

**Stadium Workshop #2**  
**Feedback Form Responses and Answers**

**What did you find most valuable about the Workshop:**

- Western Securities is open to listening and discussing options
- Appreciated Western Securities hosting the event
- Bruce Nelligan's Transportation presentation
- Visualizations/renderings, even though both vague and complex
- Opportunity to see how feedback is incorporated into design concepts
- Receiving more information on what is proposed/very informative
- Increased dialogue
- Concerns better addressed
- Both sides passionate, great job at keeping it under control
- Grocery store on North side is a great idea, so is roundabouts
- Liked the shadowing effect visuals
- Workshop format was great/theatre style format a good change
- Use of the 'response card' could see results immediately/use of technology
- Descriptions of the various massing designs
- Realizing that the developer has done a lot of work/research
- When Nate was able to show the physical 10M distance by pacing across the room
- Opportunity to hear the UHCA statement

**What did you find least valuable about the Workshop:**

a. Voting Process:

- Why the multiple choice and no "opt. out?"  
The team prepared the multiple choice questions with the intent to gather input on specific design issues that will help them further develop site plans. The multiple choice format was chosen as the best format to receive the input they were seeking.
- It felt like the presenter was "leading" the attendees:  
The process and format of each workshop is created to ensure that constructive consultation can occur. Constructive consultation occurs through the placement of boundaries, facilitation and direction. It is important to understand that providing direction is not "leading." Western Securities also depends on the design team professionals, transportation consultants and other experts to present pros, cons, alternatives and so on of each concept and question to gather realistic input from stakeholders.
- Too much information and/or not enough detail to make a vote/decision:  
Prior to each workshop, it is the role of the expert in each field (architecture, urban planning, transportation, environmental, etc.) to spend hours researching and analyzing to present stakeholders with questions and concepts that have already been vetted. This is also why we create many avenues for people to provide comments and concerns and react with providing many different avenues to clarify concerns/questions – via a frequently updated website, via the workshops, via direct email and phone, via a newsletter, via flyers, links to important City of Calgary planning documents and more.
- Why did we have to "cut off" question period?  
The majority of feedback we received from the first workshop suggested that we try to keep the workshop to a stricter schedule and time period. We designed the format of the second

workshop to only allow a certain amount of time for presentation (presenters were also “cut off” by the facilitator), and discussion in order to get through all of the content that we needed to. In these types of settings, boundaries and format are important to maintain respect for each other and opportunity for equal participation.

- How will attendee’s votes/ input will be used?  
The questions and content presented in the workshops are strategically built in order to ensure that the design team can use all input and outcomes to design a complete masterplan. All input will be taken into consideration against all decision making/design factors such as infrastructure limitations/opportunities, feasibility, ARP guidelines, TIA guidelines, site restrictions and of course the ability to realize a vision of a mixed-use community.

#### b. Traffic

*Many of the questions/comments put forth about traffic can be answered via the Q&A with Bruce Nelligan in the October Newsletter posted on the home page blog of [westernsecurities.ca/Stadium](http://westernsecurities.ca/Stadium).*

1. Can you explain more about how the dual turns going northbound on Uxbridge go into one line prior to roundabout?  
The dual left turns from eastbound 16th Avenue to northbound Uxbridge Drive will be reduced to one lane between 16th Avenue and Ulster. Dropping a lane after a signal is common in Calgary and helps to maximize the capacity at the signalized intersections.
2. Does the TIA take into account the growth in the area (i.e. new cancer facility at FMC, West Campus, etc.)?  
Yes, the TIA accounted for the surrounding growth.
3. Can the proposed roundabouts accommodate trucks and buses?  
Yes, the roundabouts will be designed to accommodate the largest vehicle expected to use the intersection.

