the Heritage Communities Local Growth Planning Project on November 6, 2019. Comments documented here represent the views and ideas of the Working Group. The following draft Guiding Principles were shared with the working group:

### **Guiding Principles – Heritage Communities**

#### **1. Identity**

Promote a collective identity that draws people together through places and spaces to learn, connect, express, and thrive.

#### **2. Mobility**

Advance mobility options for all types of trips, destinations, and abilities.

#### **3. Connectivity**

Improve connectivity between communities for all modes through identifying local enhancements to the existing network and prioritizing improvements to east-west connections.

#### **4. Macleod Trail**

Support the evolution of Macleod Trail from a barrier between communities to a permeable destination that connects diverse people and places.

## 5. **Housing**

Support incremental change to the existing built forms of communities to provide an evolving range of housing choices for all populations.

## 6. **Open Spaces**

Enhance the major open spaces along the edges of the Bow River and Glenmore Reservoir and the park spaces in between by providing better connections and improved programming.

## 7. **Industry and Commerce**

Build on the strengths and diversity of local industrial and commercial areas to ensure businesses thrive and evolve.

## 8. **Resiliency**

Embed climate resiliency through accounting for adaptability and mitigation in everyday planning and decision-making regarding the people, infrastructure, and natural infrastructure that define the Plan Area.

## **Summary of Discussions**

### **Group #1**

#### Identity

- 'It's an interesting one. Most people don't know individual communities, such as Southwood. Most areas are similar in built form and demographics. How do we create a 'big picture' identity?'
- 'I see this as capacity building for sharing information'
- It's a paradigm shift with how 'community' is currently defined.
- 'Good starting point and well thought out'.

#### Macleod Trail

- Need more connections across.
- Pedestrian bridges across Macleod Trail
- Macleod Trail defined by parking lots. There is 'a lot of land dedicated to uses that create a horrible pedestrian experience'.

#### Mobility

- Missing a key word in this principle – safety or 'in a safe manner'.

#### Housing

- Need to emphasize that it is about housing for all people, ages and abilities.

#### Industry and Commerce

- Need to reference Fairview Industrial separately as it is such a regional draw in the area.

- 'This needs to be tightened up – seems wishy washy.'

### Resiliency

- 'I'm happy to see emphasis on resiliency'.

## **Group #2**

### Identity

- 'I like the collective identity. We all know our areas, but we don't know the other communities.'
- There is no common messaging around Heritage Communities
- 'We are all inner city, but no messaging about heritage communities'
- Like the word thrive.
- Festivals that happen across Community Associations in the Plan Area are great for community building.
- Do we have a portal for Heritage Communities to connect to the plan and give us programming and events?
- 'Mid-century communities with mid-century qualities'.

### Connectivity

- Connectivity and mobility could be blended together.

### Macleod Trail

- There are unique areas and pockets along Macleod Trail. How do we connect them?
- Macleod Trail is 'a gateway into Calgary' – needs more effort and thought.
- 'Buildings that frame the street' is key to its transformation.
- Mobility is a challenge – easier to drive to the Keg than it is to walk there.
- Fast moving traffic works against efforts to make it safe.

### Housing

- 'I don't want a yard. I want a rowhouse and incremental options.'
- 'There isn't enough seniors' housing across the Plan Area.'
- There are bungalows, but no villa or semi-detached options for seniors.
- Don't want a yard, but still want a garage.
- We need housing options and choice.
- More density = more amenities

### Resiliency

- Reword it – 'Allow for flexibility and adaptability in future planning and decision making regarding the Plan Area by encouraging climate resiliency.'
- 'I like the idea of having this principle'.

## **Group #3**

### Industry and Commerce



- Emphasis on current business, but what about new business.
- Need to mix uses to encourage new businesses.
- Need to continue to encourage redevelopment.
- Need to update the land use bylaw to allow businesses to be attracted to the area.
- Landfill setback issues in Fairview industrial may limit what can actually be achieved.

#### Macleod Trail

- Emphasize livability on Macleod Trail
- Add the following words – ‘that isn’t ugly’.
- Need more trees and canopy along Macleod Trail.

#### Open Spaces

- Need to add aspect to principle regarding conservation and preservation of biodiversity in the area.
- Where can we put a canoe into the reservoir on this side on the Glenmore Reservoir?
- Emphasis should be placed on ecosystems and their health.

#### Connectivity

- North-south connections can be too far for pedestrians.
- East of 14<sup>th</sup> between neighbourhoods is really tough and not safe for kids.
- ‘Golf courses are great, but can also be a natural barrier. If they are private, there is no physical way to cross them.’

#### Housing

- ‘We need a better range of housing options’.

#### Resiliency

- ‘I get it, but I think it feels a bit too much’.
- Can we focus on applying it to development/built form and local energy?
- Net zero energy and LEED design.
- Tighten up the wording of this principle.

#### Connectivity

- ‘I think of it more broadly – between communities and between people’.
- ‘We can make better use of resources together’ – ex. use facilities across communities.
- ‘Can we focus on bigger picture and focus on community connectivity?’
- Could connectivity and mobility be combined together into one principle?

### **Group #4**

#### Resiliency

- Need to discuss what the future will look like. Add the word innovation.
- Need to tighten this principle up – too many words.

#### Macleod Trail

- Britannia Plaza attracts a lot of visitors and customers because ‘it’s a nice place to go’. Need more buildings and structures that are walkable for pedestrians.
- There is only so much parking in Britannia, and a combination of key stores. The retail is what attracts users.
- Also nice to have retail connected to open spaces, and tree lined streets and boulevards.
- ‘How do all the parts [of Macleod Trail] interact together?’
- ‘How do we slow down and connect people?’
- Consider making it more livable – more green spaces and trees.

### Mobility

- More options, but also shorter trip options.
- Getting to Sue Higgins Parks is nearly impossible unless you go there in a car.
- Safer train stations and more uses on the platform or directly adjacent to the station.
- Stations should be attractive and well-designed
- ‘There is nowhere to get a coffee at a station’.
- ‘Train stations and the city – they feel separated. Need transit-oriented development.’
- ‘I’d take the train more if there was more access and amenities there.’
- ‘Need more end of trip amenities there.’
- ‘Can we build park and rides up?’
- Anderson Station was the end of the line – hence the massive parking lot.
- Park and rides made sense in the 1970s, but not now.
- Safety should be a priority at LRT stations.

### Industry and Commerce

- Weak and poorly utilized areas by the train tracks need to be rethought and redeveloped.

### Open Spaces

- What does improved programming for ‘open spaces’ mean? This is not plain language.
- 

### **Group #5**

- ‘Saw my words in the general principles. This is a great summary.’

### Identity

- We are all moving towards the same goals.

### Resiliency

- Give examples of ‘climate resiliency’. This needs to be clearer.
- Add innovation and tighten wording up of this principle.
- Different ways to think about development.

### Macleod Trail

- We need to add more trees to Macleod Trail
- Safety is key.

- How do we get more open space along Macleod Trail to improve connectivity.
- Need to put people first and make it about people and pedestrian experience.
- Safety and accessibility.
- 'Think holistically about Macleod Trail. No one wants to cross'.
- 'I see Macleod Trail as needing a complete identity.
- Chinook to Anderson – needs a distinct identity similar to International Ave.
- City should have more design controls for this area.

#### Mobility/Connectivity/Open Spaces

- Safety in terms of crime needs to be focused on.
- Make it people centric – whomever is using roads, sidewalks and open spaces needs to feel safe.

#### Housing

- 'What does incremental change mean? Consider more plain language for clarity.'
- How do we get a diversity of housing?
- R-C1 does not give you the ability to have garage suites and 'I'd write a cheque right now, if my dad could move from Ponoka and live in a garage suite behind my house'.
- Like range of options for density.

#### **Group #6**

#### Identity

- 'We all have individual areas – maybe it is about collective identities?'
- Macleod Trail needs an identity.

#### Open Spaces

- Bow River to Glenmore Reservoir – we don't have an open space in the middle because of Macleod Trail and the CP rail tracks.
- Community gardens should be explored.

#### Connectivity

- Connectivity is not promoted right now due to Macleod Trail.

#### Resiliency

- Make parking lots permeable – there is a lot of run off from surface parking lots.
- Also reducing trips by car improves resiliency – connectivity is key.
- Health care costs are an indicator of a poor built environment.
- Increases areas for community gardens would be great amenities for the plan area.
- Clearer wording is required.
- Speak to convenience – when you plan for convenience you plan for resiliency.

#### Housing

- Clearly 'spell out the ward density' and provide specific numbers in the Plan.
- Smaller lots tend to have more problems.

- 'We chose to live close to the train. We drew walk sheds around amenities, the train line and other destinations when we chose our house.'
- Focus on density in certain areas.
- 'Not density everywhere, but strategically in places.'
- We have some of the best train stations in the city – and should build density next to train stations.

## **2. Mobility & Connections – What's Strong**

- WHAT routes do you take to get around in the area?
- WHAT are routes that you currently use to walk or bike in the area?
- WHERE are there strong driving, biking, walking connections in the area?

**\*\* Numbers below depict locations on map at the session\*\***

### **Group 1**

1. Cut-throughs and alley-ways are great for walking
2. Driving along McLeod Trail after the rush, or opposite to the rush... the traffic flow is good
3. Side streets in this area are great to walk
4. Side streets in this area are great to walk
5. Big trees improve walking environments
6. Willow Park Village is good/nice to walk around
7. Wide sidewalks are good for walking, as are wide boulevards to separate the sidewalk from the road.
8. The bridge is fantastic for walking and biking, and connects to the pathways
9. Having no curb extensions at the walkways works better for bikes

### **Group 2**

10. Off-leash dog park is good to walk
11. Walking to parks in Willow Park area is better than in Acadia
12. Elbow Drive, up to Heritage, is good for both walking and transit
13. Acadia is safer and quieter for cycling and for driving
14. Walkways are good for connecting pedestrians
15. Elbow Drive is pleasant to drive, where Blackfoot is for getting where you want to be fast.
16. Anderson and Southland Drive provide connections to the mountains

### **Group 3**

17. Lite crosswalks are good
18. This is an OK crossing
19. This is a good traffic light... it is not too long.
20. This is a good way to avoid traffic at Heritage to get to Costco
21. Cut through the mall to avoid Bonaventure

#### **Group 4**

22. In the mornings, driving along Southland Drive (in Arcadia) to Blackfoot is good. Afternoon/evening rush it is not very good.
23. Boulevard trees make it nice. Feel safe. Feel it is ok to let the kids run ahead.
24. There are well maintained cut throughs with houses on either side so it feels safe. They are well lite.
25. This is a good walk to the farmers market – there is a dedicated walkway
26. There is generally good walking in the residential area.
27. It is good to have a crossing here, but the crossing is not very good.
28. Drive Elbow Drive to avoid 14th Street
29. Drive Heritage to avoid Southland
30. This is a route to avoid – it is a “ridiculous” intersection at Southland and Fairmount

\* General Comment: the study area has a lot of major roadways to use/access.

#### **Group 5**

31. This is a smooth/fast route that is not congested – connects to Inglewood.
32. Use Heritage – it is not great, but it is convenient
33. This is a pretty area – not an abyss of concrete. Aesthetically nice.
34. This provides access to Shoppers Drug Mart and other destinations. Feels safe. It is busy north of Heritage
35. Voided
36. This is good for commuting
37. This is good for avoiding McLeod but the road is in bad shape. There are a lot of potholes
38. This area is good for walking – the sidewalk is far away from the road.
39. Biking around the schools is good
40. This is a quieter road used by locals
41. This area has destinations/strip malls and good walking environments – sidewalk set back from the road; big trees; deep front yards; lots of green.
42. This area also has destinations/strip malls and good walking environments – sidewalk set back from the road; big trees; deep front yards; lots of green.
43. This is a dog walking area
44. This is a dog walking area
45. This is a nice walkway – but ends at back alley, which is a bit sketchy

#### **Group 6**

46. Use Bonaventure to avoid McLeod
47. All thoroughfares are good – Elbow, Southland, Anderson, McLeod
48. Less schools zones are better for driving
49. This is a dog walking path
50. Walk this area to get to the dog off-leash park every day
51. Walk this area to get to destinations
52. Bike to Dairy Queen – use road and sidewalk. Use the sidewalk to cross the road

- 53. Bike Southland on sidewalk because only access to Regional Pathway – not great, but provides good access
- 54. Use this shortcut to get to McLeod, and to avoid the back up on Elbow at Glenmore.
- 55. This area is awesome for cross-country skiing and snowshoeing.

- \* General comment: There is good walking in the neighbourhoods
- \* General comments: There is good walking in the back lanes and alleyways

### 3. Mobility & Connections – What’s Missing

- WHAT are the least common ways you use to get around the area? Why?
- WHERE are there barriers to mobility and missing links?
- Are you aware of current mobility issues in the area?
- WHERE are there currently issues/opportunities for driving, biking, walking connections in the area?

