

Calgary Metropolitan Region Board
Land Use & Servicing Committee Meeting
UPDATED Agenda – October 29, 2020, 9:30 AM
Go-To Meeting/Call-In

The purpose of this meeting is to convene, discuss and make decisions regarding *recommendations to be made to the Calgary Metropolitan Region Board.*

- | | | |
|--|--------------------|-----------|
| 1. Call to Order & Opening Remarks | Sheard | |
| 2. Adoption of Agenda
For Decision: <i>Motion to adopt and/or revise the agenda</i> | All | |
| 3. Review and Approve Minutes (Attachment)
For Decision: <i>Motion that the Committee review and approve the Minutes of the September 3, 2020 meeting</i> | All | 3 |
| 4. Phase 2 Public Engagement Update (Attachment to follow)
For Information: <i>Motion that the Committee receive for information an update on Phase 2 of Public Engagement for the Growth and Servicing Plan</i> | Harding | 6 |
| 5. Phase 1 Public Engagement What We Heard Report (Attachment)
For Decision: <i>Motion that the Committee recommend to the Board for approval the Phase I Public Engagement What We Heard Report</i> | Harding | 8 |
| 6. Growth & Servicing Plan Project Update (Attachment)
For Decision: <i>Motion that the Committee approve the approach proposed by HDRC to meet the timeline of delivery of the Growth and Servicing Plans to the Minister no later than March 1, 2021</i> | Power | 75 |
| 7. REF Principle, Process, and Timelines (Attachment)
For Discussion: <i>Motion that the Committee recommend to the Board for approval the REF principles, process, and timeline</i> | Copping/
Tipman | 80 |
| 8. Data Sharing Framework (Attachment)
For Decision: <i>That the Committee recommend to the Board for approval the Data Sharing Framework</i> | Tipman | 97 |
| 9. Next Meeting: Thursday December 3, 2020 | | |
| 10. Adjournment | Sheard | |

Committee Members:

Mayor Peter Brown (Airdrie)
 Councillor Gian-Carlo Carra (Calgary)
 Mayor Marshall Chalmers (Chestermere)
 Mayor Jeff Genung (Cochrane)
 Reeve Suzanne Oel (Foothills) *Vice Chair*
 Councillor Don Moore (High River)
 Councillor Tara McFadden (Cochrane)
 Mayor Pat Fule (Strathmore)
 Deputy Reeve Scott Klassen (Wheatland)

Mayor Craig Snodgrass (High River)
 Mayor Bill Robertson (Okotoks) *Vice Chair*
 Reeve Greg Boehlke (Rocky View)
 Councillor Tom Ikert (Wheatland)
 Councillor Bob Sobol (Strathmore)

Christopher Sheard, Committee Chair
 Dale Beesley, GOA Representative

Upcoming Meetings:

Land Use & Servicing Committee	Thursday Dec 3 - 9:30 AM	GoTo Meeting
Board Meeting	Friday Nov 20 – 9:30 AM	GoTo Meeting
Governance Committee	Thursday Nov 26 – 9:30 AM	GoTo Meeting
Advocacy Committee	TBD	

Minutes of the Meeting of the
Land Use and Servicing Committee
of the Calgary Metropolitan Region Board
on Thursday September 3, 2020 by Go-To Meeting

Delegates in Attendance:

Mayor Peter Brown – City of Airdrie
Councillor Gian-Carlo Carra – City of Calgary
Mayor Marshall Chalmers – City of Chestermere
Mayor Jeff Genung – Town of Cochrane
Reeve Suzanne Oel – Foothills County (Vice Chair)
Mayor Bill Robertson – Town of Okotoks (Vice Chair)
Reeve Greg Boehlke – Rocky View County
Councillor Bob Sobol – Town of Strathmore
Deputy Reeve Scott Klassen – Wheatland County

CMRB Administration:

Christopher Sheard, Chair
Liisa Tipman, Project Manager–Land Use
Jaime Graves, Project Manager-Intermunicipal Servicing
JP Leclair, GIS Analyst
Shelley Armeneau, Office Manager

1. Call to Order

Called to order at 9:30 AM.

2. Approval of Agenda

Moved by Mayor Genung, **Seconded by** Councillor Sobol, accepted by Chair

Motion: That the Committee approve the agenda of September 3, 2020.

Motion carried unanimously.

3. Review Minutes

Moved by Councillor Sobol, **Seconded by** Mayor Genung, accepted by Chair.

Motion: That the Committee approve the Minutes of the June 11, 2020 meeting.

Motion carried unanimously.

Mayor Brown and Mayor Robertson arrived at 9:34.

4. Growth & Servicing Plan Project Update

Stephen Power of HDRC reviewed the update from the agenda package and Charlie Hales reviewed the growth policy areas. HDRC will be contacting planning staff in member municipalities to arrange meetings before finalizing the proposed scenario.

Moved by Mayor Robertson, **Seconded by** Councillor Sobol, accepted by Chair.

Motion: That the Committee receive for information an update on the progress of the Growth & Servicing Plan.

Motion carried unanimously.

5. Workshop #3 What We Heard Summary

Stephen Power reviewed the summary and answered questions from the Committee. Councillor Carra asked that it be made clear in the Summary going to the Board that the External TAG comments were in line with feedback received from member municipalities and make a definitive statement about the alignment. Reeve Boehkle asked for the following change to be made to page 2 of the summary: *The Compact and TOD scenarios offer an opportunity for intermunicipal special study areas or "Plan Corridors" such as the area located in Rocky View County between Airdrie and Calgary as well as the area between Calgary, Chestermere and Rocky View County.*

Moved by Mayor Brown, **Seconded by** Mayor Chalmers, accepted by Chair.

Motion: That the Committee recommend to the Board for approval the Workshop #3 What We Heard Summary.

Motion carried unanimously.

6. Public and Indigenous Engagement Update

Anne Harding from HDRC provided a presentation to the Committee and answered questions.

Moved by Councillor Carra, **Seconded by** Mayor Brown, accepted by Chair.

Motion: That the Committee receive for information an update on Public and Indigenous Engagement for the Growth and Servicing Plan.

Motion carried unanimously.

7. Indigenous Awareness Workshop

Moved by Mayor Brown, **Seconded by** Mayor Robertson, accepted by Chair.

Motion: That the Committee recommend approval by the Board proceeding with an Indigenous Awareness Workshop.

Motion carried unanimously.

8. Review of IREF Process

The Committee provided feedback on the IREF processes review that began with a Land Use TAG workshop in February 2020. Generally agreed upon principles were presented for discussion.

9. Data Sharing in the CMR

Members provided feedback on data sharing in the CMR that CMRB Administration will take back to create an agreement around data sharing.

10. Discussion on Future Meetings

Chair Sheard asked members for feedback on meeting in person in the coming months. He noted that Mount Royal University is not taking bookings until at least January 2021. Most committee members felt the current GoTo meeting format is working well and that it could be too soon to start meeting in person again. A suggestion to continue committee meetings by GoTo and have Board meetings in person in the near future was discussed.

11. Next Meeting: Thursday October 1, 2020

12. Adjournment @ 12:22 PM.

CMRB Chair, Christopher Sheard

Agenda Item	4
Submitted to	Land Use and Servicing Committee
Purpose	For Information
Subject	Phase 2 Public Engagement Update
Meeting Date	October 29, 2020
<i>Motion that the Committee receive for information an update on Phase 2 of Public Engagement for the Growth and Servicing Plan</i>	
<p>Summary</p> <ul style="list-style-type: none"> • The HDR Calthorpe Public Engagement Plan was approved by the Board in February 2020 which involved two phases of public engagement. The first phase of public engagement is complete. • HDR Calthorpe facilitated a meeting with the Communications and Engagement technical advisory group (C&E TAG) in October to discuss Phase 2 of Public Engagement on the Growth and Servicing Plan. Proposed questions for Phase 2 of public engagement were circulated to Land Use TAG and the C&E TAG for high level feedback. The comments will be incorporated into the website. • HDR Calthorpe provided an update on Phase 2 of public engagement at the Board meeting on October 16, 2020. • HDR Calthorpe continue to make arrangements for the proposed virtual Open House in Phase 2 of Public Engagement for the G&SP. • The proposed launch date of Phase 2 of Public Engagement is November 2, 2020 and proposed to run for 4 weeks, closing November 27, 2020. • CMRB Administration have requested quotes from Board members by October 26 to support the media release and social media promotion campaign 	
<p>Attachments</p> <ul style="list-style-type: none"> • Public engagement questions were out for feedback from C&E TAG at the time of circulation, and will follow by email in advance of the Committee meeting 	

1. Introduction

Phase 2 of the Public Engagement is proposed from November 2 to 27, 2020. The goal for this phase of the engagement process is to inform the public about the consultant's recommended scenario while gathering input about implementation that will contribute to policy development. HDR|Calthorpe met with C&E TAG in October to gather feedback on the high level approach of Phase 2 and to coordinate additional support for driving traffic to the engagement website.

Agenda Item 4

Phase 2 public engagement polling/survey/forum questions were circulated to C&E TAG. Feedback of C&E TAG and the Committee will be incorporated prior to re-launch of the engagement platform.

2. Recommendation

That the Committee receive for information an update on Phase 2 of Public Engagement for the Growth and Servicing Plan.

Agenda Item	5
Submitted to	Land Use and Servicing Committee
Purpose	For Decision
Subject	Phase I Public Engagement What We Heard Report
Meeting Date	October 29, 2020
<i>Motion that the Committee recommend to the Board for approval the Phase I Public Engagement What We Heard Report</i>	
<p>Summary</p> <ul style="list-style-type: none"> • The HDR Calthorpe Public Engagement Plan was approved by the Board in February 2020. • HDR Calthorpe conducted Phase I of Public Engagement for the Growth and Servicing Plan between July 24 and September 4, 2020. • Phase I of Public Engagement was entirely virtual due to the COVID-19 pandemic. • HDR Calthorpe has provided a What We Heard Report for Phase I of Public Engagement for the Growth and Servicing Plan suitable for public release. 	
<p>Attachments</p> <ul style="list-style-type: none"> • Public Engagement – Phase 1 What We Heard Report, HDR Calthorpe • Phase 1 Public Engagement What We Heard Report Appendices, HDR Calthorpe 	

1. Introduction

The first phase of the public engagement program introduced the public to the overall Growth and Servicing Plan, and specifically to the regional scenario development process. It allowed for public feedback on the planning process and on the initial scenarios as developed by the HDR|Calthorpe project team with input from the Board and technical advisory groups. The What We Heard Report provides a summary and interpretation of the results of Phase I of Public Engagement for the Growth and Servicing Plan.

2. Recommendation

That the Committee recommend to the Board for approval the Phase I Public Engagement What We Heard Report.