#### c. Parking

- Tell us more about the planned parking operations and if Western Securities is charging for parking.  
At this stage of design, it is the focus of Western Securities to ensure that we have an efficient and well thought through parking layout, access, egress, and design. We are not at the point of making decisions on parking operations until we have a firm idea of the whole masterplan and phasing strategy. It is our intention to have some short term above grade parking that is free for quick in-and-out trips to retail uses. It is also our intention to charge for parking as it is not feasible to have the entire site consist of free parking given the costs associated with the infrastructure. We have been and will continue to work with a professional parking company to determine the best format and highest quality of parking experience. It is important to note that our interests are quite aligned with many stakeholders – if the parking does not get utilized or function appropriately, then it becomes a significant issue in terms of the feasibility of the development.

d. Why the hesitation to allow the University Heights Community Association to read their statement/letter prior to commencing the workshop?

- The purpose of the workshops are to provide an equal opportunity for stakeholder engagement. It was in our and our facilitator’s best interests to try to keep an equilibrium and structure to the

workshop to ensure we could spend enough time on the content we were there to present. We have created, based on all stakeholder feedback and the goals required of the design team, a very well thought-out and purposeful process to the masterplanning. The process is created to ensure equal opportunity to provide constructive feedback around items that are most important to and impactful towards a final masterplan concept. We take the time to put together exercises and methods to present content and collect feedback to ensure that the collective "we" are as productive in these sessions as possible. Format and rules of engagement via a pre-established process are not roadblocks to external expression of views, but rather quite the opposite.

Other:

- Too many interruptions from the crowd
- Need to use mic for questions from crowd

### **Recommendations for Future Workshops**

#### **a. Green Space**

- During the workshops, there have been some questions about the minimum 10 metre width of the pathway that will connect the 16<sup>th</sup> Ave/Uxbridge intersection to the green space to the west. To help community members get a sense of scale and how this space could be configured, we have provided sketches and photos on our home page blog. As the diagrams show, 10 metres provides sufficient space to install a significant landscape buffer (sheltering the space from the disruption of 16 Avenue), a minimum 4m pathway and additional landscaping next to buildings. The image of the Eau Claire promenade shows a 6m pathway that is generous and provides additional space for landscaping. A transit stop will also be integrated into the pathway system along the southern edge.
- Our team is committed providing a functional, high quality pedestrian experience and connection in this location. We believe that through careful attention to landscaping, the space can become a more attractive and comfortable public space than its current state that is very exposed to 16<sup>th</sup> Avenue.

#### **b. Can Western Securities provide options & agenda prior to 3<sup>rd</sup> workshop?**

The purpose of providing content at the workshops versus prior to is to ensure that responses and discussion are occurring with the right information on-hand via the design team. We have posted every past workshop presentation online as sources of information and "refreshers" prior to future workshops and we are also updating the website frequently with new pertinent information as we have it (such as the Transportation Q&A, outcomes and results of workshops, FAQ and so on). We can certainly provide an agenda in advance of workshops.

#### **c. Discuss Building Access for people with disabilities**

At this point in design, we are not working on the architecture and design of the physical buildings, however, we can say that the project and buildings will be designed to accommodate people with disabilities.

### **Additional Comments / Questions**

1. There seems to be quite a bit of room for medical clinic space? What are the plans here?  
We are not sure yet of the amount of medical clinical space to be provided within the site. As part of the ARP, we agreed with the City to limit the amount of space that would be deemed Medical Clinic under the bylaws and regulations.

2. Rental vs. Ownership – no need for rental?  
Often, when projects are condominiumized, many of the units are in fact rented. Western Securities is leaning towards a rental model for the site but is making no commitments at this time as to whether residential units will be for sale or for rent.
  
3. Why is the developer maximizing development - they are not listening to the community's fears.  
We have a responsibility as the landowner and developer to continuously examine and amend the lands that we own into places that reflect "now" and the future. The existing Stadium Shopping Centre is an example of a successful development that integrated well into where Calgary was at the time, but needs to be reflective of the future while playing to its existing strengths. Western Securities is dedicated to building a legacy project that is not a community eye sore or threat, but rather a remarkable addition and compliment to the area. Yes, there will be a change in building heights and uses from what exists today and how this all comes together on the site is what we are talking about now. We have heard that 4-story height is a preference but it does not mean that it can be reflected through the entire site because there are many other factors to integrate that affect the reality and feasibility of the overall development. This is why the design professionals are experts in what they do: they understand how to take preferences and create options that work within parameters.