**\*\* Numbers below depict locations on map at the session\*\***

#### Group 1

- Cycling in river valley - need to get over Deerfoot.
- Chinook Park - commuting downtown by bike - N-S is okay but E-W isn't as good (commuter-specific) - pathways are nice but not ideal for commuting. Comments about how direct the route is and about how convenient, comfortable and consistent it is.
- 5th Street - worst part is behind mall to cross 58th (#1)
- Volumes on Fairmont have increased over the years. Clearer lane purpose and definition.
- 5th Street route is still circuitous - if you want to make people want to cycle to work you want a straight shot. Like in Vancouver where every 2-3 blocks has a bike route.
- A relative has to ride a scooter and crossing Macleod @ Heritage is really scary. Even more residentially - Fairview (#2) is dangerous.
- "For me safety is a huge concern - my daughter crosses Fairmount every day - because of the construction Fairmount is way busier." Would like to see more protected sidewalks - want to see more curb extensions. Something that protects people (#3).
- Fairmont only single lane until Heritage.
- Fairmont by Beaverbrook also busy.
- Speed + Volume on Fairmont + Acadia.
- Acadia Drive also has a lot of traffic calming - some by crosswalks which is preferable.
- Possible for better cycling route on Fairmont or Acadia? Sidewalks are fine with kids. Fairmont is nice and wide for cycling.
- Many people don't have double garages on Fairmont.
- Fairmont considered worse than Acadia.
- Bike lanes - Southland - would be good to have something there.
- No maintenance of bike path between Heritage Stn and Elbow Dr - gets really icy in the winter
- even if the rest of the area was less maintained, this would make a big difference.
- Turning left into arena off Heritage is an issue (#4).
- Horton Rd gets extremely congested with people trying to cross the tracks (#5).
- London Towers got access from parking to Horton to get the density - causes a bottleneck.
- Anti-bike - drive down Sacramento Dr - bikes pass cars in school zone.
- Comments about users: There are bad cyclists and bad drivers. Cyclists don't stop at 4 way stops. ...

- Should create a pathway along the CTrain with lots of good ways to get there.
- Macleod Tr bridge (#6) is horrible - no crosswalk on W side. Need better pathway connections.
- Advance green near London Towers (#7) would help turning off of Hull (eastbound left).
- Walking on Bonaventure - lack of sidewalks on west side. Jaywalking incentive. Housing in the area is dense.
- Lack of dipped sidewalks for people with mobility issues.
- Heritage near 14th St - Elbow - 14th - speed limit is too fast (#8) for having all those crosswalks. At Heritage Park.
- Crossing Macleod - lights are very short and take a long time in between changes.

## Group 2

- Curb extensions are the worst thing you can do. The way to stop it is to add the flashing lights, not the blocks. Sp on Acadia - happens right where the blocks are (#9). Daily traffic flows.
  - Acadia / Fairmont - consider left turning areas.
  - Macleod in winter - desire lines but no cleared sidewalks.
  - Bonaventure needs sidewalks on both sides.
  - Southland & Macleod (#10) E-W light is very short.
  - Need new signage at no left turn lights would help.
  - City considering scramble sidewalks? (eg #11) - 14th + Heritage - or crosswalk on south side.
  - Love new pedestrian overpass at 14th and 90th - right turn lanes are dangerous (slip lanes).
  - Missing bike path connect (#12) from new bridge near dog park to wide street just east of 14th Street.
  - Nice bike path from reservoir to river would be nice.
  - Along Acadia is a bike path but with the curb extensions it's a disaster.
  - Won't cycle on Acadia - will go through the community instead - so many amenities - multi-use pathway.
- Flashing lights - most of the places with buttons are hard to get to (eg muddy and icy).
- LRT tracks are a problem - cut off the community.
  - Would be nice to have another crossing between E-W side of Macleod / tracks - halfway between Heritage and Southland.
  - 14th Street construction has been a problem.
  - Walking & biking traffic (#13) and then less connectivity closer to Southwood Library.
  - Cycling across Deerfoot to get to park isn't great.
  - Trico development doesn't have access (especially for seniors) to LRT station.
  - Bike connectivity poor near old farmer's market.
  - Single access/egress to and from hospital - causes congestion.
  - By Chinook there are walking and cycling connection issues at Glenmore and 5th St.
  - Hospital parking - a number of lots only allow for staff parking (#14) - need to have external parking for people whose vehicles can't fit in the parkade.
  - Heritage is dangerous - a half signal might help.

## Group 3

- Would love to see every cut through between blocks have an accessibility audit - can't fit strollers through. Someone from Sustainability Calgary may be working on it.
- Chinook Park - good connectivity with 14th / Elbow - issue with traffic calming especially at 75th - issue with people speeding (#15), parking - makes it dangerous with children.
- Connectivity from Fairmont @ Acadia - horrible walk to the CTrain.

- Heritage overpass is great.
  - Crossing Macleod by Southland LRT.
  - Heritage pedestrian bridge is a bit sketchy closer to the train station on the old Banzai (#16) site.
  - Walk from Anderson & Elbow to Anderson Station - similar where you have to walk through parking lots to access bridge - safety issues (#17).
  - Elbow @ Southland - Petro Canada SE corner - one of the worst corners (#18) - seen so many people almost get hit.
  - Pathway in Eagle Ridge (#19) that drops you off into nothing.
  - No sidewalks in Eagle Ridge.
  - Connectivity to Fish Creek from Acadia - would be nice to have a flyover to the south.
  - Acadia - a multi-use pathway would be beneficial.
  - If Maple Ridge golf redevelops, it would be nice to continue Blackfoot through it. Would also support low-rise seniors housing (#20).
  - Hate driving on Macleod.
- Haddon Rd could be a great place for more commercial - cutting connectivity for vehicles may hurt that possibility. Could put table top speed bumps to slow people down.
- Need to do something about people cutting through Willow Park (#21).
  - Fairmont - add a bike path.
  - Curb extensions are frustrating for drivers.
  - Fairmont @ Southland - getting into Italian Centre is difficult.
  - Fairmont Dr (#22) lighting issues - curb extensions possible - people park their cars there and could be protected.
  - Add walking paths near Southland Shopping Centre wetlands (#23).
  - Could there be a crosswalk near the new lights at Blackfoot?
  - Routes seem circuitous - desire direct path from A to B.
  - Traffic calming is a better approach than cutting off access.
  - #3 - it's terrible - can't turn left and long wait. Consider protected left turn.
  - Bike path into E Fairview Industrial would be nice to Deerfoot Meadows.

#### Group 4

- Getting in and out of Costco is an issue.
- Need more cycling and pedestrian crossings over Macleod Trail.
- Driving in Southwood - more cars on street make turning more dangerous (#24).
- Turning southbound onto Elbow (#25) PM peak restrictions - causes congestion - people cut through community.
- Need more traffic calming elsewhere in Southwood - would help along Sacramento (#26).
- Crossing from Trico into Library (#27) is sketchy - crosswalk is poorly aligned for visibility.
- Bonaventure where it gets twisty and hard to see the lights (#28).
- RH turn from 99th southbound onto Bonaventure - berm reduces visibility.
- No sidewalks consistently on Bonaventure or Macleod. Walking on Macleod is unpleasant.
- Better sidewalks on Bonaventure & Haddon and then more connections between would be nice.
- 99th Ave @ Macleod is bad S, W + N (#29).
- Barrier near Shoppers/Cobs - getting in and out of parking lot is really difficult - cars even block road (#30).
- #12 to Blackfoot has potential for traffic calming.
- Bike route along 14th would allow a lot of good connections.
- Intersection @ Woodpark & Anderson needs to be kept for pedestrian crossing.



- Better connections into Chinook Centre desirable. Could use a walking bridge to pathway from 70th & Elbow.
- Safety concerns (comments on people in area).
- **#15** parking in kid dropoff area.
- **#4** connectivity issues.
- Nice that Blackfoot stops at south end - connectivity would just make it another Deerfoot.
- Cut throughs are used a lot.
- Dedicated walking areas need a commercial node so there are things to look at / stop at.
- People cutting through / speeding (**#31 + 32**) - traffic calming.

## Group 5

- Macleod and Elbow crossings.
- Elbow going south to Southland - no channelized right turn (**#18**) - needed - there's an empty lot there that could reduce the backup at Elbow.
- Springwood Dr - one road getting in - people block it all the time - turning right or left - getting onto & off of Elbow.
- Sidewalks a bit sketchy.
- Train station zones are stark / hardscaped - not pleasant.
- Pedestrian bridges over Anderson are unpleasant (**#33**) - scary / rusted out.
- From Anderson Station to Southwood - walking around Elbow scary (**#34**). Space for a boulevard in streetscape would be nice.
- **#3** is terrible - need southbound advance left - is this a block to using Fairmont?
- Fairview - can't get to Macleod / Kingsland - would be nice to cross the tracks at the central north point - would be nice to have one @ Glenmore and one in centre (**#35**).
- No easy way to bike north from Fairview - maybe by train / Fisher Park.
- Centre St N of Glenmore (**#36**) - no sidewalk.
- Walk / bike across near farmer's market would be nice & by new light (jus not at dog park).
- Pathway maintenance around reservoir is inconsistent.
- Pathway near 14th St off new pedestrian bridge needs work.
- **#11** - delays.
- Kingsland Plaza is easy to bike to but there is no parking (**#30**).
- Bike parking is okay in general.
- 14th St is problematic.
- Traffic noise - sound wall would be nice on 14th in more places.
- Speed limits in general.
- If Blackfoot / Macleod / Deerfoot are closed - Fairmont gets used as a cut-through - speed & volume issues.
- Heritage & 14th to Elbow - many children & 60 km speeds which seems too fast - even lit crossing is an issue.
- **#2** - a block south of there - common bus stop & school - extensions are awesome but (**#37**) crossing lights would be nice.
- CAs worked really hard for the traffic calming.
- 96th - first (**#22**) people don't stop for pedestrians.
- Good crossings with lights at 94th.
- Anecdotes about accidents.
- Bonaventure - take a lane out - road diet (centre turning, wide sidewalks, etc).
- Bonaventure sidewalk issues - discontinuous. More pedestrian / cycling access needed.

## Group 6

- Walking access to dog park from Maple Ridge.
  - Bonaventure & Southland (#38) - not enough space, left turn issues.
  - Not good accessibility across the train at Southland - more crossings would be nice.
  - Bad N-S connectivity near school (#39).
  - Pedestrian overpass N-S over Heritage (#40) and from London Towers. Lots of jaywalking in the area.
  - #11 - crosswalks issue.
  - Driving on 14th Street is unpleasant.
  - Acadia / Fairmont sidewalk widening good idea.
  - Don't cut Haddon Road in half - prefer other traffic calming.
  - Haddon Road isn't great but saves a lot of time.
  - Pathway to Fish Creek would be awesome.
  - Need more bus service on Macleod - frustrating for seniors (Kingsland) - places they want to get to are on Macleod.
  - Bonaventure - desire paths. Conversion to 3 lanes seems appealing. Add crossings. Jog at Southland.
  - Heritage @ Macleod intersection - low point from both directions - add an overpass? Brutal E-W right now for vehicles - pedestrian bridge nearby is good.
  - Eventually old Jack Carter side will be developed (#41) & with pedestrian overpass would be helpful - really busy intersection.
  - Trico Centre / Fish Creek - 3 intersections (#42) in short order - causes traffic at peak times.
  - Labelled pedestrian crossing - people don't stop at #43 & 44.
  - Slow Haddon instead of closing.
- Acadia is getting busy - crosswalk at Willow Park Dr & then @ Willingdon - hard to cross (#45).
- Like Fairmont & #10 that connects Anderson to Chinook / Fairview area.
  - Big empty space for transit - E-W - can get to Anderson / Heritage but not a lot of good bus connectivity. Need better feeder route service through Willow Park / Maple Ridge / Acadia.
  - Lots of stops for yellow line - taking teal line to the farmer's market - (#46) stops are very far apart especially no access to top of hill - with new development.
  - Transit to Deerfoot Meadows is important (used to be worse).
  - Walking between Chinook & Toppler Bowl area is really sketchy.

### 4. Destinations & Amenities – What's Strong

- WHAT destinations do you consider an asset within the area?
- WHERE is the heart of the community?
- WHAT destinations do you visit often?
- WHERE are the key assets, amenities, destinations located in the area?

**\*\* Numbers below depict locations on map at the session \*\***

## Group 1

### Destinations Considered an Asset

- 1 - Heritage Park - cafe - walking pathway. Reservoir access and pathways.
- 2 - Southwood Library.
- 3 - 75th Ave commercial strip mall.
- 4 - Sue Higgins Park - always have to drive - connections across Deerfoot not great.
- 5 - Willow Park Village shopping area - cool boutiques and small shops.
- 6 - Trico Centre - pool - community events - col buildings (esp. library).
- 7 - South Centre Mall.
- 8 - Calgary Farmer's Market.
- 9 - Haysboro Community Centre - nice space - skating rink.
- 10 - Italian Market.
- 11 - Shopping area.