Agenda Item 5

Public Engagement - Phase 1



What We Heard Report

Introduction	2
Summary	2
Overview	3
Promotion	4
How We Will Use What We Heard	4
Engagement Outcomes	4
What Comes Next	4
What We Asked and What We Heard	5
Quick Polls	5
Discussion Forum	9
Questions	10
Survey	11

Agenda Item 5 Attachment

Introduction

The ten municipalities in the Calgary Metropolitan Region are working together to develop a long-term plan for managed, sustainable growth in the region. Between July 24 and September 4, 2020, the Calgary Metropolitan Region Board (CMRB) asked members of the public to help identify common values from residents across the region to better understand the common benefit that regional planning can provide. The input gathered through the first phase of the public engagement process will be used in the development of a proposed approach to manage growth in the Calgary Metro Region as we plan for the next million residents.

To learn more about the CMRB and its mandate, visit www.calgarymetroregion.ca.

Summary

Between July 24 and September 4, 2020, nearly 1600 contributions from the public were made to the development of a growth plan for the Calgary Metro Region through an online engagement website (cmrbgrowthplan.ca). Participants had the opportunity to learn about the Calgary Metropolitan Region Board (CMRB) and growth planning process through a Frequently Asked Questions (FAQ) section, and were given a variety of ways to provide their input to the planning process.

Visitors to the engagement site offered input through quick polls, discussion forums, a survey and questions. There were 3300 visits to the engagement site, 2700 aware visitors (made at least one visit to the page), 1900 informed visitors (clicked on something on the page) and 1600 engaged visitors (made a contribution to an online tool). Visitors to the site were not required to register or share their email address, which decreased barriers to participate and allowed participants to maintain anonymity.

The key themes that emerged through this engagement process, and that are being considered in the development of a proposed approach to growth in the Calgary Metro Region are listed in point form below. The Appendices include all verbatim comments received through the various feedback tools, which are grouped into the key themes.

- Create more density in some parts of the region through more mixed use to decrease sprawl
- Work with what is already in the region and maintain choice and diversity of options for residents
- Develop regional transit that is well-planned and affordable
- Stronger collaboration between municipalities in the region while maintaining autonomy
- Consider environmental implications of development and preserve green spaces
- Provide guidelines for developers and stick to them
- Leverage regional scope to promote economic development

The input gathered through the first phase of the public engagement process will be used in the development of a proposed approach to manage growth in the Calgary Metro Region as we plan for the next million residents.

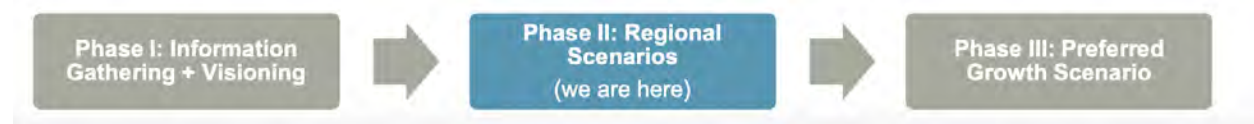
Public input will contribute to the proposed scenario alongside a number of other inputs, including growth and development projections, guidance and feedback from technical advisory groups and other external stakeholders, as well as common interests that have been identified by member municipalities of the CMRB.

A second phase of public engagement will be launched in November to share the proposed scenario for approaching growth in the Calgary Metro Region. Members of the public will be asked to comment on elements of the proposed scenario and share ideas that will contribute to future CMRB policy development.

Visit cmrbgrowthplan.ca to subscribe to receive updates on the growth plan and engagement process.

Overview

The Calgary Metropolitan Region Board (CMRB) is tasked with developing a long-term plan for managed and sustainable growth in the Region. A preferred scenario for growth and supporting policies will be documented in the Regional Growth and Servicing Plan. The CMRB is in the process of developing the Regional Growth and Servicing Plan and the process involves three main phases:



Originally, Phase 1 of public engagement was planned for Spring of 2020 and included both online and in-person engagement activities. Due to the COVID-19 global pandemic, the approach to public engagement shifted to an exclusively online format, with increased focus on providing a variety of ways that participants could share their views and experiences.

From July 24 to September 4, 2020, the Public was invited to share their thoughts on how to approach growth in the Calgary Metro Region through a variety of online tools which included quick polls, discussion forums, a survey and questions. These online tools were hosted on an engagement website which can be found at cmrbgrowthplan.ca. The public was also able to request a hard copy version of the public engagement materials if they preferred.

There were 3300 visits to the engagement site, 2700 aware visitors (made at least one visit to the page), 1900 informed visitors (clicked on something on the page) and 1600 engaged visitors (made a contribution to an online tool).

Promotion

The engagement site was promoted on the homepage of the Calgary Metro Region, on their twitter feed and sent to the Communication and Engagement Technical Advisory Group to be shared through the 10 member municipalities' communication channels. Posters and postcards were also placed in a number of public gathering places (e.g. libraries, municipal offices) in some municipalities. Physical promotion was limited due to restrictions on physical gathering at the time of the engagement.

A Facebook ad campaign was launched in the middle of the engagement period in an effort to increase responses from more rural municipalities. The Facebook ad campaign resulted in the following results:

- Impressions – 46,112
- Reach – 21,920
- Results – 551 clicks

How We Will Use What We Heard

The input gathered through the first phase of the public engagement process will be used in the development of a proposed approach to manage growth in the Calgary Metro Region as we plan for the next million residents.

Public input will contribute to the proposed scenario alongside a number of other inputs, including growth and development projections, guidance and feedback from technical advisory groups and other external stakeholders, as well as common interests that have been identified by member municipalities of the CMRB.

Engagement Outcomes

The goal of the first phase of public engagement was to gather public feedback on specific attributes of growth plan scenarios so that public input could be meaningfully incorporated into policy development. The engagement process generated a high level of involvement with a variety of tools, and the geographic distribution of participation was generally representative of the region. The high number of participants who contributed to quick polls paired with thoughtful and constructive written comments in the forums and survey resulted in a successful first phase of public engagement for the Regional Growth Plan.

What Comes Next

A second phase of public engagement will be launched in November to share the proposed scenario for approaching growth in the Calgary Metro Region. Members of the public will be asked to comment on elements of the proposed scenario and share ideas that will contribute to future CMRB policy development.

Visit cmrbgrowthplan.ca to subscribe to receive updates on the growth plan and engagement process.

What We Asked and What We Heard

Quick Polls

There were six multiple choice questions that asked about priorities in a variety of situations. There were between 732 and 1163 responses for each question asked. Responses for each poll question are shown on the following pages.

Thinking about how you get to work, would you rather...

Visitors 936	Contributors 939	CONTRIBUTIONS 940
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Thinking about how you get to work, would you rather...



Question options

- Work from home
- Take public transit
- Bike
- Walk
- Drive

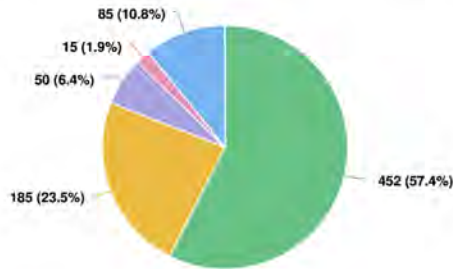
NOTE - given the fact that this engagement process occurred in the middle of the global COVID-19 pandemic, it is likely that the high “work from home” responses were influenced by current events.

ENGAGEMENT TOOL: QUICK POLL

Thinking about how you get to the grocery store, would you rather...

Visitors 782	Contributors 786	CONTRIBUTIONS 787
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Thinking about how you get to the grocery store, would you rather...



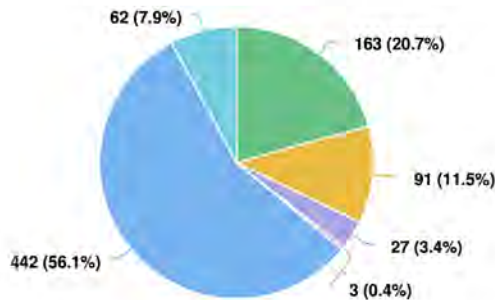
Question options

- Have groceries delivered
- Take public transit
- Bike
- Walk
- Drive

How many more minutes are you willing to spend on your commute to work so that you can live in a bigger home?

Visitors 783	Contributors 787	CONTRIBUTIONS 788
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How many more minutes are you willing to spend on your commute to work so that you can live in a bigger home?



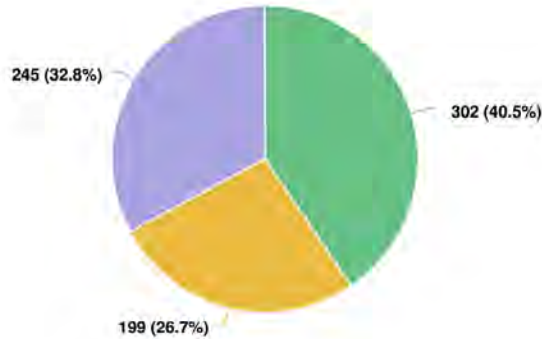
Question options

- I don't need to commute to work
- I'm not interested in living in a bigger home
- 90 minutes
- 60 minutes
- 40 minutes
- 20 minutes

Which of the following would you rather see municipalities invest in?

Visitors 741	Contributors 745	CONTRIBUTIONS 746
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Which of the following would you rather see municipalities invest in?



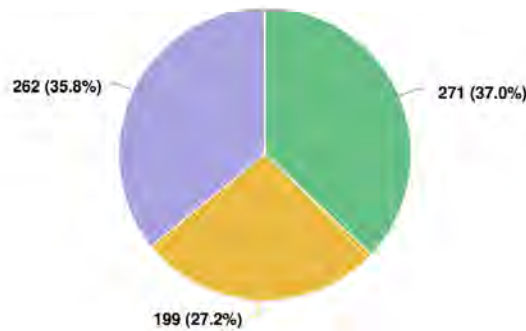
Question options

- Public transit
- Pathways
- Roads

Which of the following would you most like to see municipalities invest in?

Visitors 727	Contributors 731	CONTRIBUTIONS 732
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Which of the following would you most like to see municipalities invest in?



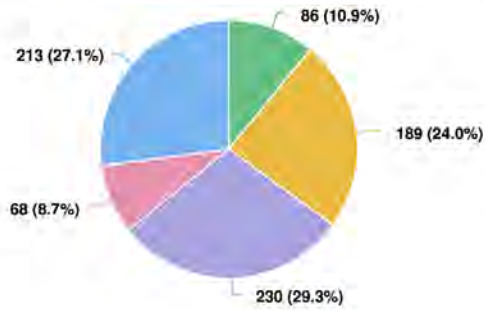
Question options

- Parks
- Climate resilience
- Recreation opportunities

To reduce your environmental footprint, which of the following would you prefer to do?

Visitors 790	Contributors 785	CONTRIBUTIONS 786
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To reduce your environmental footprint, which of the following would you prefer to do?



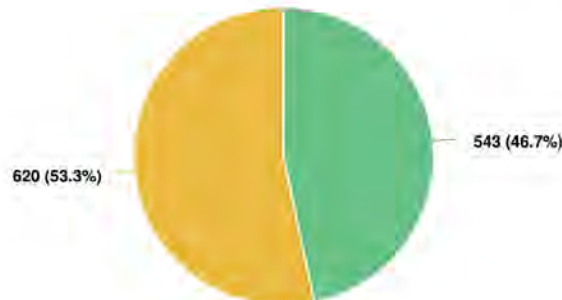
Question options

- None of the above
- Live in a higher density community
- Drive less
- Live closer to work
- Take public transit more often

We have some choices to make about density in our communities that affect how land is used across the region. Would you rather...

Visitors 1170	Contributors 1161	CONTRIBUTIONS 1163
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We have some choices to make about density in our communities that affect how land is used across the region. Would you rat...



Question options

- Have more infill and mixed use homes in higher density communities, using less land for development
- Have more single-family homes in lower density communities, using more land for development

Discussion Forum

There were four questions asked in the discussion forum:

- What do you consider to be sustainable growth in the Calgary Metro Region? (8 responses)
- Where will people live and work? (8 responses)
- How would expanded transit affect you and your community? (15 responses)
- What if we didn't do anything differently? (46 responses)

A verbatim record of the responses can be found in Appendix A.

Responses received were grouped into the following themes (please note that some responses addressed multiple themes so the number of comments for each theme will not directly add up to the number of responses received):

Theme	Sub-Themes
Create more density (17 comments)	Loosen restrictions in inner city neighbourhoods to allow more density Grow up - higher buildings Make development on outskirts of town less desirable / Less sprawl
Less density preferred (4 comments)	It's already too dense, don't overpopulate Keep agricultural land, acreages and green spaces between municipalities
More focus on what we already have (15 comments)	Finish communities before starting up new ones - put in the needed amenities Revitalize existing communities / spaces Maintain diversity of choice for residents
Examine the governance (5 comments)	Each municipality needs its own autonomy for making decisions More collaboration between municipalities
Improve transportation options (34 comments)	Transit to and from regional municipalities More walkable communities Better roads and pathway infrastructure Better planning and more affordable transit
Pay attention to environmental considerations (9 comments)	Protect existing green space and create more green spaces Stay away from river and riparian areas
Give guidelines to developers (3 comments)	Do not encourage building in flood plains
More focus on economic considerations (5 comments)	Growth offers opportunity for greater economic diversification & regional collaboration
Other (3 comments)	Consider characteristics of communities

Questions

An opportunity for people to ask any questions that they had was provided:

What questions do you have about the development of the Calgary Metro Region Growth Plan?

There were 15 questions that were submitted, which can be viewed in Appendix B. Some were about the engagement process and tools, some were about the content of the plan and some were administrative. Not all questions received were responded to, as some were more comments or related to personal preferences. Because participants were not required to share their email addresses in order to submit a question, some questions could not be responded to directly. This will be clarified for the second phase of engagement.

The questions received relate to the following key themes:

Theme	Sub-Themes
Give guidelines to developers (1 question/comment)	Connection to infrastructure for smaller communities
Pay attention to environmental considerations (3 questions/comments)	Protect existing green space and create more green spaces Stay away from river and riparian areas More consideration of wildlife with all development
Engagement process needs (10 questions/comments)	Survey needs to be more applicable to rural situation Listen to what people are saying to you and make process more inclusive
More focus on economic considerations (1 question/comment)	Growth offers opportunity for greater economic diversification
More focus on what we already have (1 question/comment)	Finish communities before starting up new ones - put in the needed amenities

Survey

There were 6 questions asked in the survey. The first one was about priorities for the region and 530 people responded. The second question was about the results that might occur for different scenarios and had 525 responses. The third question was around transportation choices and received 524 responses.

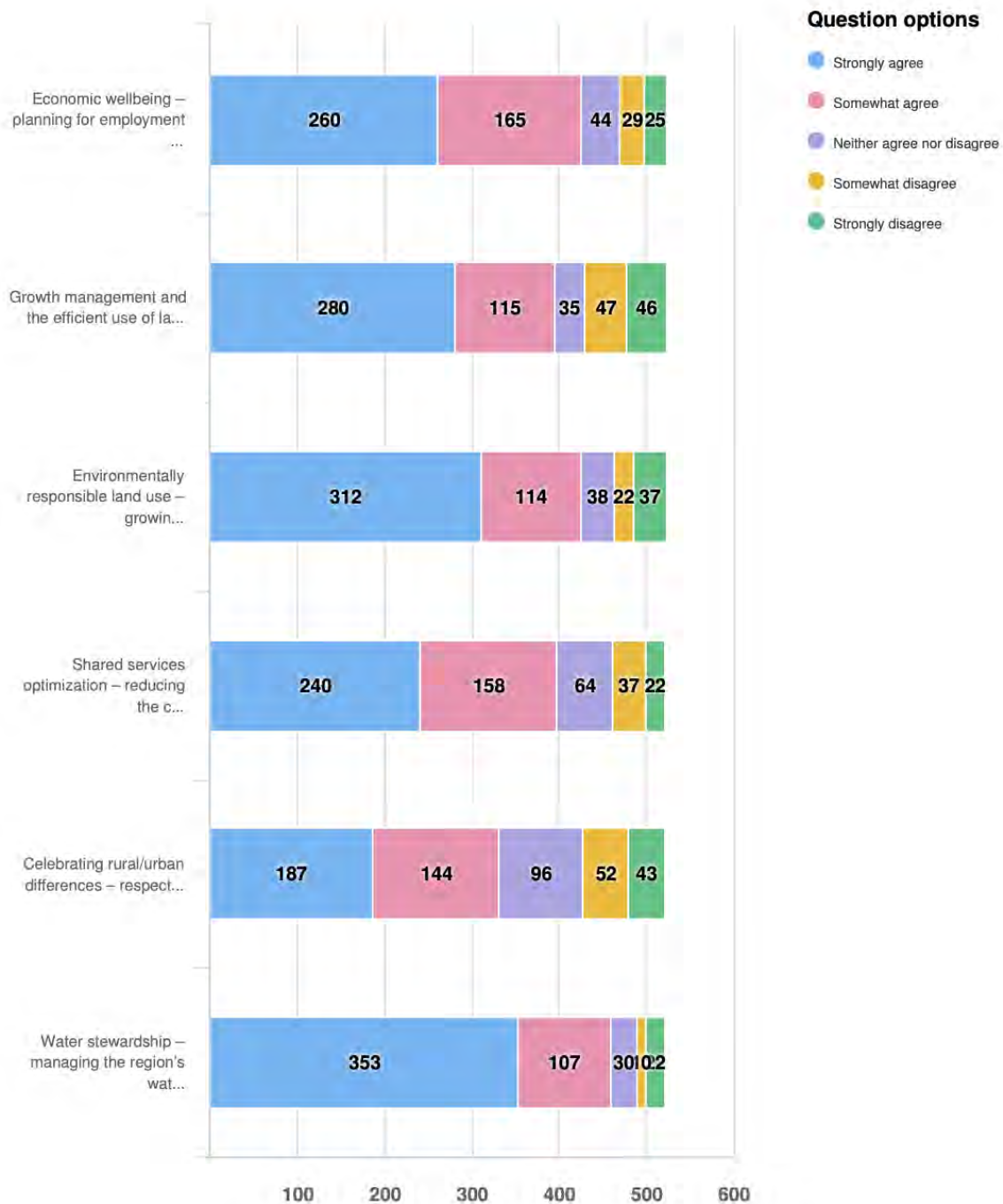
The fourth question was about how much infill development could happen with different scenarios and 525 people responded to this question (including open-ended responses). The fifth question was asking for any additional feedback for the CMRB to consider and received 326 responses. The sixth question asked for a postal code and there were 530 entries received.

The results for each of the survey questions are shown on the following pages.

Share your priorities

Visitors 800	Contributors 527	CONTRIBUTIONS 530
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The Calgary Metro Region Board has identified 6 potential focus areas to help guide its decision-making. On a scale of 1 (st...



Q2 We've developed three scenarios showing possible results that might happen if we make different choices about how to approach growth in the region.

Based on the analysis of each scenario that was considered, there are various potential outcomes for the environment, the economy, and the people who make up our diverse communities. Which of the following potential outcomes of the scenarios do you most want to see occur in the future?

Please rank the following in order of preference, with 1 being the outcome you most want to see happen and 5 being the outcome you least want to see happen.

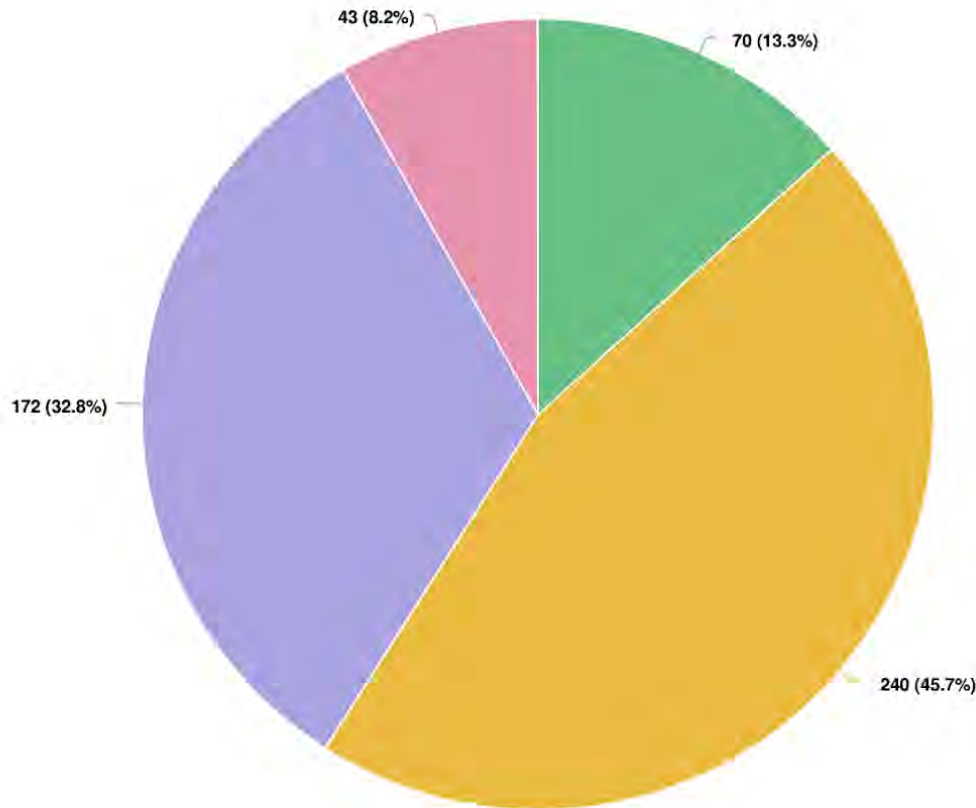
OPTIONS	AVG. RANK
Less pressure for growth in areas that are not already developed, such agricultural areas and environmentally sensitive areas	2.17
Less overall water use and waste water generated	2.64
Less overall land used for development	2.67
More property tax revenue per acre	3.71
Fewer single family homes	3.77

As we plan for the next million residents in the Calgary Metro Region, we'd like to understand more about what matters most to our communities. The three scenarios that were developed consider different choices that can be made about transportation...