### The Heart of the Community

- H1 - Relaxation
- H2 - Action + community building.

### Visited Often

- 12 - Shopping Centre - Save on foods - avoids Macleod Trail and shopping stores closest to you - generally Macleod is a destination - people generally stay east or west of Macleod.
- 13 - Playgrounds, running space, soccer, sports.
- 14 - Heritage Park.
- 15 - Kids + school space.
- 16 - Arena, outdoor sports – snow hill - toboggan hill.
- 17 - Deerfoot Meadows - shopping - everything you need there.

### Key Assets

- Green spaces are most valued.
- South Centre - some prefer Chinook.
- 18 - Golf courses (public).
- 43 - Golf courses (private).

## **Group 2**

### Destinations Considered an Asset

- 19 - Church District - Elbow Dr + Heritage - brings a lot of people into the area.
- 20 - 3 strip malls - shopping node - difficult to get in and out of the malls.
- 1 - Reservoir - Pathways - Heritage Park - beautiful gem of the city - like Glenmore Landing but it's out of LAP boundary.
- 12 + 21 - Services and shopping along Macleod.
- 22 - CBE - specific education ops for immigrants.
- 23 - Not only Sue Higgins but north into paths to river - lack of parking and access challenges - no signage to get there.
- 24 - Dog park - off leash.

- 25 - Dog park - off leash. Great way to use this odd space that can't be used for anything else.
- 26 - Arts and cultural hub + greenspace by school.
- 27 - Playground + baseball diamonds + playing fields.
- 28 - Baseball fields.
- 29 - Skate park.
- 30 - Acadia Rec area.

### Visited Often

- 17 - Deerfoot Meadows.
- 1 - Reservoir.
- 6 - Trico.
- 4 - Sue Higgins dog park.
- 12 - Shopping - bank - Italian Centre.
- H2 - Shopping.
- 20 - Shopping.

### Heart of the Community

Questioning - where we go most versus what makes us most proud.

17 - Deerfoot Meadows - everything there.

Southland & Macleod.

\* Little gems around the community - mainly small strip malls and clusters of stores - collection of hearts.

- Not like a suburb with one power centre.

- Share areas wherever / whichever community you live in.

- Feels like the city is divided into quadrants and people don't leave their quadrants.

### **Group 3**

#### Destinations Considered an Asset

- 12 - Shops along Macleod.
- 10 - Italian Market.
- A - Connections to Glenmore Landing.
- 31 - Heritage Station - value inside option.
- 32 - LRT Station.
- 33 - LRT Station.
- 34 - Office building.
- 6 - Trico Centre
- 35 - Pool.
- 19 - Church district along Elbow.
- 20 - Shops.
- 2 - Library.
- 42 - Climbing gym - shooting range - opportunity for large space / building.
- 41 - Phils Rest. - only restaurant in the area - many seniors.
- 40 - Walmart - Lowes - shopping - services.

- 36 - Shopping Centre.
- 37 - Hospital.
- 30 - Rec area.
- 38 - Schools - elementary + junior high together.
- 16 - Arena.
- 29 - Skate park.
- 39 - Shopping Centre - Pub & restaurants.
- 9 - Natural Playground.

#### Visited Often

- 20 - Bagel shop + shopping mall.
- 39 - Restaurants.
- 10 - Italian Centre.
- 9 - Natural playground.
- 31 Transit LRT station.
- 12 - Lots of services.
- 23 - River pathway.

#### Heart of the Community

- Spine of assets.
- Also Macleod & trains cut / divide community.
- Many gathering spaces.
- South Centre.
- Parks - specifically love #9.
- Service oriented heart.
- Missing walkable 'night-life'.

#### **Group 4**

##### Destinations Considered an Asset

- 2 - Library - building is interesting.
- 6 - Library - updated children's area - programs - great/easy access.
- 6 - Trico.
- 4 - Sue Higgins Park - dog park destination - really difficult to access so not used as much.
- 35 - Pool + tennis courts.
- A - Glenmore Landing - access to reservoir.
- 18 + 43 - Golf course - want a restaurant or pub to enjoy golf course.
- 10 - Italian Market + shopping centre.
- 5 - Willow Park shopping centre.
- 17 - Deerfoot Meadows - Costco.
- 3 - Shopping Centre.
- 20 - Shopping place + across street all corners.
- 14 - Reservoir.
- 31-32-33 - LRT stations.

44 - 90 Ave - great lighting provided by city.

45 - Bus route all the way down Elbow is an asset comes from Heritage LRT station.

### Visited Often

2 + 6 - Libraries.

14 - Reservoir.

25 - Dog Park.

36 - Southland Shopping Mall.

40 - Superstore.

10 - Italian Market.

### Heart of the Community

H3 - Italian Market - gathering place.

H4 - Southland + Elbow - library, easy transit - redevelopment opportunity.

Schools - 15, 9, 29, 28, 13, 38, 26

37 - Parks

48 - Community garden.

2 - Community garden + skating rink.

16 - Toboggan hill.

Assets are not walkable - lacking connections.

## **Group 5**

### Destinations Considered an Asset

8 - Farmer's market - shopping - playground indoor.

6 - Trico.

49 - Library - best free programs.

50 - Superstore.

51 - School.

13 - School + after school care - all schools - 15, 9, 29, 28, 13, 38, 26 - bring people in - support community amenities.

3 - Shopping - only walkable shopping in the area.

14 - Reservoir.

1 - Heritage Park.

17 - Deerfoot Meadows + shopping.

52 - Modern playground.

53 - Playground.

Community halls - 29, 26, 30, 13.

54 - 5 Street bike lane - lacking connection to east side.

10 - Italian Centre.

20 - Shopping Mall.

55 - Pre-school + outdoor rink.

- 56 - Toboggan hill.
- 16 - Toboggan hill.
- 28 - Hockey rink.
- 57 - Brewery.

#### Visited Often

- 3 -
- 14 - Reservoir.
- 16 - Rec area.
- 6 + 49 + 7 - Trico - library - South Centre.
- 28 - Community centre.
- 51 - School.
- 5 - Willow Park shopping.

#### Heart of the Community

- Macleod is both a 'heart' and a divider - is the artery.  
Multiple 'hearts'.  
1 + 14 - Heritage Park + Reservoir - H1  
6 - Trico, library, mall - H2.  
H4 - All / one-stop shopping - easy access.  
10 - Italian Market.  
17 / H5 - Because so many people go here.

### **Group 6**

#### Destinations Considered an Asset

- 1 - Heritage Park - connection to Glenmore Landing.
- 59 - Wetlands.
- 60 - Specialty furniture stores.
- 11 - Shopping centre.
- 25 - Dog park.
- 61 - Schools - all: 15, 9, 29, 28, 13, 38, 26.
- 14 - Reservoir + pathways - boats and rec amenities.
- 63 - Smaller shops.
- 64 - Ranchman's.
- 5 - Willow Park Village.
- 65 - Cultural Association (Korean).
- 66 - Shopping area.
- 35 - After school care.
- 30 - Acadia pool / tennis.
- 2 - Library.
- 49 - Library.
- 6 - Trico
- 5 - Willow Park.

7 - South Centre.  
37 - Hospital.  
16 - Area.  
31, 32, 33 - LRT stations and access.  
12 - Shops all along Macleod.  
10 - Italian Market.  
20 - Shopping strip.  
67 - Kids play centre - 'gymnastics'  
68 - Animal hospital.  
17 - Deerfoot Meadows - Costco.  
70 - Shopping plaza.

#### Visited Often

10 - Italian Market.  
2 - Southwood Library.  
49 - Library.  
9 - Trico.  
37 - Hospital.  
14 - Reservoir.  
3 - Shopping.  
17 - Deerfoot Meadows.  
12 - Macleod Trail south of Heritage.  
69 - Thai restaurant.

#### Heart of the Community

Glenmore Landing - although outside of the plan boundary.  
Many hearts - created by roads dividing communities.

H2  
H6  
H7  
H8  
H9

### **5. Destinations & Amenities – What's Missing**

- WHAT destinations do you wish were in the area?
- WHAT destinations do you leave the area to get to? Think about the places and spaces you like to visit outside of the plan area.
- WHERE would it make sense for additional assets, amenities, destinations to be located in the area?
- WHAT areas are not functioning as well as they should be and could be improved?

**\*\* Numbers below depict locations on map at the session\*\***



## General Themes

- There is a lack of cultural spaces in the plan area
- People want the area to be more walkable
- People would like to see more amenities and activities in neighbourhoods such as small grocers and places to eat
- There are a lot of chain restaurants, but few local offerings
- There is a desire to see more farmers markets in the area
- People would like to see housing stock diversified
- A recreation centre is needed in Fairview
- There are a lot of outdoor recreation spaces throughout the plan area, but these spaces are old, out of date, and often underutilized as a result
- There is a lot of opportunity for development around Heritage station
- There are opportunities to make high streets on some roads off of Macleod Trail (Bonaventure Dr, Horton Rd)
- More social spaces are desired, particularly for younger people
- Macleod Trail is underdeveloped in most of the plan area

## Group 1

There are no movie theatres.

1. Fairview lacks an obvious recreation facility. They have no community centre. They have meetings at Indefinite Arts (the old CA building). They are missing spaces for sports and social activities.

2. West of Macleod, there is a shortage of child care facilities. Seniors gathering spaces are in short supply generally.

Shopping is generally good.

There isn't much that is accessible on foot.

Going E-W across Macleod is not a short drive. So, while everything is there, it is not necessarily convenient.

Cycling infrastructure is deficient.

Not a lot of facilities for slo pitch.

There are no bigger rec facilities in the area.

School playgrounds are in good shape, but the community ones are not in good repair.

Not a lot of non-chain restaurants.

5. Cultural spaces are lacking (museums, theatres and performance spaces).

## Group 2

Towards the south end of the Macleod within the plan area, it would be nice to have a farmer's market.

6. It would be nice to have a grocery store in Kingsland.

There's no cultural space in the area (theatres, gathering spaces). Events are held in the Southcentre parking lot. Something like Prince's Island Park would be nice in the plan area.

Haysboro has a gym, but no other recreation within walking distance.

7. Fairview would like a recreation / community space.  
Would like something like the S Glenmore Water Park.  
There's no real destination in Acadia.
8. Would be nice to have a major open space in Acadia.  
Would be nice to have better access to Sue Higgins.  
Not a lot of nice restaurants in the area.  
Make Macleod look prettier.
11. Need a restaurant with a view to water.
12. There's too much space around Heritage Station and it's not used well. Area struggles for permeability. Could use a cultural venue. Many blockages: tracks, intersections...
13. For Haysboro, Elbow Drive could be a destination.
14. Maybe employment (office) would be nice in the area – could support businesses. Only along Macleod.
16. Development along Horton Road would support area vitality.

### **Group 3**

- Missing a Sunterra and a Good Earth.
17. Chinook Park is a bit of a food desert. There are no little green grocers.  
Co-op parking lot had popup markets.  
Food within the community.  
Lack smaller retail strip centres.  
They have what they need but not necessarily what they want.  
Need places with heart. Destination retail. Offices along Macleod. Recognition that density would be needed to have these new destinations is split. Tenant mix becomes key to making a destination. Need consistent landowner objectives. Nodes would need walkability. Also design criteria.  
Want all basic necessities within walking distance in a community.  
Area should be less car-centric.  
Want grocers like Luke's, Blush Lane. They apparently have a trade area of 5,000 people.  
What about jobs? Ambivalent about office in the area. Quarry Park is a good example. Don't want to be a new downtown. Office off of Macleod.  
Like the Anderson Station redevelopment plans.
19. Opportunity for redevelopment in Fairview. Could be gentrified (positive connotation) – development should be aesthetically pleasing.
20. No access. More thought on circulation. More access to the river edge (Bow). Industrial area is not neat and tidy – could be.

### **Group 4**

- Positive places for people to gather. There are no movie theatres. No places for young people to go and hang out and have fun (where their parents can feel good about sending them there).  
Need a karaoke place. Also, places for seniors other than the mall.  
When the little strip malls work well, they're great for the local community. Have these spaces diffuse and in the community.

22. Areas around stations are underutilized and are an opportunity for more activity. They are just a void space right now. Lacking coffee, destination, rec centre, food place and places open early. Have a village concept around the stations.

The train tracks are a barrier.

There are void spaces along Macleod.

23. Bike connections N-S are missing.

Not a lot of rec spaces in Acadia. No swings or teeter-totters. Tether ball. No typical playground stuff.

24. Place to walk along the hill.

25. Bonaventure has great potential for other uses such as mixed use and housing.

26. Area is deficient in rec facilities.

17. Need a hill for tobogganing.

## **Group 5**

Need some randomness in street network design. People don't like to see their destination from too far off.