OPTIONS	AVG. RANK
Jobs are located as close as possible to transit	2.17
Housing is located as close as possible to transit	2.23
Vehicle use is as low as possible	2.66
Road construction and servicing costs are as low as possible	2.90

If we choose to grow differently than we have, we'll be looking at more infill development, particularly in urban centres like Calgary and other towns and cities. Scenarios 2 (Compact) and 3 (TOD) have higher average infill targets than Scenario 1

...



Question options

- Other (please write your own statement that reflects how you would like to see us approach infill or higher density development in the region):
- Promote moderate growth in areas where population growth happens – up to 25% of all growth happens in areas well served by transit.
- Promote a significant shift in areas where population growth happens – up to 50% of all growth happens in town centres and existing communities.
- Continuing growth the way we're growing today - about 20% of the population growth moves into town centres and existing communities.

What else would you like the Calgary Metro Region Board to consider as they work toward a preferred approach for growth in the region?

There were 326 responses to this question. The verbatim comments can be found in Appendix C.

Responses received were grouped into the following themes (please note that some responses addressed multiple themes so the number of comments for each theme will not directly add up to the number of responses received):

Theme	Sub-Themes
Create more density (73 comments)	Loosen restrictions in inner city neighbourhoods to allow more density Grow up - higher buildings Make development on outskirts of town less desirable / Less sprawl
Less density preferred (43 comments)	It's already too dense, don't overpopulate Keep agricultural land, acreages and green spaces between municipalities Less development in the non-Calgary part of the region
More focus on what we already have (32 comments)	Finish communities before starting up new ones - put in the needed amenities Revitalize existing communities / spaces More restoration of historic buildings Maintain diversity of choice for residents
Examine the governance (74 comments)	Each municipality needs its own autonomy for making decisions Municipalities need to pay for services / resources from other municipalities More collaboration between municipalities Municipalities need to be more efficient with budgets and reduce taxes and fees

Theme	Sub-Themes
Improve transportation options (156 comments)	Transit to and from regional municipalities More walkable communities Better roads and pathway infrastructure Better planning and more affordable transit
Pay attention to environmental considerations (86 comments)	Protect existing green space and create more green spaces Stay away from river and riparian areas More consideration of wildlife with all development
Give guidelines to developers (43 comments)	Ensure water is available before developing Do not encourage building in flood plains Incentives to build different types of housing ensuring it is affordable
More focus on economic considerations (19 comments)	Must support compact and cheap housing for economy living close to the place of work with high concentration of jobs Support small business and jobs in outlying areas Growth offers opportunity for greater economic diversification & regional collaboration
Engagement process needs (33 comments)	Survey needs to be more applicable to rural situation Listen to what people are saying to you and make process more inclusive More options need to be available for commenting than what was provided
Other (59 comments)	Reduction of crime More priority for vulnerable populations Consider characteristics of communities Let the market determine how growth should happen in the region Covid and remote working need to be considered More recreational infrastructure

Postal Codes

530 postal codes were received through the survey

Municipality	Number of Responses	% of Responses
Airdrie	26	4.9%
Black Diamond	1	0.2%
Blackie	1	0.2%
Bragg Creek	5	0.9%
Calgary	350	66.0%
Chestermere	11	2.1%
Cochrane	54	10.2%
Coquitlam, BC	1	0.2%
Crossfield	1	0.2%
De Winton	2	0.4%
Edmonton	1	0.2%
Foothills	9	1.7%
Heritage Pointe	2	0.4%
High River	7	1.3%
Langdon	1	0.2%
Longview	1	0.2%
Millarville	1	0.2%
Okotoks	31	5.8%
Red Deer	1	0.2%
Rocky View County	7	1.3%
Strathmore	16	3.0%
Turner Valley	1	0.2%

Phase 1 Public Engagement What We Heard Report

Appendices

Appendix A - Verbatim from Discussion Forums by Theme	2
More Density	2
Work With What You Have	5
Less Density	7
Municipal Governance	9
Transportation Considerations	10
Appendix B - Questions Received by Theme	14
Developer Guidelines	14
Environment	14
Engagement Process Needs	14
Economic Considerations	15
Work with What You Have	15
Appendix C - Verbatim from Survey by Theme	15
Create More Density	15
More focus on what we already have	20
Less Density Preferred	22
Examine the Governance	25
Improve Transportation Options	30
Pay Attention to Environmental Considerations	39
Engagement Process	43
Give Guidelines to Developers	46
More Focus on Economic Considerations	47

Disclaimer: The following tables include the verbatim comments received as part of the Phase 1 public engagement. The comments have not been altered in any way for fact or accuracy. These comments do not reflect the opinion or values of the CMRB or HDR|Calthorpe. Comments have been redacted where they make a derogatory reference to a specific person.

Appendix A - Verbatim from Discussion Forums by Theme

Please note that comments may appear in multiple theme categories.

More Density

it is fiscally irresponsible to plan LRT lines with no way to pay for them. We have much too high density housing and no parking in those communities, so you have cars everywhere. Ee do not need huge multi family housing "projects" in our city that have the potential to become rundown as the landlords and management companies neglect the maintenance.Calgary has land available and our way has always been to grow out. Crowded communities only promote more tension with everyone so close together. Developing ther downtown area qith larger highrise apartments would revitalize downtown and reduce the need for transportation . It seems to work in most large cities I have been to.We need a much more resources dedicated to educating the public about littering, there is garbage everywhere , this should include signage in all our parks and public areas.

Higher density development should start with incentives, rather than an expensive and time-consuming permitting process (at least in Calgary), for homeowners near public transit to add secondary suites and other accessory dwelling units. It's pretty clear from looking at Calgary's suburban communities that large-scale developers who weren't very forward-looking had too much agency in developing those communities. Higher-density development can go the same way: not enough green space, buildings that aren't designed to last or are inefficient, and displacement of low-income communities. On that last point, I think it's important to offer home ownership incentives in low-income neighborhoods before densification and gentrification begin so the long-term residents of those neighborhoods benefit rather than being displaced.

Scenario 2 would be ideal. We need to value our existing farmland and begin using our existing annexed land more wisely.

Scenario 3 is the best way for Calgary to move forward. Urban sprawl has cost us too much in taxes and the lack of initiative by council is disappointing.

I have no problem with higher density builds but agree that many I have seen seem poor quality. Especially the high rise towers. The multi unit infills eg in Capitol Hill área fit into existing neighborhoods better.

I would like to see more emphasis on developing the older communities to have more dense populations while not sacrificing the street front and neighbourhood vibe (see Inglewood). I see some areas becoming too overly developed and bland suburbs (Marta loop) that have lost what originally made them cool. Also I live downtown and want more bike lanes as they make it more easy for me to move around in MY neighbourhood (I want to be able to bike to all the brewery's without having to fight Calgary traffic)

Since the "way we've always done it" isn't sustainable, unless you're a developer with deep pockets and can get things rubber stamped by the planning department in Calgary, we need to think, plan (and maybe stick to the plan) and act differently. We can put density in places already existing that adds to the fabric of the communities and keeps the smaller shops thriving. I lived in a very rural area growing up - it's a dustbowl now because no one wanted anything 'new' or 'different' and they all wanted their acreages (I lived about an hour outside of Calgary) and then whined when all their services vanished...but without proper planning and coordination of services including transit and other forms of mobility, waste and recycling, water, stormwater and actual support from the province to allow for new ways to do things with said stormwater, we'll be stuck in this cycle...we also need to look at how much it actually costs to service all these new

developments to include things like new schools/transit/roads/water/power etc...and who pays for that vs redeveloping existing communities (there was a comment earlier about Capitol Hill in Calgary) to maintain community charm, but not rip up more farm land...

Concerned about climate change. Our city is unsustainably organized. Grateful for this opportunity to newly plan: high quality affordable (ideally free) transit tops the wish list. Next are dense walkable neighbourhoods and continuing to build cycling infrastructure. To be more comprehensive, the 'C40 Mayors Agenda for a Green and Just Recovery' is excellent.

Significant flaw in how we currently design our cities. We focus on increasing densities in "suburban" Calgary areas meaning people still have to commute using vehicle transportation to work, school, and retail. People pay to live in high density homes and communities only to have to commute long distances to work/school/day to day life. Cities continue to expand outwards and municipalities are on the hook for paying for not just building increased roads, infrastructure, water mains, schools, civic buildings, etc. but also future operations and maintenance of these depreciating assets. Cost of 'inner-city' homes and property taxes have made it unaffordable to live so people continue the urban sprawl trend for affordable housing (but with increased travel and time costs). What we then have is a massive deconcentration of inner city neighborhoods. It's unsustainable and this stark trend is so common in North America. We need to break this vicious cycle. We need to look at more sustainable and resilient land planning and design. We need to focus on the natural assets and source water protection. Investing in source water protection is almost a 60x return on investment vs. upgrading and maintaining expensive water treatment plants. We need to do things differently or else we'll end up like every other urban sprawled community.

One concern I have in the city is the management of waste/recycling. I have no issues with how waste and recycling is picked up from my home but I do have concerns about the management of it once it gets to city facilities. I think if the city wants to effect real climate action and environmental stability in preparation for the next million people, instead of asking questions about developing pathways, encouraging bike lanes and walking - it would stop providing permits to build houses on top of the river like it does in communities like Cranston and start using tax dollars to invest in resources to manage it's own waste like single use plastics or Styrofoam. The 100s of thousands if not millions of dollars spent on shipping, storing and then ultimately burying this waste is unnecessary for a city like Calgary. We have the land, we have the people - invest in the resources to manage the waste - create jobs for these next million people and help build a city that is self sufficient and prioritizes environmental sustainability. I think this problem will only become worse if unaddressed when planning for growth. There are many articles available as to these problems in Calgary and I'm not sure how they go unaddressed in a city like ours that is perceived to be one of the best in the country. There are also other projects and road maps being executed in other cities in North America that Calgary could use as template, helping to avoid unnecessary expenditure in research/evaluation.

We need to stop having communities of single family houses with limited services. People should be able to walk, bike, or take transit to the places they visit on a daily basis - work, school, grocery store. The benefit of how we grow is single family houses are cheap for people, and people seem to like them. However, if we had large rowhouses, or large flats, with 3-4 bedrooms for families, then people may want to live in them because they are cheaper.

I am concerned about how residents feel they "need" to own a car to go about their day to day life. I am concerned about the expansion of the city in physical size. For the region, it would be great if someone from Cochrane could take a train or bus to downtown Calgary. People do what is easiest, and if driving is the easiest and most convenient way to get around, then they will drive.

Public transit in Calgary does not work for satellite communities. We must drive from our towns/cities to get to Calgary, when we do there is little or no parking space at the LRT stations. It is easier for us to just keep driving. If Calgary wants us from the outlying communities to use public transit they either need to build massive parkades at the outer edge stations or, extend city transit into the outlying communities, or setup a transit hub somewhere between the satellite community and the city limits with lots of parking.

The city of Calgary needs to stop urban sprawl. Now that the ring road is almost complete the city of Calgary

should stop annexing more land and force developers to look inward. There is no reason that Calgary could not have 2-5 million people within its current borders. Let the outlying communities become the “bigger lot suburbs” for now.

I agree that sprawl is not what Calgary should promote, we need better developed communities that allow people to move around more freely without having to drive and park somewhere. I live downtown, and the introduction of the bike lanes have made it significantly easier for me to move around my neighbourhood. I am sick of other councilors complaining about my neighbourhood while theirs is a horrible mess built by developers that you can't find your way out of with Google Maps.

I have trouble with this one ... I am not a fan of urban sprawl but I also don't like a lot of the high density buildings being built in Calgary. A lot of these high density builds are not attractive, they don't fit into the surrounding community and are cheap builds.

Then there is the subdivisions that are built with no infrastructure leading to continuous construction of roads and businesses to service the thousands that move to them.

How about we stop growing and diffenately stop urban growth on fertile land. If we need to grow , growing up rather than sprawling out is my preference. Unfortunately I can also see the inheritant problems. Either way its a loose loose. Cant we build cities on clouds?

Roads: good traffic flow, debottlenecked, durable. Accessibility and affordability for those who don't have as much. Alternative means of transportation and changes in transportation priorities by end users.

Greatest Growth benefits have included equally developing all areas of the Metro Region. Major projects across the area, not focused on one area. Tackling larger projects that can access federal dollars.

As sprawl occurs, servicing that sprawl comes at a price.

My answers:

1 - Thinking about how you live, work, and play in the Calgary Metro Region, what qualities do you think are most important to keep as we plan for growth in the future?

Easy, cost-effective transportation options across the region, varied housing options and financially-sustainable growth so we can stop seeing 3 - 4% tax increases needed every year.

2 - When you think about how the Calgary Metro Region has grown and is growing today, what do you see as the greatest benefits of that approach to growth?

There is a lot of variety of lifestyle. People can chose inner-city urban life, country life or a small town/small city feel, depending on their budget and preferences. There is also currently quite a bit of variety for jobs, however, we seems to be seeing a reduction in both industrial and agricultural jobs, with is a problem and we need a diversified economy.

3 - What concerns or worries do you have about continuing to approach growth the way we always have in the Calgary Metro Region?

Sprawl is killing us financially. Taxes continue to climb at a faster rate than inflation in part because we are building suburbs that do not generate enough tax revenue to pay for themselves. We are also eating up precious agricultural land to build one style of low-density housing, driving up servicing costs even higher. We need to start increasing density.

Also, transportation planning and transit are becoming a problem as municipalities are being forced to maintain infrastructure largely used by commuters, and those wanting to ride transit need to pay for multiple transit passes. This needs to change.

I agree. Calgary needs to stop allowing developers in its area to keep the sprawl. But more importantly we need to stop the surrounding municipalities from connecting to Calgary. If a rural area wants to allow a suburb next to the Calgary city boundary, then don't allow them to connect to the city infrastructure. That would increase the development cost to the developer and allow the City to take over fully realized suburbs once the City needs to take them over.

Work With What You Have

Since the "way we've always done it" isn't sustainable, unless you're a developer with deep pockets and can get things rubber stamped by the planning department in Calgary, we need to think, plan (and maybe stick to the plan) and act differently. We can put density in places already existing that adds to the fabric of the communities and keeps the smaller shops thriving. I lived in a very rural area growing up - it's a dustbowl now because no one wanted anything 'new' or 'different' and they all wanted their acreages (I lived about an hour outside of Calgary) and then whined when all their services vanished...but without proper planning and coordination of services including transit and other forms of mobility, waste and recycling, water, stormwater and actual support from the province to allow for new ways to do things with said stormwater, we'll be stuck in this cycle...we also need to look at how much it actually costs to service all these new developments to include things like new schools/transit/roads/water/power etc...and who pays for that vs redeveloping existing communities (there was a comment earlier about Capitol Hill in Calgary) to maintain community charm, but not rip up more farm land...

I love the availability of all types of living in the Calgary region. I also worry that the region will become overwhelmed if we have another growth spurt like the early 2000's.

Water use is key and land use is also an issue. It's not just about how many houses but where they are and what they are displacing (like agriculture and recreation areas).

Linked public transit could be a great benefit, starting with transit from outlying communities to the airport hubs like downtown. This may need to be more accommodating to luggage, and shopping bags. Keeping the park and ride areas is another key to providing the flexibility to use the transit (drop kids off at school, park, and ride to downtown).

As we expand, keeping houses reasonable sized, making common green space, pathways, and building around them will make your space seem more significant, improve communities, develop alternate mobility, and provide future options for areas.

Living in one of the small once unique communities surrounding Calgary. The Metro region overflowing into them and turning them into unrecognizable bedroom communities. They lose their century old culture completely as people from the city move out, then demand the city follow them. It has a negative affect on small local businesses, on community safety and significant increase in crime levels, and destroying the quality of life for those that have lived there for decades.

Developers are pushed to build condensed high-density, whether single family homes with no yard space, or multi-family areas where people are living far too close with little to no green space within even walking distance. If there is any green space it is included within a school yard. This does not enable people to get outside, let alone even encourage a healthy lifestyle.

I completely agree that mother-in-law/secondary suites should be included in planning to provide an option for better care for elderly. Retirement homes have proved to be dangerous to the health and quality of life of our elderly.

Due to the way our small town has been overrun with commuters already, a regional transit would cause it to be swallowed up by the city. The reason we are looking at leaving for another small town that will

<p>remain a small town for our lifetime. I don't agree with Calgary surrounding communities becoming another GTO or Vancity.</p>
<p>The people that moved to acreages do not appreciate the City of Calgary encroaching on there lands! It's like Calgary is the BULLIE!!!! The Rockyview residence are being bullied by the big boy on the block! Calgary in the last 17 years as destroyed their city with lack of maintaining the natural beauty in keeping parks trees, allowing developers to build homes with zero clearance increasing the % of homes burning down, insurance claims going up, but hey the City of Calgary has a greater tax base! This is a joke! What natural beauty we had can never be regained for the many generations to come, they will never know the true Calgary. This is a shame. We know that Alberta has the peaks and valleys in the economy and we need to keep this in mind when we are building, such as now the high percent of vacant offices downtown! This is not a surprise as Calgary has experienced this many times over. Calgary now is pushing forward on the SR1, has never met with the residence of Springbank to hear why this is not a good idea. Springbank does not consider Calgary as nice Neighbor that wants to create win win situations. Yes you have placed this discussion line but is this a look pretty thing or are our thoughts and followup with the writer real. That will have to be proven. Calgary has allowed the Wes ring road to take all the beautiful land of trees hills, scapes to be destroyed by a freeway running through beautiful ,neighborhood's, such as the Slopes, Cougar Rudiger,..... this was prime property for beautiful parks, where wildlife had there homes, and beautiful homes could of been built. This road should been built on the #8 highWay to 22x north for a true ring road, and would of allowed for proper zoning, and not interfering with the current t residential of Woodbine, The Slopes,....etc. Very poor planning! They stuck with a plan that was 30 years old and not taken into consideration where the city was today. The cost would of been lower looking at the hill and blasting of the hill onto the #1 highway, this could of been applied to the number 8 highway. Calgary has poor planning and does not involve the key players which are the people that live in the areas affected and hear there input!</p>
<p>Good day, Unfortunately the Ring road is funded by all level of government, that includes my funds. The cities grow over 30 years, and throwing good money on a design that is not meeting the needs. The Ring Road has financially created a lot of loss in revenue and quality of life for many communities, reduced revenue for the city in tax dollars in utilizing prime property that would of been used for homes, commercial that could of produced on going tax revenue for the city. Please keep Calgary from stopping to do the urban sprawl, we want the country side left out of the city. STOPP THE GROWTH!!!!</p>
<p>Progress for who? Certainly not for those that have lived there. And evidently not for those that move there from the larger urban centers...as they then demand all the amenities of the city to move with them. That changes the towns forever.</p>
<p>The region has lots of fields and green space but has all the amenities of a large city either in town or nearby without having to drive right into city traffic. Would like to keep our country scenic views of the fields, foothills and mountains while ensuring transportation options are available for appointments and other things in the city.</p>
<p>Providing choices in terms of housing types and various types of communities will be smart and beneficial for the Calgary Region. All municipalities should work together and share wastewater and water infrastructure with each other. Our success as a region hinders on working together and creating economics for the region and not just one or two urban centres.</p>
<p>The only issue I see with this path is we overlooked seniors and their needs. Retirement living has seen a paradigm shift with added concern for our elders and their safety. High density retirement living is dangerous. Relaxing bylaws to allow the option of in law suites would provide an option to more Calgarians to enjoy the safety of extended family living.</p>
<p>My answers:</p> <p>1 - Thinking about how you live, work, and play in the Calgary Metro Region, what qualities do you think are most important to keep as we plan for growth in the future?</p>

Easy, cost-effective transportation options across the region, varied housing options and financially-sustainable growth so we can stop seeing 3 - 4% tax increases needed every year.

2 - When you think about how the Calgary Metro Region has grown and is growing today, what do you see as the greatest benefits of that approach to growth?

There is a lot of variety of lifestyle. People can chose inner-city urban life, country life or a small town/small city feel, depending on their budget and preferences. There is also currently quite a bit of variety for jobs, however, we seems to be seeing a reduction in both industrial and agricultural jobs, with is a problem and we need a diversified economy.

3 - What concerns or worries do you have about continuing to approach growth the way we always have in the Calgary Metro Region?