27. Need to be able to walk to an outdoor pool.

Like the Britannia development. Stuff open late, so not a strip mall. A bit fancier.

Need more local businesses.

Would like to see a performance and arts space.

There's no space like Kensington or Inglewood in the area. There's only strip malls. Places to dwell and spend a morning or afternoon. Destinations.

Some sort of hub. Need destinations or amenities.

Need low-rise seniors residences in the area.

28. Maybe include seniors residences if the golf course redevelops.

Have seniors residences close to green spaces. A large portion of the population in the area are seniors.

Density and variety throughout the neighbourhoods without it being too dense. Variety for different stages of life. Have choices.

29. Britannia type plaza in the open space, serving the hospital and the BRT stop.

Office along Macleod, maybe.

The strip along Glenmore isn't doing well.

30. Employment areas. Lots of professional offices. Would be good to diversify employment – have spaces for entrepreneurs to gather. Lacking high-speed fiber-optics.

## **Group 6**

31. Need a grocery store with a coffee shop. Would be nice to be able to drive 2 mins and get some basic essentials.

Acadia needs something in the middle.

32. Needs some updating / love.

33. Southwood could use some more row housing and more diversity.

People are starting to leave the area for recreation because the facilities in the area aren't good.

34. No good playground or open space at the north end of Kingsland

Update all of the parks and playgrounds.

Opportunity for rowhouses along some of the major corridors and near transit stations.

Put more people where there's better access and more amenities.

Cul-de-sacs are bad places for redevelopment.

Newer areas are creating hubs and destinations. Places that have things more than just the essentials. Places that keep you longer.

Like the idea of building up along the major roads, near transit.

35. Macleod is underdeveloped. If that builds up, the surrounding areas will experience a spillover effect.

Need spaces that keep people here.

## 6. Future Opportunity & Focus Areas

Identify areas that you see as future opportunity areas / focus areas for future growth and redevelopment. Focus on:

Transit Oriented Development Areas:

- QUESTION: There are 3 LRT Stations in the area, do you see these areas as different? Are there stations where redevelopment makes sense over another? Why?

Main Streets:

- QUESTION: 37 & 17 Avenue are Main Streets as defined by the MDP, but are there other neighborhood "main streets" with the plan area that make sense for future opportunities for redevelopment and change.

Neighbour Activity Centres:

- QUESTION: WHERE do you see these areas occurring within your community? And where is there potential for change and redevelopment?

Gateways:

- QUESTION: WHERE do you see these areas within your community?

**\*\* Numbers below depict locations on map at the session\*\***

### Group 1

#### TOD

- They all have potential and are in need of attention - Anderson: east side of the tracks - where Heritage / Southland is west.
- Heritage - has seen development with London Towers / Chartwell.
- All stations need better connectivity and access.
- Southland - Riocan development proposal fits - more proposed activity there.
- Can't bring density to TOD areas without improving how people get there safely.

#### Mainstreets

- Heritage is the safest E-W connection. Better pedestrian environment for a main street.

- 1 - Elbow / Heritage as a NAC / Main Street (abbreviated MSt below).
- 2 - Elbow / Southland is a NAC.
- 3/4 - Southland / Fairmont NAC - Italian Centre.
- 5 - WP commercial NAC
- 6 - Willow Park - NAC - 7/11
- 7 - Elbow + 93rd - anytime - fit NAC
- 8 - Starbucks - NAC
- 9 - Mayfair - NAC
- Elbow Drive as a MSt
- 10 - Acadia Dr - where dance studio is a NAC.
- 11 - Shoppers / Heritage Dr. - NAC
- 12 - Toppler Bowl - NAC
- 13 - Cravings Bistro - NAC
- 14 - Charter school.
- Heritage - Elbow to Macleod as something important / prominent.
- Opportunity for redevelopment along Southland. Safety concerns along that street.

## Group 2

- 15 - Heritage Stn - old YMCA / Studio 82 - opportunity area. Gathering space - mixed commercial at grade - child care / seniors - more residential. Examples are Lido in Kensington and Britannia.
- Higher density on west side of transit stations.
- Find opportunities for more bespoke commercial in NAC / local areas.
- Heritage Stn - London Towers needs more activation at grade - just parking lots now - hostile environment.
- Bonaventure Dr - redevelopment opportunities for midrise - apartments are run down.
- 16 - Parking lot behind Carriage House an opportunity for redevelopment.
- Strip malls are aging / opportunity - ex: Fariview - mixed use / residential above.
- Is there opportunity for development by river - Glendeer Industrial.
- Bonaventure reduced to 2 lanes and as a MSt.
- Gateway
- Southland a connector to 17- 18
- Ring Road - Acadia + Fairmont - Gateways.
- Bonaventure feels like a back alley - is there opportunity here?
- Haddon Rd - opportunity area.
- Terrible edge conditions throughout the area + not great transition to residential.

## Group 3

- 19 - Kingsland's gateway is an empty parking lot - needs improvement and activation.
- Kingsland dog park is a gateway.
- Bad N-S connectivity in Kingsland.
- Heritage Stn - lots of underutilized land around there - old YMCA etc / also a gateway area.

- Lots of opportunity areas with new condo developments in Kingsland / Heritage.
- 20 - Relocate gravel pit from Southwood (Haddon @ Southland) - opportunity for something better.
- Southland feels like it's less used compared to others. Heritage is harder to get to. Permeability in this area is hard.
- 21 - Southland Crossing and surrounding area - feels like a no mans land - very grungy around here - lots of abandoned stuff (Horton Rd to Southport).
- Horton Rd needs revitalization / hasn't changed - is a time warp.
- Blackfoot Trail has seen a lot of redevelopment + businesses - are there plans for the mobile park - could be a grocery store here.
- Fairmont as an opportunity area - more gathering area. Fairmont has lots of cut through - develop at commercial areas but limited in mid-rise.

#### **Group 4**

- Dead zone in between Heritage - Southland - better connectivity between Anderson - Southland.
- Bonaventure as a neighbourhood Main St with frontage - just back of commercial buildings currently.
- Future development that considers active modes.
- Development that isn't just surface parking lots - surface for people, with parking underground.
- Limit traffic access points going onto Macleod.
- Anderson Stn Plan will add more vibrancy.
- All transit stations are opportunity areas - apartments / office.
- Heritage / Macleod is a gateway - heart of community.
- 22 - TOD potential area with new pedestrian bridge to Glenmore Landing.
- Limited places that are safe to ride your bike to on the east side of the plan area (Fairview) - not a lot of destinations east of Macleod.
- High rises with retail podiums and walkable at-grade at all TOD.
- Density can reduce crime with more people and eyes on the street - are around all the time.

#### **Group 5**

- 10 - issue with tenants being uninspired - needs more people there to support it.
- Elbow Dr - lots of single family houses that need to be redeveloped.
- Bonaventure is an opportunity area. Redevelopment fronting onto Bonaventure.
- Opportunity around Acadia Rec / Beaverbrook.
- Macleod turns its back on Bonaventure - not permeable.
- Fairmont - one of the nicest streets in the area - more opportunity between Southland and Acadia.
- More mid-rise / medium density through the area.
- Transit has been reduced too much its not reliable so people don't use it.
- Gateways along Southland.
- Heritage as a gateway - 14th Street.

- 23 - Most potential as a gateway - it's a hub.
- Heritage Stn already has a lot of vacant land. Lots of foot traffic but it's a hostile environment.

### Group 6

- 24 - TOD with transit stop opportunity area - Britannia type development next to hospital - good connectivity.
- 25 - Haddon Rd - NAC opportunity area.
- Public art project to connect the stations that you could see on the train and give the communities identity. Give a gateway feeling to the area + visually tie the area together.
- Connections between BRT to LRT - more E-W revitalization.
- 26 - NAC opportunity.
- Lots of potential at Anderson.
- 27 - CIBC bank building at Horton Rd / Southalnd as opportunity area.
- Acadia Dr is a safe route to travel along.
- 28 - Acadia Rec Ctr and surroundings as a node under utilized. Interesting things could happen here. Need more people around.

## Working Group Session Three: Activity Levels and Attributes

### Purpose of Session Three

On Wednesday, December 11, 2019 the working group participated in the third session hosted by Indefinite Arts in Fairview. At this session working group members participated in activities to:

- Learn about the concept of activity levels
- Map different activity levels throughout the plan area
- Assign attributes to different activity areas using aspirational photos

Presentation from the session: [Session 3 Presentation: Activity Levels & Attributes](#)

### What did we ask?

1. Assign levels of future activity through the Heritage Communities area. Red = High activity level, Orange = Medium/moderate activity level, Yellow = Low activity level
2. Identify specific activities, attributes, opportunities and ideas that might happen within specific activity areas.
  - Using the pictures, show us how you envision the specific activity areas you have identified.
  - Tell us what is it about these pictures that you like, why did you choose the specific picture and what is important for us to note?

## How did we use your input?

This work resulted in the creation of a composite activity heat map, which was used as the basis for session four and gave us an idea of the areas people will most frequent in the future.

## Working Group Comments Session Three

Table 1

ACTIVITY #1		ACTIVITY #2	
RED DOTS/lines High-Activity		YELLOW/ORANGE dots/lines Med/Moderate Activity	
		Attributes / Inspirational Photos	
<b>A</b>	All schools		Kara's photo (emailed to Emma + Chris) – cycle track, boulevard provides buffer for pedestrians
<b>B</b>	Deerfoot Meadows – “a place you need to go, but don't want to stay”		138 - ?
<b>C</b>	Poor connectivity between stores		13 – plaza around farmer's market – shops and activity
	Lots of potential for walkable, high density, but requires major considerations and changes (eg. large parcels on MacLeod)		139 – 3-4 storey with restaurants and shops below
<b>E</b>	Horton is difficult due to grades and industrial uses		140 – library and cultural amenities with housing
<b>F</b>	Pedestrian connections between MacLeod and Horton with new development		67 – cycling infrastructure and landscaping
<b>G</b>	Pedestrian crossing across LRT		1- outdoor activity spaces
<b>H</b>	Fairmont has a lot of potential		45 – programming with gathering spaces. Also need high density redevelopment
<b>I</b>	Pedestrian connections between stores is poor		79 – wide sidewalks, parking lanes, bike lanes, (support shops)
<b>J</b>	Needs better walking connections		58/103/114/125 – mixed use, retail podium, high towers on west side of Macleod Trail, walkability. Stagger height on Macleod from Macleod to Bonaventure (Macleod – high, Bonaventure – low). Can



			do high buildings on Horton between Horton and Macleod.
<b>K</b>	Lots of potential for high density		124 – small scale, compatible with low density (existing)
<b>L</b>	Dangerous for pedestrians		46 – same as 124 above
<b>M</b>	Need wider sidewalk on bridge to LRT station with new development		130 – pockets of tranquility and better safety with cleared pathways and activated park spaces.
<b>N</b>	No way to walk to shopping area		62 – Better cycling infrastructure (Fairmont)
<b>O</b>	Changes to intersection to encourage traffic onto Flint could benefit development on Bonaventure		139 – 3-4 storey with restaurants and shops below
<b>P</b>	For Macleod to be a successful area, it cannot be a thoroughfare		140 – library and cultural amenities with housing
			67 – cycling infrastructure and landscaping
			1- outdoor activity spaces
			45 – programming with gathering spaces. Also need high density redevelopment
			79 – wide sidewalks, parking lanes, bike lanes, (support shops)
			58/103/114/125 – mixed use, retail podium, high towers on west side of Macleod Trail, walkability. Stagger height on Macleod from Macleod to Bonaventure (Macleod – high, Bonaventure – low). Can do high buildings on Horton between Horton and Macleod.
			124 – small scale, compatible with low density (existing)
			46 – same as 124 above
			130 – pockets of tranquility and better safety with cleared pathways and activated park spaces.
			62 – Better cycling infrastructure (Fairmont)