Sprawl is killing us financially. Taxes continue to climb at a faster rate than inflation in part because we are building suburbs that do not generate enough tax revenue to pay for themselves. We are also eating up precious agricultural land to build one style of low-density housing, driving up servicing costs even higher. We need to start increasing density.

Also, transportation planning and transit are becoming a problem as municipalities are being forced to maintain infrastructure largely used by commuters, and those wanting to ride transit need to pay for multiple transit passes. This needs to change.

Either Scenario 3 (preferred) or Scenario 2 (meh) are better than Scenario 1 (garbage). We need the CMRB to work with the municipalities and create stronger zones for where agriculture, industrial, urban etc can all thrive and co-exist. It can be done, we need political will to tell developers that they make enough money and to stick to the plan. There's no point having a plan when you have weak council members (like a couple of wards in deep SW Calgary) who oppose anything like transit, proper planning etc. If we're going to add a million people to the region, then we need to do it in a way that allow for more density, sustainable growth and better use of current amenities/services/infrastructure uses so that in the future, we can re-purpose amenities as needed (like turning part of Memorial Drive into a multi use path instead of wasted pavement).

Low density does not have to mean larger homes. People need space. Developers have been building too many homes in a tight area.

Less Density

Hello there; Below are our responses to your three queries

1) Thinking about how you live, work, and play in the Calgary Metro Region, what qualities do you think are most important to keep as we plan for growth in the future?

If your plan is to prepare for the growth of the city to accommodate another million residents, please grow outbound North and West. The key qualities required are suburban neighbourhoods with community recreation spaces and greenhouses. This will help to de-congest the concrete city core jungle which makes residences dense, and makes residents totally vulnerable to pandemic and similar environmental issues that are currently emerging and expected to worsen in the future

2) When you think about how the Calgary Metro Region has grown and is growing today, what do you see as the greatest benefits of that approach to growth?

The greatest benefit of growth is the possibility of diversifying our economy. Already we have seen large warehouses becoming green houses to sustain local food production (in the event of another supply chain disruption similar to the one we saw during the recent COVID-19), Aquaponics of large water bodies, Community Gardens for local produce etc. This diversification of the local economy along with the established sectors in our province has the potential of keeping multi-generations who have to work for a living (age range from 20, 30, 40, 50, 60 year olds to 70 year olds) a chance to obtain and retain gainful employment. This will help create social equity and economic prosperity while at the same time deal with environmental issues and support local produce.

3) What concerns or worries do you have about continuing to approach growth the way we always have in the Calgary Metro Region?

The inner cities and down town core of Calgary is overly dense. Kindly annex Springbank in the West and Balzac in the North to develop affordable communities. Also kindly put a LRT line across trans Canada highway from White Horn to Banff, Jasper etc This will open up tourism across the city and bring valuable \$\$\$ to the city as well as the resorts in the mountains. Most importantly it will help with future climate and pandemic proofing. Dense communities propagate illness. Climate proofing requires innovative and futuristic thinking right from the materials of construction to the inclusion of small alternative type energy devices (example natural gas fuel cells to create hydrogen and renewable electricity or solar power). ENMAX , ATCO and EPCOR should not see this shift as a threat. They should open up their businesses to support the creation of alternative energy innovation given that we are blessed with natural gas assets all over the city.

The concerns that we have with the current approach is that there is no planning beyond one generation and in a nutshell it is highly shortsighted. This is no longer acceptable. In order to climate and pandemic proof ourselves we need to be innovative, farsighted and build for future eventualities and so any planning that is not innovative causes a high dis-service to the public. Thank you for the opportunity to respond to your questions.

it is fiscally irresponsible to plan LRT lines with no way to pay for them. We have much too high density housing and no parking in those communities, so you have cars everywhere. Ee do not need huge multi family housing "projects" in our city that have the potential to become rundown as the landlords and management companies neglect the maintenance.Calgary has land available and our way has always been to grow out. Crowded communities only promote more tension with everyone so close together. Developing ther downtown area qith larger highrise apartments would revitalize downtown and reduce the need for transportation . It seems to work in most large cities I have been to.We need a much more resources dedicated to educating the public about littering, there is garbage everywhere , this should include signage in all our parks and public areas.

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Also, transportation planning and transit are becoming a problem as municipalities are being forced to maintain infrastructure largely used by commuters, and those wanting to ride transit need to pay for multiple transit passes. This needs to change.

Municipal Governance

The people that moved to acreages do not appreciate the City of Calgary encroaching on there lands! It's like Calgary is the BULLIE!!!! The Rockyview residence are being bullied by the big boy on the block! Calgary in the last 17 years as destroyed their city with lack of maintaining the natural beauty in keeping parks trees, allowing developers to build homes with zero clearance increasing the % of homes burning down, insurance claims going up, but hey the City of Calgary has a greater tax base! This is a joke! What natural beauty we had can never be regained for the many generations to come, they will never know the true Calgary. This is a shame. We know that Alberta has the peaks and valleys in the economy and we need to keep this in mind when we are building, such as now the high percent of vacant offices downtown! This is not a surprise as Calgary has experienced this many times over. Calgary now is pushing forward on the SR1, has never met with the residence of Springbank to hear why this is not a good idea. Springbank does not consider Calgary as nice Neighbor that wants to create win win situations. Yes you have placed this discussion line but is this a look pretty thing or are our thoughts and followup with the writer real. That will have to be proven. Calgary has allowed the Wes ring road to take all the beautiful land of trees hills, scapes to be destroyed by a freeway running through beautiful ,neighborhood's, such as the Slopes, Cougar Rudiger,..... this was prime property for beautiful parks, where wildlife had there homes, and beautiful homes could of been built. This road should been built on the #8 highWay to 22x north for a true ring road, and would of allowed for proper zoning, and not interfering with the current t residential of Woodbine, The Slopes,....etc. Very poor planning! They stuck with a plan that was 30 years old and not taken into consideration where the city was today. The cost would of been lower looking at the hill and blasting of the hill onto the #1 highway, this could of been applied to the number 8 highway. Calgary has poor planning and does not involve the key players which are the people that live in the areas affected and hear there input!

I think corruption in politics is overriding sensible land use. Glenbow Ranch ASP is a perfect example. Land protected for contiguous agricultural use (let's not forget stunning vistas) are removed by a developer paying the County to advance their land interests - despite their own policy and in spite of Calgary and Cochrane appeals based on serious taxpayer infrastructure concerns over lack of availability in the area. The insanity, corruption & politics need to stop.

I agree. Calgary needs to stop allowing developers in its area to keep the sprawl. But more importantly we need to stop the surrounding municipalities from connecting to Calgary. If a rural area wants to allow a suburb next to the Calgary city boundary, then don't allow them to connect to the city infrastructure. That would increase the development cost to the developer and allow the City to take over fully realized suburbs once the City needs to take them over.

Providing choices in terms of housing types and various types of communities will be smart and beneficial for the Calgary Region. All municipalities should work together and share wastewater and water infrastructure with each other. Our success as a region hinges on working together and creating economics for the region and not just one or two urban centres.

It's time Calgary, the MD or Rockyview, and satellite communities started working together to build industrial hubs and, commercial hubs around the region. Just like harmony was built, like wise industrial parks and commercial parks could be built around the region and tax sharing could happen. This would help generate tax dollars for the outlying communities, the MD, and Calgary. It would also cut down on commuting and putting all the traffic pressure on the City of Calgary.

Either Scenario 3 (preferred) or Scenario 2 (meh) are better than Scenario 1 (garbage). We need the CMRB to work with the municipalities and create stronger zones for where agriculture, industrial, urban etc can all thrive and co-exist. It can be done, we need political will to tell developers that they make enough money and to stick to the plan. There's no point having a plan when you have weak council members (like a couple of wards in deep SW Calgary) who oppose anything like transit, proper planning etc. If we're going to add a million people to the region, then we need to do it in a way that allow for more density, sustainable growth and better use of current amenities/services/infrastructure uses so that in the future, we can re-purpose amenities as needed (like turning part of Memorial Drive into a multi use path instead of wasted pavement).

Transportation Considerations

Concerned about climate change. Our city is unsustainably organized. Grateful for this opportunity to newly plan: high quality affordable (ideally free) transit tops the wish list. Next are dense walkable neighbourhoods and continuing to build cycling infrastructure. To be more comprehensive, the 'C40 Mayors Agenda for a Green and Just Recovery' is excellent.

The network of walking and bike paths in Calgary is one of the few things that makes the Calgary suburban communities livable, in my opinion. All of the best restaurants, breweries, etc. are closer to downtown since all the commercial is so mall-heavy in the suburbs. I can't comment on other communities in the region since I barely drive and public transit access to them is awful. Need to take a bike ride there soon.

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Water use is key and land use is also an issue. Its not just about how many houses but where they are and what they ate displacing (like agriculture and recreation areas).

Linked public transit could be a great benefit, starting with transit from outlying communities to the airport hubs like downtown. This may need to be more accommodating to luggage, and shopping bags. Keeping the park and ride areas is another key to providing the flexibility to use the transit (drop kids off at school, park, are ride to downtown).

As we expand, keeping houses reasonable sized, making common green space , pathways, and building around them will make your space seem more significant, improve communities, develop alternate mobility, and provide future options for areas.

I agree that sprawl is not what Calgary should promote, we need better developed communities that allow people to move around more freely without having to drive and park somewhere. I live downtown, and the introduction of the bike lanes have made it significantly easier for me to move around my neighbourhood. I am sick of other councilors complaining about my neighbourhood while theirs is a horrible mess built by developers that you can't find your way out of with Google Maps.

I would like to see more emphasis on developing the older communities to have more dense populations while not sacrificing the street front and neighbourhood vibe (see Inglewood). I see some areas becoming too overly developed and bland suburbs (Marta loop) that have lost what originally made them cool. Also I live downtown and want more bike lanes as they make it more easy for me to move around in MY neighbourhood (I want to be able to bike to all the brewery's without having to fight Calgary traffic)

I would like to see transit and transportation planning regionalized.

The vast majority of people in Airdrie work in Calgary (and I suspect that is true for many of the outlying communities), but having to buy transit passes for both cities makes taking transit more expensive than driving for many. We are also seeing commuters from Airdrie creating traffic bottlenecks in Balzac, a community that is too small to build the needed road infrastructure to handle the added traffic that is going between Airdrie and Calgary.

Creating a regional body (like they have done in Vancouver) to coordinate and pool transportation budgets and transit service would allow the expense of fixing traffic bottlenecks created by commuters to be shared more equitably and would make transit way more accessible to everyone in the region.

We need to stop having communities of single family houses with limited services. People should be able to walk, bike, or take transit to the places they visit on a daily basis - work, school, grocery store.

The benefit of how we grow is single family houses are cheap for people, and people seem to like them. However, if we had large rowhouses, or large flats, with 3-4 bedrooms for families, then people may want to live in them because they are cheaper.

I am concerned about how residents feel they "need" to own a car to go about there day to day life. I am concerned about about the expansion of the city in physical size. For the region, it would be great if someone from Cochrane could take a train or bus to downtown Calgary. People do what is easiest, and if driving is the easiest and most convenient way to get around, then they will drive.

Public transit in Calgary does not work for satellite communities. We must drive from our towns/cities to get to Calgary, when we do there is little or no parking space at the LRT stations. It is easier for us to just keep driving. If Calgary wants us from the outlying communities to use public transit they either need to build massive parkades at the outer edge stations or, extend city transit into the outlying communities, or setup a transit hub somewhere between the satellite community and the city limits with lots of parking.

The city of Calgary needs to stop urban sprawl. Now that the ring road is almost complete the city of Calgary should stop annexing more land and force developers to look inward. There is no reason that Calgary could not have 2-5 million people within its current borders. Let the outlying communities become the "bigger lot suburbs" for now.

Roads: good traffic flow, debottlenecked, durable. Accessibility and affordability for those who don't have as much. Alternative means of transportation and changes in transportation priorities by end users. Greatest Growth benefits have included equally developing all areas of the Metro Region. Major projects across the area, not focused on one area. Tackling larger projects that can access federal dollars.

As sprawl occurs, servicing that sprawl comes at a price.

My answers:

1 - Thinking about how you live, work, and play in the Calgary Metro Region, what qualities do you think are most important to keep as we plan for growth in the future?

Easy, cost-effective transportation options across the region, varied housing options and financially-sustainable growth so we can stop seeing 3 - 4% tax increases needed every year.

2 - When you think about how the Calgary Metro Region has grown and is growing today, what do you see as the greatest benefits of that approach to growth?

There is a lot of variety of lifestyle. People can chose inner-city urban life, country life or a small town/small city feel, depending on their budget and preferences. There is also currently quite a bit of variety for jobs, however, we seems to be seeing a reduction in both industrial and agricultural jobs, with is a problem and we need a diversified economy.

3 - What concerns or worries do you have about continuing to approach growth the way we always have in the Calgary Metro Region?

Sprawl is killing us financially. Taxes continue to climb at a faster rate than inflation in part because we are building suburbs that do not generate enough tax revenue to pay for themselves. We are also eating up precious agricultural land to build one style of low-density housing, driving up servicing costs even higher. We need to start increasing density.

Also, transportation planning and transit are becoming a problem as municipalities are being forced to maintain infrastructure largely used by commuters, and those wanting to ride transit need to pay for multiple transit passes. This needs to change.

I agree, but how do we pay for it? I am not trying to be counter productive, as I agree with the idea. After having to ride transit with grocery shopping for a couple of years on the buses, I can relate.

The region has lots of fields and green space but has all the amenities of a large city either in town or nearby without having to drive right into city traffic. Would like to keep our country scenic views of the fields, foothills and mountains while ensuring transportation options are available for appointments and other things in the city.]

When you think about the next million residents coming to the Calgary Metro Region, what effects matter most to you?

The things that effects that mater the most to me are 1. the cost of transit and 2. the travel time for transit.

We should be working towards a future where transit actually costs less to operate and therefore fares and tax allocations can be reduced by half. We need to change the paradigm of transit and reduce costs by 50% and reduce travel times by 50% minimum. Stop building more of the same transit solutions and think we should expect better. You want riders, we have to drive value. We should be working on transit so that I can ride transit from anywhere in the region to anywhere else in the region in under 30min. Availability of transit cant be scheduled by the hour, which requires me to wait for that hour, teh car owner can leave now. We should not be focusing on just the ctrain time from a station to downtown. If want the Region to become vibrant we need to address access and access is directly correlated to travel times and travel costs. ie: if it takes 15min travel times, all good; if it takes 2 hours, that destination is inaccessible. If I have to transfer 4 times, that destination becomes inaccessible. If I have wait at bus stops in the winter that destination becomes inaccessible. Transit travel time means I that I am not working, spending time with my family, doing things I want to do therefore reducing my quality of life. Travel time should including bus

stop waiting, transfer waiting, and walking. Taking an uber/lyft means I spending money to compensate for lack of access via transit.

If the transit solution solution is not available today then the region should focus on finding and building the solution. The CoC was the second city in North America to buy LRT after Edmonton. The first commuter train in Calgary ran at 120km/h then ctrain 80 kmh/ then now greenline 50km/h; our transit systems are getting slower and increasing transit times. ex No way Airdrie people will take a train to a station and transfer to the Greenline, it will take too long. No way a visitor via the airport is going to ride a train tot the Greenline then to downtown, it would take to long.

The CoC is full of the World's best engineers and they design and build multi-billion infrastructure project around the World. Let solving the transportation problems in the Region be a challenge. Let the solution be remembered fondly just like the 88 Olympics. Reduce transit times to less than 30min between destinations in the region. Reduce transit costs by 50%. Now you have vibrant Region a thriving Region a livable Region.

I heavily support scenario 3. I would have considered living in one of the smaller cities in the metro region when moving here if public transit access to Calgary had been better. This scenario will also lead to more jobs in the smaller cities as tourists will have better access.

I completely agree with this comment. I've lived in four cities in Europe and Calgary has the worst public transit of anywhere I've lived. It's very difficult to live here without a car. Especially if you're a senior, have young children or have any disability.

We just purchased a house in Chestermere and my office is downtown. The commute is only 5 minutes further than my current commute, but losing the ability to take transit to work was a big downside for me. I'm excited to be moving to a growing community and the idea that I could access Calgary rapidly and safely without needing to the the person driving is delightful. It would also make the community more sustainable for mixed use areas and higher density, since residents wouldn't require vehicles to access work opportunities.

I chose my current home for its present public transit access to downtown businesses and work, so little would change for me there. However, I would certainly take public transit to smaller cities in the metro region for errands, evenings out, or to exercise (bike, run) somewhere new. As it is now, my current preferred way to get to Airdrie for an errand that doesn't involve picking up too much would be a 2 hour bike ride.

My only worry is that transit expansion could be a half-measure. If minimization of time, transfers and confusion isn't prioritized, we could end up spending a lot of money on an under-utilized system. It's at the moment half an hour faster for me to bike to the airport than take public transit, and I live a ten minute walk from a red line station in NW Calgary. I will probably never take that stupidly inefficient route even though I'm a huge fan of public transit.

If Transit was improved, my family could ditch a car (we have 2), still get the kids to their activities and get to work/school. It's reduce our footprint, be more sustainable and I think improve the quality of life for a lot of folks who aren't as fortunate as I am to be able to afford a vehicle, let alone two. I think better planning of communities, better use of existing infrastructure would allow for transit to reach more places effectively.

We are currently working on a Transit model that has a escalating cost model for employees and equipment and rolling stock. Transit operational costs have be reduced by 50% to be sustainable for the future. it should not be acceptable to have and expect 2-3% budget costs when the only way to reduce costs is cutting service. It is not acceptable to expect to have riders to have increased rider fees.

Increasing as the Region becomes more dense we need to see lower cost Transit solution without increasing costs. While \$270.00 for a month pass from Okotoks to Calgary Downtown may see like a great

price it is still a barrier to some people. \$16 for a single rider single trip it is still a barrier to some people. Overlay the cost with the time of the trips, a person can waste an entire day doing something that can be done with a car. The question needs to be asked how can increase scheduling, lower costs, make it more reliable, avoid "sold out" buses (ex Trips to Banff are sold out this afternoon).

A complete rethink of the infrastructure, the rolling, labor, maintenance, etc so that increased scheduling and lowering of costs will increase ridership and lower taxes.

Please dont take the approach of more band aids. Band aids fall off, band aids dont last a long time.

ex. If an autonomous electric car was put on a rail from Okotoks to Calgary operating at 200km/hr. The trip would be 47km and be there in 15min
If the car was autonomous then there would be no driver which saves money
If the car was electric it would cost less than 12cents/km =

Appendix B - Questions Received by Theme

Please note that comments may appear in multiple theme categories.

Developer Guidelines

Will there be serious consideration given to making sure smaller residential communities between Calgary and new developments will be given the option to hook into proper infrastructure such as water, waste water and sewage?

Environment

How the the CMRGP going to include diverse perspectives in their engagement? How will ecosystem considerations (clean water, healthy land and wildlife) be included in development plans? How are you balancing development interests with environmental considerations?

Will new land be used for new communities? It is heart breaking to see land used for housing and new road building that was used by wildlife and plant

How will you ensure that enough green space is reserved, significant quantities and size of green space, for people to maintain their wellness, to grow healthy families in, not tokens but actual large green spaces. Populations need green space not at the other end of the community but in their neighbourhoods. Thank you so much.

Engagement Process Needs

How the the CMRGP going to include diverse perspectives in their engagement? How will ecosystem considerations (clean water, healthy land and wildlife) be included in development plans? How are you balancing development interests with environmental considerations?

Why do the scenario maps use American spelling (e.g. Center vs. Centre)? Was the Calgary region absorbed by the United States?

You may want to tell your webmaster to double check typos in the names of Who's Listening? It should be Jordan, Lisa and Jaime, not Jordon, Liisa and Jaime.

This is clearly Agenda 21. Who is funding this ? This is very concerning.
Your survey has very limited options and seems to be pushing people to a certain outcome. I will not fill it out. It is biased and is not impartial
How much influence (or say) will individual citizens of the communities in the Calgary Metro Region Growth have in this whole process - will it be up to the 10 participants choosing what they see best, or will items like these surveys and questions be able to make adjustments to the direction that might otherwise be taken?
May I submit a letter to the CMRB regarding the Growth Plan?
These are loaded questions that practically force feeds people to respond in a fashion that coincides with the terrible ideas in the Calgary plan-it document, how do you keep your respective jobs?
This is not a fair survey because it is designed to force people to choose from only undesirable consequences and allow undesirable results. I will not answer these slanted questions.
Who is developing this plan? who is being consulted in the development of this plan? Which elected officials are involved? who is having influence and how? Are you working with economic diversification organizations?

Economic Considerations

Calgary and the region are economically struggling but have great potential for investment and growth. The scenarios presented and survey questions seem to point in a direction toward greater policy and regulation. How does this Plan/policy invite growth to the region?

Work with What You Have

Why are we spending so much money, time and effort on "the next million people " when we don't have infrastructure in place to support the already over developing communities in place. No expansion of access to communities in the city of Airdrie yet the "brainiacs" in office continue to approve developments. Let's correct the problems already created with no forward thinking or future planning before we make matters worse

Appendix C - Verbatim from Survey by Theme

Please note that comments may appear in multiple theme categories.