**Table 2**

<b>ACTIVITY #1</b>	<b>ACTIVITY #2</b>
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RED DOTS/lines High-Activity		YELLOW/ORANGE dots/lines Med/Moderate Activity		Attributes / Inspirational Photos
<b>A</b>	Corner of Southland and Fairmont – ‘Italian Store’ is one of the busiest stores and parking lots you’ll ever see in the area. “I purposely walk there because of how busy it is”			5 – “I like five to fill in parking lots. Could use shipping containers to frame parking lots into liveable spaces”
<b>B</b>	Polcan Deli – “I go there a lot in the little square			1 – “Multi-use, picnic, popup shops and basketball could occur in empty parking lot beside Southwood Library or empty lot beside Carriage House”
<b>C</b>	Winners – “that’s a busy strip mall, full of shoppers”			15 – “Wintery lights are pretty and add to safety. Can we add these types of lights to LRT stations?”
		<b>D</b>	Toppler Bowl – “I see that as a medium”	135 – Macleod Trail “let’s do this to make Macleod Trail Great Again!”
<b>E</b>	Southwood Library - “I would say its busy and could be busier. There is a park there, the Southwood Library. It’s a mess to get there at certain times of the day. The park could be revitalized.”			31 – Canadian Tire – if Mayfair Place were able to redevelop and have a more open and transparent ground-level space. It was built like a bunker”
<b>F</b>	12 <sup>th</sup> Street – is a nice bike-able street. It gets you to the Southwood library. “However, you have to connect to the library through muddy lanes.”			13 – “well branded shopping centre could fill in parking and have something in the middle happening for activity”
<b>G</b>	LRT Stations – “Need red dots beside all stations. These are ideal places for intensification.”			28 – Mayfair Place – glass and open it up to make it pretty and permeable
<b>H</b>	Sue Higgins Dog Park – “very busy -, but no one likes walking through the tunnel to get there”			73 – “I like 73 along Elbow Drive because it as a personal feel and scale to it”
<b>I</b>	Deerfoot Meadows – “how can it incorporate residential?” With private			136 – Rowhouses – “add to corners and everywhere yellow. All along Elbow Drive so people

	schools nearby, it may be an opportunity to look at residential along the river near Deerfoot Meadows. "I've walked down there and it is very unwalkable. Would be nice to have a lovely path down the hill. It just doesn't feel safe."			have options. Also add it to the end of blocks and along Blackfoot Trail"
<b>J</b>	Farmer's Market – This area is always busy, and it will only get more intense. However, it "is hard to get there by foot from Fairview – no accessibility".			95 – Sue Higgins Parks – much more pleasurable to walk, if it is heavily treed for both humans and dogs. Also add trees to Macleod Trail.
		<b>K</b>	Ridge overlooking Deerfoot Meadows- "Can we get a set of stairs down the ridge to Deerfoot Meadows?"	45 – houses fronting on to park space. "Can we have more restaurant uses in MR and ER lands?"
		<b>L</b>	Heritage Park – "I could see it getting busier, but also staying the same." Effort needs to be placed on upgrading the intersection for pedestrians. There is a huge streetscape issue at that intersection.	89 – Southland LRT – could be ideal. This would make it more walkable and it could be along Haddon Road.
<b>M</b>	East – West Corridor along Heritage Drive – "path along Heritage Drive could be intensified for cyclists and pedestrians." In terms of where it would connect to, individuals agreed that it should be "carried all the way to Blackfoot Trail".			94 – "have LRT tracks going over grass. Please stop building above grade train stations"
<b>L</b>	Southland Drive – "would like a better/safer connection to Sue Higgins Park". It is currently an odd walk along Southland to get there on foot.	<b>L</b>	Southland Drive – "transition to orange all the way to Bonaventure Drive because it is less pedestrian focused".	103 – "I like how the building twists. Would like to see that type of density around LRT stations." "Redevelop the gravel pit off of Southland with that type of density"
		<b>N</b>	Bonaventure Drive – "I'd like to see Bonaventure orange all the way. Not red because I don't think there would be enough infrastructure to support intense	14 – Use or add art to any empty parking lot

			redevelopment (with exception of Southcentre Mall as the big parking lots could be redeveloped". Comments were also made about how "Bonaventure needs to face and tie into Macleod Trail." The urban fabric does not tie in.	
<b>O</b>	Macleod Trail – Efforts to make Macleod Trail “more accessible” and “better pedestrian amenities” could be explored. Individuals were also curious into how Macleod Trail could have more permeability. Intersections along Macleod Trail need to do more for pedestrians. Future development also needs better pedestrian tie-ins.			58 – “I love it for Southcentre Mall. Introduce lower residential forms with parking on the edges of the development you could walk to.”
<b>P</b>	“Can we connect across Haddon Road to Macleod Trail for cyclists and pedestrians?”			52 – “love it because it’s multi-modal. Perfect for Macleod Trail, Bonaventure and Acadia”.
<b>Q</b>	Southland to Heritage – “Macleod Trail could be all red. It needs to be walkable. We want to bring people to Macleod Trail”			118, 29 + 134 – Horton Road – I think it would be mid-rise
<b>R</b>	Trico Centre to Library – “is a red dot area”			17 – raised enclosed crosswalk across Macleod
<b>S</b>	South Centre – “need to convert Sears into a movie theatre. Fill in parking lots with tall towers”.			34- Good for local vendors and brewery. Apply to smaller commercial nodes
	Elbow Drive – “Terrible intersections – it would be awesome to have bike lanes along Elbow Drive. Heavily used as N-S corridor. Drop speed limits, it could be more pedestrian friendly. I could see if growing up and out.			42, 59 – Fairmont going to Chinook

	It could be our future Bonaventure.”			
<b>T</b>	Centre Street – Fairview to Chinook “walkable, but sketchy”. “Industrial sidewalk is right on the edge of the street and most development/stores are pushed back”. Need a better pedestrian connection from Fairview to Chinook Station.			116 – “Kind of works with the slopes. We need slope adaptive development to fill in the cracks”
<b>U</b>	Dog Park in Fairview could be great for pedestrians			K – Add stairs like in Crescent Heights just off the bluff to pause and look off at the Bow River
<b>V</b>	Connection from Macleod to the hospital could be a lot better for pedestrians			63 + 67 – “container village along the river”
		<b>W</b>	Acadia tennis centre and pool “could add more activity. Lot across the street may have a closed school on it”	45- “gathering spaces for a coffee while your dog runs. More pop-up commercial in our parks”
<b>X</b>	Ross Kohn Arena – “isn’t a ton of activity. It’s just two arenas and it is pretty specific who goes there.			73 + 74 – buildings are closer to the street. Could be Macleod trail version (74) as there is lots of road to work with, whereas 73 is more like Elbow Drive.
		<b>Y</b>	This spot could intensify.	51 – take away some boulevard on Acadia and “you could do this”
<b>Z</b>	The Goose – the remainder of the shopping centre could evolve and intensify.			49 – “good for snow city. Need somewhere to place snow. We need more grass medians and less concrete”
		<b>AA</b>	Stripmall near Willow Ridge could intensify.	46 – “affordable housing options. This could help redevelop older stock of houses near Anderson in Southwood.”
		<b>AB</b>	Haysboro CA	90 – “put it beside 89 to help transition away from Macleod Trail to Haysboro.” “Anywhere there is a train station could be a 90” “Land is too valuable – should be redeveloped.” “I’d hate to see it go high rise”.

		<b>AC</b>	KCA CA	80 – Keep water features and add density.
		<b>AD</b>	Schools may have future activity	110 – would also fit there. “Could we develop a university district type feel”
<b>AE</b>	Southwood Crossing – great if housing could be added to it.			45 – would be good to have garden lots and open spaces
<b>AF</b>	Mixed use- just like Britannia with the planet organic on the bottom – ‘the Windsor’			23 – “Britannia on the golf course lands. Add small shopping centre and a lake”
<b>AG</b>	Mayfair tower could be redeveloped into mixed use and “become a nice alternative to Chinook. More stores to walk to”.			121, 70, 134 – all work for Deerfoot Meadows. “Let’s add residential, office and commercial at that location and low for vertical mixed use buildings.”
		<b>AH</b>	Phil’s adjacent to Glenmore – could intensify given the size of site.	31 – Canadian tire with residential
<b>AI</b>	Intensify along the bluff/ridge overlooking Deerfoot Meadows			32 – “have residential pocket in Deerfoot Meadows to create vibrant livable area”
<b>AJ</b>	Develop East Village along the river with “pop-ups and new uses along the river’s edge”.			130 – sound barrier along 16 <sup>th</sup> , but with a park

**Table 3**

<b>ACTIVITY #1</b>		<b>ACTIVITY #2</b>	
<b>RED DOTS/lines</b> High-Activity		<b>YELLOW/ORANGE dots/lines</b> Med/Moderate Activity	
		<b>Attributes / Inspirational Photos</b>	
<b>Macleod Tr. (generally)</b>	There was some hesitation to colour Macleod Trail red as it was perceived to be a “lost cause”; however, in the end they coloured it red and indicated that “ideally in the future is should be more active” and		#51 & #49 – like the buffer / bike path with buffer (doesn’t have to be down the middle).

	should be a multi-modal corridor.			
<b>Bonaventure Dr.</b>	Should be a place similar to Kensington Rd. or 8 <sup>th</sup> Avenue, but better....more bike friendly.			#31 – like that type of use. Could work near the stations / along MacLeod trail. Stacked store that isn't taking up as much space.
<b>Bonaventure Dr. (between Anderson and Willow Park Dr.)</b>				#68 – Like that there is a pedestrian environment with dense development that is street facing.
<b>90<sup>th</sup> Avenue (Macleod Tr. to Fairmount)</b>	Could be a really cool area with Beaverbrook, Tennis Centre, Acadia Rec Centre, Acadia Pool, and existing condos/apartments surrounding etc., etc.			#32 – medium density, mixed use, walkable, wider sidewalks, like the curb extensions as a traffic calming/pedestrian improvement measure.
<b>Heritage Drive (from Heritage Park to the Calgary Farmer's Market)</b>	Would be an awesome connection.			#62 – Wide walkways, dense buildings, multi-use corridor.
<b>Heritage Drive &amp; Southland Drive – west of Macleod Trail.</b>				#122 Like the street and plazas that are leading you into the street. The buildings should be lower-rise, maybe a 4 storey with commercial on the ground.  #62 – Wide walkways, dense buildings, multi-use corridor, both need the same pedestrian-friendly elements.
<b>Elbow Drive</b>	Should be better for people to walk and bike. Would be great if there was a slower pedestrian/bike			#52 - like the street scape. Elbow drive is a great route to get downtown and much better than 5 <sup>th</sup> (the designated bike route).

	side and then a car side.			Maybe mid-density development.
<b>Southland Drive</b>	<p>Good east-west connections for more connectivity, but not as much as Heritage.</p> <p>Improved connection and activity between Southwood Library , development across the street (Planet Organic) and Southland the Southland Trian Station would be great.</p>			#36, #43 #37 – generally work for Elbow Dr.
		<b>Southland Drive between Bonaventure and Dr. and Acadia Dr.</b>		#75 – Sidewalk, cards, bus etc. it is very multi-modal which is good. Should have development straight to the edge. Macleod should ideally have some sort of pathway.
<b>Pedestrian connection / increased activity between Anderson Station and South Centre mall/ Library, Trico, etc.</b>				#66 – Like that activity is integrated into the pathway. Like that it is multi-modal. Like that is wide to include/accommodate more activity.
		<b>Horton Rd.</b>		#32 medium density, mixed use, walkable, wider sidewalks, like the curb extensions as a traffic calming/pedestrian improvement measure.
<b>A</b>	Anderson Station			#99 #103 – like the larger buildings – has the largest redevelopment



				potential out of the three stations in the plan area.
<b>B</b>	Willow Park Village			#126 - Like mid-rise + plaza and parking.
<b>C</b>	South Centre Mall			#30 – like the high-rise with the retails at the bottom of buildings.
<b>D</b>	Fish Creek Library			#32, #36, #43, #52, #37 could work along the full stretch of Bonaventure (same generally look/feel/experience as desired along Elbow Drive).
<b>E</b>	Trico			#21 – Street level mixed-use development.
<b>F</b>	Italian Market			
		<b>G</b>	Earls / Toys R Us	
<b>H</b>	Heritage Park			#95 – outdoor area. Could have some restaurants looking out on to the reservoir.
<b>I</b>	Haysboro Plaza			
<b>J</b>	Heritage Train Station			#92 – Multi-level building (like a “grand central station). Would be great to have a space that moves people across the tracks.
<b>K</b>	London Towers Condos/Save On Foods			#45 would be really cool to reactivate the lanes / green spaces. Could utilize the catwalks/walkthroughs. General agreement that #45 could work on all/most school sites with houses facing onto the green space. Would help ensure there is more activity with the green

				spaces outside of school hours, etc.
<b>L</b>	London Drugs			#29
<b>M</b>	Home Sense			#21
<b>N</b>	Planet Organic			#15 – Winter use of park land and generally utilizing it as a recreation/park space.
		<b>O</b>	St. Stephen School	#8 as a parkway/plaza with an Amphitheatre, et.c not buildings. Could be next Confederation Park/St. Patrick’s Island Park)
		<b>P</b>	<u>Community Hub</u> - Southwood Rink/Skatepark/Community Centre	#130
		<b>Q</b>	Eugene Coste School	#68 – Pedestrian interface on top of hill between development and Deerfoot trail with mixed-use development. Similar to athletes village in Vancouver with pathway that goes through.
		<b>R</b>	Haysboro Community Association	#72 - Medium-density, could be stepped, an active area.
		<b>S</b>	Bishop Grandin High School	#23 #53 – images could work around the Calgary Farmer’s Market
		<b>T</b>	<u>Community Hub</u> – CKE Community Centre/Skatespot, Henry Wise Wood School, Chinook Park School, Park, etc.	#49 #31 #73
		<b>U</b>	Strip Mall, Governor’s etc.	
			Acadia Drive Between Fairmount to the community hub at RT Aldermen, Willow Ridge CA, Maple Ridge School, etc.	

		V	<i>Community Hub</i> - RT Aldermen Maple Ridge School, Willow Ridge Community Association	
W	Shoppers Drug Mart Strip Mall			
X	Southland Train Station			
		Y	Strip mall, 7-Eleven	
Z	Maple Ridge Golf Course (Comments: <u>shouldn't be redeveloped</u> , would be a great opportunity for an active/leisure space.			
AA	Blackfoot Trailer Park (good redevelopment opportunity, could have homes looking out to the river, stepped down, with pathway on back of hill linking new development from Sue Higgins to Farmers Maket, etc.)			
BB	Sue Higgins Dog Park (needs better connections to the community)			
CC	<i>NEW</i> pathway that should be created to better link Sue Higgins / River Pathway to <i>NEW</i> Maple Ridge Park, Amenities along Blackfoot Trail and through to Farmers Market.			
DD	Existing Riverwalk Pathway – heavily used already, better connectivity			

	to the pathway from the community to improve the activity even more.			
EE	Calgary Farmer's Market			
FF	The Brick/Superstore			
GG		GG	Flint Rd. could leverage existing green space on east side and improve development on west side of Flint Rd.	
HH	New development replacing "The Market on Macleod" Petro Canada Gas station, etc.			
		II	Strip Mall, Shoppers Drug Mart, etc.	
JJ	Carriage House Inn, etc.			
KK	Acadia Recreation Complex (ARC)			
LL	Lord Beaverbrook High School & Acadia Pool / Church			
MM	Kings Head Pub, etc.			
NN	Alberta Tennis Centre			
OO	Jack Astors			
PP	Walmart			
QQ	Delta Hotel / Canadian Tire, etc.			

**Table 4**

ACTIVITY #1		ACTIVITY #2	
RED DOTS/lines High-Activity	YELLOW/ORANGE dots/lines Med/Moderate Activity	Attributes / Inspirational Photos	
A	Heritage Park		<b>35 + 72</b> <ul style="list-style-type: none"> <li>• Like retail on ground floor and residential above grade</li> <li>• Incorporate public realm of 72</li> </ul>

<b>B</b>	Farmer's Market			<b>61 + 62</b> <ul style="list-style-type: none"> <li>• Run this the length of Bonaventure</li> <li>• Wide sidewalks</li> <li>• Dedicated bike lane</li> <li>• 2 lanes of vehicular traffic</li> <li>• Discussion on street wall <ul style="list-style-type: none"> <li>○ Cross section from <b>61</b> seems appropriate</li> </ul> </li> </ul>
		<b>C</b>	Maple Ridge Golf Course	<b>33 + 38</b> <ul style="list-style-type: none"> <li>• Combine mid-rise development with pedestrian realm</li> </ul>
		<b>D</b>	Trico Centre	<b>98 + 103</b> <ul style="list-style-type: none"> <li>• Site is appropriate for high density, high FAR</li> <li>• Sites should be defined by landmark architecture</li> </ul>
		<b>E</b>	Library	<b>129</b> <ul style="list-style-type: none"> <li>• Transitions well from Macleod TR to Bonaventure DR</li> </ul>
<b>F</b>	South Centre			<b>5 + 10</b> <ul style="list-style-type: none"> <li>• Like the idea of a pedestrian mall running between commercial development</li> <li>• Combined the character of <b>5</b> with the scale of <b>10</b></li> </ul>
<b>G</b>	Willow Park Village			<b>5 + 13</b> <ul style="list-style-type: none"> <li>• Like the character of 5</li> <li>• Like the plaza of 13, gathering place, walkable</li> </ul>
		<b>H</b>	Mayfair Place	<b>36</b> <ul style="list-style-type: none"> <li>• Mixed use, great street interface</li> </ul>
		<b>I</b>	Underdeveloped site with links to Heritage Station	<b>116</b> <ul style="list-style-type: none"> <li>• 3 storeys seems appropriate</li> </ul>
<b>J</b>	Anderson Station			<b>123 + 124+ 36</b> <ul style="list-style-type: none"> <li>• Debate on encouraging live-work along Elbow drive</li> </ul>
		<b>K</b>	Blackfoot/Southview Ballpark	<b>79</b>

				<ul style="list-style-type: none"> <li>Like the street interface for Elbow</li> </ul>
<b>L</b>	14 <sup>th</sup> ST to Southland DR Dog park			
<b>M</b>	14 <sup>th</sup> ST Anderson Dog park + Ped bridge			
<b>N</b>	Deerfoot Meadows			
<b>O</b>	Costco			
<b>P</b>	Discussion area with high potential			
<b>Q</b>	Sue Higgins Park			
<b>R</b>	Acadia + Willow Park DR			
<b>S</b>	Southwood Shopping Centre			
<b>T</b>	<b>Fisher development cell</b> <ul style="list-style-type: none"> <li>Great opportunity here</li> <li>Needs increase in walkability</li> <li>Needs strong E-W connections</li> <li>Needs connection under Glenmore Trail</li> </ul>			
<b>U</b>	<b>Bonaventure Drive</b> <ul style="list-style-type: none"> <li>Sees high opportunity along Bonaventure</li> <li>Focus should be here not Macleod</li> <li>Horton RD could mimic Bonaventure on the W side of Macleod</li> </ul>			

Table 5

ACTIVITY #1				ACTIVITY #2
RED DOTS/lines High-Activity		YELLOW/ORANGE dots/lines Med/Moderate Activity		Attributes / Inspirational Photos
Glenmore Tr – east of Macleod	Fisher Park / Fairview Area			<p><b>#4-</b> What Fisher park could look like</p> <p><b>#63 -</b> Meeting place with greenway / walking &amp; cycling prioritized</p> <p><b>#67 –</b> Interesting – no parking lot, but greenery and good pedestrian traffic flow to draw people in</p> <p><b>#29-</b> good example of retail and condos (mixed use)</p> <p><b>#130 –</b> Still have green space and open space encourages ppl gatherings- could work for industrial areas</p>
Glenmore Tr. – west of Macleod				<p><b>#41 -</b> Two levels of business/restaurant... visually interesting without being architecturally expensive</p> <p><b>#13 -</b> Esthetic of it- middle section—this has a bit of a Britannia feel to it/ a centre piece, traffic is subdued / good 2<sup>nd</sup> storey residential</p> <p><b>#13 -</b> Smaller scale for a BRT stop (next to the hospital)</p>
Macleod Tr. (generally)				<p><b>#79 –</b> dedicated lanes, offset open space</p>

				<p><b>#49</b> Bikes/people – offset open space</p> <p><b>#75</b> – Bringing up the frontages</p> <p><b>#56</b> - Parking – protected pathway</p> <p><b>GC:</b> - Elevated dog parks  - something that supports outdoor gardening/compost, esp. those in densified communities  - more greenery – better utilizing open space beyond just grass  - Outdoor natural playgrounds</p>
<b>Bonaventure Dr.</b>				<p><b>#66</b> – Elevated path with a barrier from the street</p> <p><b>#14</b> – The terrace on this building/artwork</p>
<b>Fairmont Dr</b>		<b>M</b>	Old Acadia Pool – redeveloping area with another rec centre that is walkable	<p><b>#53 and #54</b> – Buildings on both sides- embedded in the community- gazebo/garden – enjoying the green spaces</p>
<b>Heritage Drive</b>	- Street Car from Heritage park runs all down Heritage			<p><b>#129</b> – likes the height not intimidating</p> <p><b>#127</b> – utilizes green space in a good way</p> <p><b>#30</b> – Good example of business</p> <p><b>#51</b> – Entry way feature when you enter Heritage Drive from Macleod Tr</p>
<b>Heritage Drive &amp; Southland Drive – west of Macleod Trail.</b>	- Street Car from Heritage park runs all down Heritage			<p><b>#51</b> – Entry-way feature to enter Heritage Dr.</p> <p><b>#14</b> – The terrace on this building/artwork</p>



<b>Heritage C-Train Station</b>	<b>GC:</b> Murals along the tracks (public art opportunity) - Need for recreation – north of Heritage c-train station - Potential space – outdoor park Ped. Crossing – some kind of amenity			<b>#6</b> – What Heritage Station could look like in 30 years <b>#13</b> – Esthetic of it- middle section—this has a bit of a Britannia feel to it/ a centre piece, traffic is subdued / good 2 <sup>nd</sup> storey residential
<b>Elbow Drive</b>				<b>#76-</b> wide, dedicated bus lane- looks practical <b>#36</b> – Inner neighbourhood densification. There is room for something on the roof <b>#42</b> – building up with retail/residential on the roof <b>#18</b> - like this but taller
<b>Southland Drive</b>				<b>#18</b> – Blending old architecture with new <b>GC:</b> wherever it allows – natural feature playground – family oriented – get out and walk – utilizing the spaces.  <b>#14</b> – The Terrace on the building/artwork – step-in back
		<b>Fisher Park Area</b>		<b>#4</b> –Would be suitable in this industrial area
		<b>A</b>	Pedestrian traffic in the dog park -middle part off-leash	
<b>B (Heritage Park)</b>	-ped. Traffic behind the hospital - foot traffic behind hospital			<b>#60, #58</b> – Pedestrian focused, opportunity to do more walking, animal crossings <b>#57</b> – Meant for green space- utilizing the view of the reservoir

				<b>#80</b> – natural beauty, supports development with natural elements
<b>C</b>	South Centre Mall/Trico/Fosh Creek Library - pedestrian traffic from Anderson to Southcentre			<b>#60, #58</b> – Pedestrian focused, opportunity to do more walking, animal crossings
		<b>D</b>	More traffic – ped. – during winter months	
<b>E</b>	Trico -more foot traffic – dog walking			
		<b>F</b>	*Future Development* @ Indefinite Arts Centre *gentrifying plans* family-friendly – mixed-use space within walking distance	<b>#67</b> – Meeting place with greenway / walking & cycling prioritized <b>#129</b> – likes the height not intimidating <b>#127</b> – utilizes green space in a good way
		<b>G</b>	Direct connection to Farmers Market. S Connection to Quarry Park	<b>#46</b> – opportunity for tiny home community
<b>I</b>	Between Southland and Heritage – safe crossing opportunities			<b>#51</b> – bike lanes down the middle/trees down the side <b>#125</b> – lower-level retail
<b>J</b>	New Station opportunity!  GC: Murals along the tracks (public art opportunity)			<b>#4</b> - Fisher Park area  <b>#63</b> – pathways for cycling/walking/greenery  <b>#130</b> – Still have green space and open space encourages people gathering – could work for industrial areas

			<p><b>#67</b> – Meeting place with greenway / walking &amp; cycling prioritized</p> <p><b>#6</b> – What Heritage Station could look like in 30 years</p> <p><b>#13</b> – Esthetic of it- middle section—this has a bit of a Britannia feel to it/ a centre piece, traffic is subdued / good 2nd storey residential</p>	
		<b>K</b>	<p>Ped. Crossing over Glenmore GC: *in the future* Every busy intersection should be safer – for pedestrians, cyclists, and drivers</p>	<p><b>#41</b> – two levels of business/restaurant – visually interesting without being architecturally expensive</p>
		<b>L</b>	<p>Old Y space - mixed us with residential</p>	<p><b>#13</b> – esthetic of it – middle section – indy buildings – visiting different places (Bit of a Brittainia feel? - a centerpiece, traffic is secluded - 2<sup>nd</sup> story residential</p> <p><b>#30</b> - Good sample of business - 1</p>
		<b>M</b>	<p>Old Acadia Pool – redeveloping area with another rec centre that is walkable</p>	
		<b>N</b>	<p>Expanding the development of the Farmers market to make it more</p>	

			walkable in the future	
<b>Sue Higgins Dog Park</b>				
<b>AA</b>	Blackfoot Trailer Park (good redevelopment opportunity, could have homes looking out to the river, stepped down, with pathway on back of hill linking new development from Sue Higgins to Farmers Market, etc.)			
	Sue Higgins Dog Park (needs better connections to the community)			<p><b>#50</b> – like the scooter/bike rental – should be everywhere  <i>Map Comment:</i> everywhere, w/ stations</p> <p><b>#23</b> – Good example of public art – in anywhere that is building up in the plan area  <i>Map Comment:</i> public art along with redevelopment; including murals</p>
<b>General comments</b>	<p><i>NEW</i> pathway that should be created to better link Sue Higgins / River Pathway to <i>NEW</i> Maple Ridge Park, Amenities along</p> <ul style="list-style-type: none"> <li>- Wherever it allows, natural feature playground-family oriented</li> </ul>			

## Working Group Session Four: Function & Scale

### Purpose of Session Four

On Tuesday, January 21, 2020, the working group participated in the fourth session hosted by Willow Ridge Community Association. At this session working group members participated in activities to:

- Learn about the concepts of purpose, function and scale
- Build upon the activity heat map created, layering on function and scale

Presentation from the session: [Session 4 Presentation: Function & Scale](#)

Purpose is defined in the Guidebook for Great Communities as: the most common function, current and future, of an area that are organized under four primary categories: Neighbourhood, Parks and Open Space, Industrial and Regional Campus. These are based on broad categories of activities that are compatible and complementary.

Function is defined in the Guidebook for Great Communities as: subcategories of the purpose of an area in a community and getting more specific in the focus on the dominant type of activity that people would experience on the ground. For the exercise we focused on the following functions: commercial with active frontage, commercial, housing, industrial and parks frontage.

Scale is defined in the Guidebook for Great Communities as: the combination of height and massing that comprises a building. Scale modifiers determine building height and define how building mass should be managed.

The activity involved using lego blocks to show where certain purpose, function and scale would be appropriate. Working Group members were to place blocks on the activity heat map, to show where they thought certain purpose and functions were appropriate through the use of different colours, and then they were to layer on blocks to show where they thought certain heights would be appropriate. This is detailed in the legend below.

The plan area was divided into 6 areas and the working group was divided into groups and rotated through the 6 tables over the course of the session. As they rotated through the areas, they were to place blocks or they could remove or change previous groups' blocks, if they made changes to the blocks they had to tell us why. All changes and comments were denoted at each table.











The purpose of this session was to build upon the activity heat map that was created in session three, to illustrate generally where function and scale would be appropriate. This session concluded phase one engagement and culminated in creating the "lego concept" which helps inform the project team's analysis to help develop the draft urban form and building scale concepts, as part of the draft local area plan. The lego concept is one input into the project team's analysis, where the project team works with our internal experts and also looks at existing land uses, proposed developments & policy, technical feasibility, and other engagement results to develop the draft concepts. Following the session, the project team analyzed all of the inputs, and identified focus areas for further exploration.

### What did we ask?







The activity involved using LEGO blocks to show where certain purpose, function and scale would be appropriate.

The purpose of this session was to build upon the activity heat map that was created in session three, to illustrate generally where function and scale would be appropriate in the plan area.

### LEGO Concept Legend

LEGO BLOCK	SCALE	FUNCTION	LEGEND
	Low (1)	Commercial Focus Active Frontage	
	Mid (2)	Commercial Focus Active Frontage	
	High (3)	Commercial Focus Active Frontage	
	Tall (4)	Commercial Focus Active Frontage	
	Low (1)	Commercial Focus	

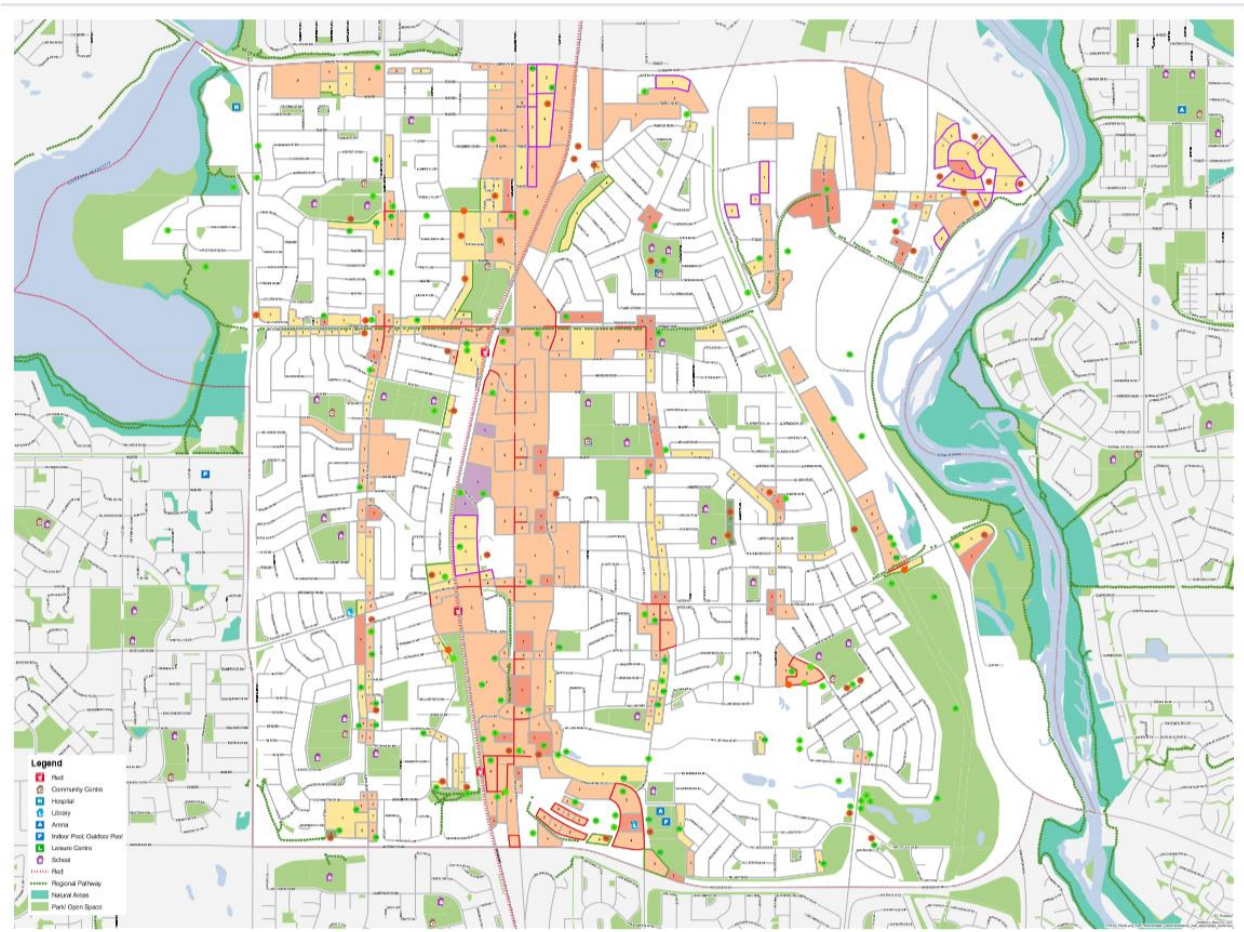
	Mid (2)	Commercial Focus	
	High (3)	Commercial Focus	
	Tall (4)	Commercial Focus	
	Low (1)	Housing Focus	
	Mid (2)	Housing Focus	
	High (3)	Housing Focus	
	Tall (4)	Housing Focus	
	Low (1)	Industrial	
	Mid or above (2)	Industrial Flex (Industrial at-grade with residential above)	

	Low (1)	<b>Parks Frontage</b>	
	Mid (2)	<b>Parks Frontage (Residential Focus)</b>	
	Mid (2)	<b>Parks Frontage (Commercial Focus)</b>	

### How did we use your input?

This work resulted in the creation of a digitized LEGO concept. The LEGO concept is one input into the project team’s analysis, where the project team works with our internal experts and also looks at existing land uses, proposed developments & policy, technical feasibility, and other engagement results to develop the draft concepts. Following the session, the project team analyzed all of the inputs, and identified focus areas for further exploration.

### Digitized LEGO Concept





## Working Group Comments Session Four

Reference # or Location	Comment	Rotation #
<b>TABLE 1</b>		
General Comment	Is this a wish list?	1
General Comment	does this usage include parking - we look # it separate from this activity	1
General Comment	Commercial near hospital - café -flower shop for hospital - near BRT station - 1-2 story high end	1
General Comment	1 member not in support of that - why	1
General Comment	heritage @ train station - active frontage - in favor of development - retail - daycare -pathways -mixed use w/ residential	1
General Comment	Wetlands on 14th - transition area	1
General Comment	15th Ave - parks frontage	1
General Comment	Kingsland Plaza - housing adapted on top of commercial	1
General Comment	Hort/Elbow - add some height -active frontage - agree and to go up	1
General Comment	Rinks redeveloped - Heritage/Macleod - Jimmie Condon/Rose Kohn	1
General Comment	Residential - Glenmore, Elbow (SE Corner) - commercial w/residential - add height!	1
General Comment	Elbow Drive /Nor. Of 75 - more residential row housing/low rise/active frontage!	1
General Comment	Fisher Park - residential w/ ind. Flex	1
General Comment	Glenmore/Macleod - densify, commercial/residential	1
1	doesn't want to develop greenspace - others thought café/flower shop/boutique	1
General Comment	Café added to Kildonan Cres. - parking?	1

2	French bistro, gathering spot, café - like Memorial Park	1
3	row housing	1
4	row housing + commercial	1
General Comment	Glenmore/Elbow - higher density residential	1
5	Heritage church - preserve	1
General Comment	Heritage corridor (West) - residential, only 6 story	1
7	Macleod (East side) more "Scandinavian style" like Copenhagen 6 St.	1
6	Active frontage but not over 6 story retail with residential	1
General Comment	75/Elbow - density across from schools	1
FLAG 1	retail at the bottom, office space at the top, mixed use. TOD.	2
8	Eagle Ridge - Heritage Park underused (6-12 st) - spaces for residential - retirement community? - Parkdale	2
General Comment	How do we influence pedestrian traffic from Heritage Stn to Heritage Pk - friendlier corridor	2
General Comment	Heritage/Mac N/W corner residential near arenas	2
General Comment	Building up Glenmore and Fisher/Mac (SW) like Kensington or Stephen ave - active frontage, more pedestrian friendly (4A Street)	3
FLAG 2	add more height to this corner	3
General Comment	Mac/ S of Glenmore more industrial/flex brewery/residential. "malt belt"	3
FLAG 3	Active frontage @ major intersections	3
General Comment	14th/75 - active frontage in front of church	3
9	retail by high schools; popups	3
FLAG 4	Residential instead of commercial - lower height	3
FLAG 5	75/Elbow - more active frontage	3
FLAG 6	more mixed use instead of solely residential - heavily used area	3
General Comment	like the green - like density on Mac/Glen - More park space at Mac/Glen w/ the mixed industrial	4 (Table 6)
General Comment	Cory - adding a lot of people - health clinics needed -dog parks	4
FLAG 7	add some commercial to support all the residential	4
FLAG 8	more flow to park space	4

3	Row houses but facing community	4
1	This group supports small retail to support row housing	4
FLAG 10	busy parking lot; will stay seasonal	5 (Table 6)
FLAG 11	26 St is too high. Removed a block. Eyesore - want to see the mountains 3s could become 2s to spread out densify a bit	5
General Comment	Sara - more along 4A; can be used better -love the mixed industrial. -yes to brewery district. -create more character there.	5
General Comment	Kevin - not enough green space east of 14th St - little play park/mailboxes/tree clusters	5
General Comment	- not a concrete canyon -have rooftop garden/layers - green at ground level; trees	6 (Table 2)
General Comment	yes to green brick behind areas @ Hert/Mac	6
General Comment	added mixed use along Macleod near old Kingsland Farmers Market	6
General Comment	- more accessible housing - more seniors housing - more subsidized housing	6
General Comment	Jen - like the park frontage addition - yes to green frontage	Original Group
	like high rising along Glenmore mixed use	
<b>TABLE 2</b>		
Along heritage	- ugly apartment buildings - would be nice to rebuild them - unpleasant inside and out - prefer something mid rise - nicer landscaping/green space	1
Along heritage	(- read about ↑ mixed use + ↓ crime rate)	1
1	affordable housing above but nicer	1
1	walkable retail/restaurants	1
1	less crime	1
1	nicer landscaping/green space	1
2	What's there is nice	1
2	would like to see housing above ~ 2 floors	1
2	keep the bowling alley	1
2	add new pub or coffee shop	1
Along Flint Rd	would like to see more green space	1
Along Flint Rd	more mixed use	1
Along Flint Rd	all industrial on the one side	1
Along Flint Rd	not walkable	1

Along Flint Rd	would like to see more walking paths through Fairview esp. Flint Rd	1
Along Flint Rd	maybe add some more mixed use like retail, restaurants, pub, etc	1
Along Flint Rd	lots of big grey parking lots	1
3	in transition right now	1
3	mixed use	1
3	move toward more commercial, retail, cultural	1
3	just industrial and a pub	1
3	add greenspace in the general area	1
General Comment	need better transition @ #4 -> industrial + residential just next to each other - could we add green space? - pocket park/place to sit + hang out	1
General Comment	attracting more vagrancy/crime rate -> want more mixed use	1
General Comment	retail -> smaller like local bakeries, etc	1
2	add a medical clinic	1
4	nice green/welcoming entrance	1
4	community sigh	1
4	dog park doesn't feel safe for dogs	1
Deerfoot Meadows / 8	would like something kind of like Deerfoot City is now - more liveable - more walkable - more mixed use incl. residential - more places to gather - more densification would be OK - bike paths	2
3/5	add some industrial flex	2
Near Farmers Market	add more density, maybe industrial flex	2
6	Commercial/retail w/ housing above	2
7	More commercial/residential working together	2
General Comment	Deerfoot Meadows hard to deal with - would like to see more residential	2
Fairmount DR	Row houses along Fairmount would be good	2
9	Already somewhat dense - North -> less shadow concerns	2
Near Farmers Market	artsy neighborhood	2
Near Farmers Market	could take some more densification/height -> taller residential	2
Near Farmers Market	some industrial flex	2
Near Farmers Market	more mixed use	2

Near Farmers Market	more mixed use -> more foot traffic/less to just go to the destinations	2
Near Farmers Market	Microbrewery space!	2
General Comment	Flint Rd/Fairmount/Centre St -> commercial -> could handle more residential	3
General Comment	Heritage + Fairmount -> 3 Corners already have	3
Alley along #5	retail	3
	barley belt	3
	separation for people who live there	3
Centre + Glenmore	Need better vehicle + pedestrian connectivity	3
Deerfoot Meadows	More housing near the river	3
Deerfoot Meadows	feels to big	3
Deerfoot Meadows	just big box retail	3
Deerfoot Meadows	drive there only	3
Deerfoot Meadows	could increase density along 11 st -> topographically interesting * good connectivity * anything but car dealerships * less parking lots * more density	3
General Comment	Leave parks space/provide pedestrian accessibility (i.e. stairs)	3
General Comment	higher commercial around auto mall	3
General Comment	south car dealership area (S. of Heritage) would be good for residential	3
General Comment	Remington developing LaFarge site could time in more residential	3
5	Mixed use is nice but would add some higher density residential as an additional transition .e. industrial -> commercial/mixed -> higher residential	4
Deerfoot Meadows	more active transportation/more residential could go together	4
Deerfoot Meadows	does the BRT stop near #11 count for TOD?	4
General Comment	BRT/TOD #11 is too tall	5
Deerfoot Meadows	adding more stuff is good/residential but maybe less height	5
Deerfoot Meadows	#12 would be better for residential in Deerfoot meadows -> quieter	5
13	26 storeys is highest	5

General Comment	like the residential near river by where the car dealerships are now	6
11	Unsure about the TOD idea -> maybe depends on type of housing (e.g. seniors housing)	6
Near the Dealerships	need parks space - could the residents also access across glenmore - would be noisy	6
General Comment	Deerfoot meadows is an appropriate place for higher density	6
Near the Dealerships	good vehicle connectivity - esp. if car ownership changes over next 30 years	6
General Comment	OK with additions along Blackfoot	Original Group
General Comment	Greenspace/residential on Playground @ Flint Rd & Fairmount is impossible	Original Group
<b>TABLE 3</b>		
General Comment	Elbow Dr as corridor housing falling into neglect	1 (Haysboro)
General Comment	96th & Elbow has potential to attract more mixed use & commercial activity	1
General Comment	Southland & Elbow - potential to attract more mixed use & commercial activity	1
General Comment	Elbow Dr - is in areas where we are not suggesting active frontage or commercial use - are suggesting support residential;	1
General Comment	Southland & Horton Rd -> high activity already, good access to train existing commercial makes sense to have more commercial @ existing thoroughfares	1
1	Existing gravel pit, vastly underused site. Perfect for TOD development. Park frontage that could be leveraged w/ current green space	1
2	Support for more density here	1
3	Pedestrian bridge - connectivity of whole community to Macleod to Acadia to the River * #1 request of community	1
4	Potential for lighter industrial i.e. brewery to support new pedestrian bridge	1
General Comment	Horton Road needs to be denser	1
General Comment	Southland & Macleod - lots of density here is very good	2
5	Heritage Station area - the "bermuda triangle" the rail line & MacLeod Tr. Doesn't offer/allow for active frontage - lost opportunity	2
General Comment	94th Ave along Macleod up to 8th Ave - active frontages at major intersections - the mixed use dispersed between	2
General Comment	Bonaventure Dr. - adding more retail -> wants nice transition into the neighborhood that has nice mix of uses	2
General Comment	Along Horton Road -> not necessarily housing but true "mixed use" - keep same level of current amenities on Horton Road.	3

General Comment	Southland Stn - TOD would be great. Yes, lots of parking so people would actually use the train	3
FLAG 6	26 Storeys is high enough - we don't need more than that - parking & vehicle problems will be created w/ this amount of density	4
FLAG 7	Could increase density, because we took density away from flag #6 -> this would spread density out, & congestion but still same amount of people to support commercial	4
8	Active frontage fronting onto the high school. Good place for coffee shops/cafes	4
FLAG 8	Right now it's really dark and scary to walk through here -> forced mixed use because it may make the area feel safer	5
General Comment	Macleod trail - needs nice green esthetics - not a concrete jungle. Trees -> maybe rooftop patios	5
General Comment	Bonaventure - more of an access point to patios, court yards & public spaces -> when things are prettier less road rage	5
FLAG 9	changing to orange because not forced residential, want mixed use	5
General Comment	near Walmart - higher density @ near major intersections - encourage safer streets (wider, sidewalks, pedestrian friendly)	6
10	Opportunity for municipal site to redevelop w/ a joint use between library, housing & park	6
General Comment	Haysboro community center area - concerns with more density will take away quiet nature of this neighborhood	Final
General Comment	it's significant attraction for families due to green space	Final
General Comment	it's a lot of young kids	Final
General Comment	more of a foot[?] one	Final
<b>TABLE 4</b>		
General Comment	More limited at 90/Fairmont due to school/church	1
General Comment	Southland/Heritage, good space for commercial. One of the best little spots in Acadia	1
1	Good spot for more active frontage since it's already busy. Expand to more adjacent density to help fuel active frontage	1
2	Would like to keep daycare use at the corner of Fairmont/90th Ave	1
3	Have more housing density around full site	1
4	Consider redeveloping mobile home park to higher density	1
5	Include less hardscaping, more landscaping in this shopping centre	1
6	Like the idea, should be taller (increase from 6 to 18)	1
7	Removed red, replaced with orange along Blackfoot, said it didn't make sense for active frontage due to location	2
8	Added height to south corners of Southland/Fairmont	2

9	Removed orange base, added red with orange above on both sides of Fairmont. Viability for intensification	2
10	Added Active Frontage tower. Need density of services for mode	2
General Comment	Greater intensity along Acadia drive. Forms local loop with Fairmount and Southland	2
11	Want to rethink use of golf course lands	2
12	Increased development with access to dog park. More amenities including public washrooms	2
13	Adding active frontage to take advantage of Beaverbrook	2
14	Consider master planned area for golf course	3
15	Add foot paths to escarpment. Useable park space	3
General Comment	Don't like density on Acadia Drive. Too much congestion	3
<b>TABLE 5</b>		
1	Plaza space or courtyard that connects building, ensure soft landscaping as well	1
2	Pedestrian bridge access between buildings to Southcentre mall site	1
General Comment	discussion about McLeod Tr as a main street & it's future function	1
General Comment	More density around LRT to support TOD	1
General Comment	Discussion about park active frontage and how to use it (related to LRT station courtyard)	1
3	through connection along 108 ave between Bonaventure Dr & MacLeod Tr	1
4	Neighborhood housing with parks frontage	1
5	Plaza oriented, access to Southport Rd & LRT	2
6	Adding neighborhood commercial (+12 storeys) along Southport Rd	2
7	Adding neighborhood commercial (+6 storeys)	2
8	add office space	2
9	add neighborhood housing on Elbow Dr south of Southland Dr	2
10	add mixed use along McLeod Tr at Southport 99 Ave & willowpark dr (+6 storeys)	2
General Comment	Don's want to see lots of unleased office space	3
11	Remove 1 scale block from the mixed use towards that had 4 scale blocks	3
12	Switch 3 from neighborhood housing to mixed use along Bonaventure (W side) where golf course is	3
13	Plaza space associated with LRT station, with some soft landscaping, green space, trees	3
14	Green corridor along east side of LRT tracks	3
15	add mixed use to Elbow Dr & Sabrina Rd	3
General Comment	Understand the density proposed near the LRT station. Would like to ensure there is residential in the towers proposed. It's fairly commercial right now, so increased density makes sense	4



General Comment	Makes sense to densify area where Southcentre Mall is.	4
16	Remove 2 mixed use & 1 neighborhood housing where flag 12 was along Bonaventure at W end of the golf course	4
17	Reconfigure active frontage, higher quality public realm at centre st Bonaventure & 109 Ave. Improved public space with greenery & furniture	4
18	Intensify neighborhood housing to 12 storeys at Elbow Dr & Anderson Rd, going to 6 storeys to Southhampton Dr to 11 st	5
19	Add neighborhood housing along W side of Sacramento Dr, with some parks frontage	5
20	Add neighborhood housing to Sabrina Dr, as moves E towards LRT ( @ Sacramento Dr)	5
21	Adding more 26 storeys back to Southcentre	5
22	add neighborhood housing with park frontage	5
23	Opportunity for green space at Southcentre as it builds up	5
24	Opportunity for mixed use. Reimagine churches to be mixed use. NE corner of Elbow & Sabrina Dr/Sylvester Cr	5
25	Switch from neighborhood housing to mixed use, some scale	6
26	add neighborhood housing along Elbow Dr.	6
27	Switch from neighborhood housing to mixed use, to load the intersection	6
28	Enhanced open space feeding into dog park, add neighborhood housing & parks frontage at 11 st North of Anderson	6
29	Main Street at Southcentre Mal. Given anchors at base of pedestrian overpass at McLeod Tr.	6
General Comment	happy with added density, Main Street at Southcentre (can be an anchor)	1
<b>TABLE 6</b>		
General Comment	Lots of potential for unused space at Anderson and Bonaventure	1
General Comment	Leave the library alone. - @ this site - I like the idea of the "transition"	1
General Comment	Southcentre should be like Brentwood [In Vancouver?] - an example brought forward. - good park frontage w/ residential @ this site	1
General Comment	Concern about too much retail I like the idea of a grocery store with housing above.	1
A	Fairmont/Willow Park 99 Ave - Row/Town Houses <3 or less>	1
B	Wide-open space that we could commercialize behind the condos/more high density commercial with residential on top	1
C	Keep row house level - fronting onto Willow Park and Acadia Drive	1
D	Should the golf course be developed... Good fronting of residential onto the street	1
General Comment	Opportunity for retail at the entrance also at the end of Blackfoot	1

E	I would like to see the area as a dedicated park (not schools or fields)	2
FLAG 1	Do not agree with 12 story - should be 6 or less - also changed out reds to orange <low commercial focus>	2
F	Potential to incorporate restaurants or small scale pub - more active space to encourage ppl to come <beyond just golf>	2
FLAG 2	more mixed-use w/ residential to activate the space	2
General Comment	the golf course breaks up the community - forcing you to get in your car b/c you can't walk there	2
G	Potential for development facing onto gold course - fronting onto golf course	2
General Comment	We don't have enough small community parks	2
H	Only retain one of the golf courses in the area	3
I	More opportunity to activate this - Maple Ridge Golf Course	3
J	Take over the private golf course	3
K	Opportunity for more retail and more X-country trails too :)	3
FLAG 3	retail at grade with active frontage <café/some retail that doesn't force you to go to the mall>	3
P	Fairmont Drive - potential to add a cycle track	3
FLAG 4	Residential w/ park frontage - 3 storeys or less	4
FLAG 5	Residential oriented towards the park space. Potentially up to 4 storeys	4
FLAG 6	up to six storeys - higher density near Trico Centre.	4
FLAG 7	up to 12 storeys - residential	4
FLAG 8	some local/commercial	4
FLAG 9	6-storeys w/ mixed use	4
L	Mixed use site	4
FLAG 10	6 Storey w/ mixed use	4
FLAG 11	more 6-12 storeys w/ active frontage	5
FLAG 12	higher density and active frontage on NW corner	5
M	Take half of the golf course and turn into condos	5
FLAG 13	Continue active frontage towards Safeway	5
FLAG 14	Build an underground parkade <up to 12 storeys>	5
FLAG 15	6 or less - storeys - more residential	6
N	Potential for more Rowhouses 3 storeys or less - provide more fluid connection from Fairmont to Acadia	5
FLAG 16	Up to storeys residential	6
FLAG 17	up to 6 storeys multi-residential	6
O	Creating a main street through the South Centre parking lot	6
FLAG 18	Retirement community - golf course community in the centre of the golf course	6
FLAG 10	[comment about] not a main intersection very minor - residential housing - minor industry. Would not be supported	1
FLAG 8	should be beside the church not near residential	1