Create More Density

Loosen restrictions in inner city neighbourhoods in terms of higher density development such as subdividing lots that are already designated RC-2 in order to build infills, semi detached or properties with laneway suites. Some areas have long standing land caveats (such as Rutland Park) from the 1950s, which are outdated = and a community board who are very resistant to development despite lots having RC-2 designation and who hedge everything on these caveats as a way to stop development. Inner City Neighbourhoods HAVE TO DENSIFY in a city the size of Calgary.

<p>Inner city residential growth can be accomplished within the inner city. I believe that there are many tower vacancies downtown. How better to have optimize space and reduce costs .Leave the residences alone and green. Increased density in residential areas only result in more concrete</p>
<p>Inner city residential growth can be accomplished within the inner city. I believe that there are many tower vacancies downtown. How better to have optimize space and reduce costs .Leave the residences alone and green. Increased density in residential areas only result in more concrete</p>
<p>Calgary is too spread out and low density. Everything is designed for car travel. Engineers have turned a blind eye to the frequency of severe climatic events (floods, hail storms) and the loss of quality of life through extreme commuting. We need: incentive and approval for more laneway style homes and infills, reduction of density in flood prone areas, improvement in the transit system, dramatic increase in low income housing, incentive for smaller square foot properties, incentive for higher density developments, incentive for passive micro electrical generation, incentive for removal of lawns for food growth and/or native plant gardening.</p>
<p>New commercial areas could be mixed residential-commercial use buildings (i.e. shops on main floor, condos above) and create a much more vibrant community, particularly in suburban neighbourhoods where dense cores could be developed. Big box drive-up stores with massive parking lots are chaotic, ugly and lead to reduced connection with neighbours and the community (as your planners already know!). Towns and cities that invest in attractive, walkable and traffic-calmed commercial areas attract huge amounts of tourism see a rise property values. I've lived in 6 countries and numerous Canadian cities. Those towns that resist developers' pressures and stick to their guns on good urban design / landscape architecture are the best places to live with the highest property values and most tourism. You guys already know all this stuff. And so do we! We are waiting for Canada to wake up to decent urban design. So let's be a leader in Calgary and do it! :)</p>
<p>We need to develop the downtown core, so businesses can grow and prosper in that area, rather than have the thousands of employees flee to the suburbs at the end of the day and all weekend.</p>
<p>New developments to have higher density-- a ring around the city with downtown as a hub in the center, and transit connections to the hub.</p>
<p>Start to promote incentives for builders to fully develop unused inner city land and allow for more efficient processes to get that land fully utilized!</p>
<p>I would like zoning to change to allow for inner city densification</p>
<ul style="list-style-type: none"> - Commuter rail to surround cities and town, its better to build sooner rather than later. - planning futures freeways and expressways, such as a highway built out towards Symons valley where rapid growth is occurring. - Development in the inner-city increasing density and removing empty lots and abandoned building in the core. -pushing inner city living just as much as suburban living to create a more vibrant and lively city centre. -More brick and mortar retail and shopping option in the core to make it more livable. -Building new LRT and rail networks to increase movability and connectivity in the city while lowering the number of cars on the road. -building new TOD around new and older LRT stations to push commuting by transit.
<p>That while families in Calgary have traditionally been in single-family homes, this is not the case in other cities around the world. There needs to be a shift in housing types offered and required in infill areas to allow families to live there (e.g., 3-4 bedroom townhouses/condos that aren't over \$1 mill to buy to in more developed areas).</p>
<p>Redevelop aged suburbs into higher-density zones that are livable and improve the reputation of the city as a place to live, work, and visit.</p>
<p>I want to see infill made easier for developers. We don't have to get it 'right' right now, we can learn and evolve to get it right overtime - but we NEED to do infill immediately and lots. Also as we increase density, we will need to invest in infrastructure to move more people with the space we have (bikes, peds and transit)... and keep services in infill areas up to standard - if not higher than outlying suburbs. Invest in the public realm to make higher density more liveable.</p>

<p>Growing up instead of out in some of the residential areas that could use more affordable housing for the next generation</p>
<p>Taller buildings</p>
<p>Focus more growth and provide more incentives to increasing density. A higher ratio of tax revenue to infrastructure cost would be more sustainable for the long term in order to keep taxes low for the majority of the population.</p>
<p>ecological connectivity of the landscape - see new IUCN guidelines just released https://portals.iucn.org/library/node/49061 Implement solutions to enable passage (new roads, traffic volumes) to enable wildlife movement do not encourage building in flood plains (i.e. current examples of this along the Bow river south of Fish Creek) - stay away from the river and riparian systems Calgary needs more inner city density - not more new developments on the outskirts</p>
<p>Density and frequent and reliable public transit (bus and rail).</p>
<p>More inter-municipal transit options and regional level transit planning that can support higher density and in-fill growth in the towns and cities surrounding Calgary.</p>
<p>Do not require the same rules for all municipalities. Rural communities should promote some commercial and residential densities in appropriate locations, however they should each be considered within their own unique context. Very much support regional transit -- the region is far too reliant on personal automobiles, creating a tragic infrastructure demand loop where we need endless off-ramps and highway extensions around Calgary while we struggle to fund cheaper, more resilient and healthier infrastructure like bike lanes, reduced speeds and lanes on major commercial corridors (17th, 9th). Significantly restrict the Calgary sprawl, and subsequently the Rocky View County sprawl. There is significant opportunity to infill and the continual additions to the edges of Calgary and to greenfield areas of adjacent communities add to the loop of traffic demand. We need to fill in and grow up.</p>
<p>Keep the desirable low-density areas low density. In those areas written-off to be high density, go whole-hog, and build up maximum density there only. Single family detached residential, or full high-rise towers - no need for the in-between half-measures mid-rise density.</p>
<p>Faster transit options (more c-train lines) and increased focus on high density residential development.</p>
<p>Stop wasting land, think of how much lost tax revenue and lost business transactions can occur on the vast amount of parking lots throughout the city. Stop building out and focus on building up. You keep pushing out and you're causing the infrastructure spend to go up with minimal returns. Focus your areas of growth with more TODs and infills throughout existing areas of the city.</p>
<p>Less sprawl. No sprawl preferred. Density.</p>
<p>Reduce sprawl as much as possible. Build up, not just out</p>
<p>We need to stop sprawling, we must design areas with urban parks, bike lanes, walkable infrastructure, great transit and high density.</p>
<p>Higher building and better road and paths infrastructures</p>
<p>Maintain and encourage access to parks and natural areas within our communities. growth is important and should be managed in line with our environment. Connect more pathways for walking and biking and ensure communities are developed with access to parks and natural areas in mind.</p>
<p>-make public transit more accessible to the communities surrounding Calgary. better connections between Calgary and these other cities will encourage residents to explore public transit options. rail lines should be extended, more bus routes should be added. Consider bus lanes on major highways and passes that allow users access to transit in multiple cities. Provide better parking options at transit stations to accommodate more users.</p>
<p>-encourage surrounding communities to be more than just sleeper towns by providing residents with better access to jobs, shopping, and recreation activities.</p>

<p>-Stop the urban sprawl. Develop inner city areas with high density dwellings. Condos in high River or Airdrie seem like a waste when residents are then driving in to Calgary for work and recreation. that said, if T341 poor public transit options, and not much for night life or activities inner city, residents have no justification to spend more to live inner city if they have to drive everywhere anyway.</p>
<p>Once agricultural land is lost, it is lost forever. We do not need more greenfield development.</p>
<p>I would like the board to make it less desirable for the large new communities on the outskirts of town. I'd also like the board to recognize and consider the needs of wildlife in all development and maintenance.</p>
<p>Limit rural sprawl to the greatest extent possible</p>
<p>Fewer developments immediately outside of the Calgary city limits, like Cross Iron Mills, etc. Whether intentional or not, these developments appear to exploit resources paid for by Calgary taxpayers and require people to drive to access businesses and services when these could be better provided closer to where people actually live. I would also like to see tolls on major roads to offset the infrastructure costs of inter-municipal commuting into Calgary and to reduce single-occupancy vehicle emissions.</p>
<p>Minimize spread -and create more efficient transit so that those who live in the city can use an efficient system (it's why many don't utilize transit to begin with). This would keep people from commuting on the roads. This then alleviates some of the traffic experiences by those of us in bedroom communities who have no choice but to commute to jobs that aren't possible in our own communities (for example, I work at both the Peter Lougheed and Children's hospitals). If there was efficient transit to bedroom communities for people who work 'sure' or 'certain' hours.... this may be an option! However, it's tougher for someone like myself, who is a shift worker with varying hours (staying late when on call, etc).</p>
<p>Water, wastewater, and sewer in rural areas provided by the City and it's expertise within close proximity of Calgary. This will require density of some sort and will slow sprawl</p>
<p>Some of these scenarios seem unrealistic/having knock-on effects; I think it would be very difficult to have such compact growth as in scenario 2 without significant investments in transit, cycling, and walkability (these were not reflected in the scenario description). I also feel that some questions in the survey were quite targeted/loaded and will result in unrealistic answers; i.e. in Q2 by asking about tax revenue I think you're going to get a lot of very unrealistic answers (most ppl would want to see stable/lower taxes) and will disregard the other points as resulting in higher taxation. If anything higher taxation will result from more sprawl and an increase in single family/low density housing as it results in more municipal service requirements spread over a larger area. The CMRB should be focusing on holistic planning of the region including densification of municipalities and reducing sprawl. Calgary is already overbuilt and continued sprawl by council and land developers is ruining the future potential of the City.</p>
<p>Less land annexation please. I left the city to stay out of the city</p>
<p>No more annexation from Rockyview or Foothills counties.</p>
<p>Approval of fewer low density, primarily single family oriented communities. Concerns about industrial development on edge of Calgary, just outside city boundary. May be cheaper in short term for companies to develop or locate outside city, but lack of transit, lack of access to immediate emergency services and less than optimum land use and environmental policies negatively impact the entire region, including putting more pressure on City services without the corresponding property tax increase from the development. Regional transportation networks/services are going to become increasingly critical to keep the region competitive and ensuring residents have access to more employment opportunities and housing choice.</p>
<p>Stop the spread. Use what is there and make public transportation fit within existing land being used. If cities like Hong Kong can reduce vehicular traffic and provide efficient public transportation for 7.5 million people, surely the Calgary Metro Region can find ways to work together to help people live and work closer to home AND create fast and inexpensive public transit within the region. Yes, the land area of Hong Kong is not as large as the area of CMR but surely the board can find ways to better manage land use while providing the basics for the people. Change the relationship with developers so they stop creating new communities that are further away from the city/town centres.</p>

Less urban sprawl , developers need to pay for building roads and utilities - tax payers should not
Stop sprawl- stop subsidizing sprawl
Enough sprawl. It's a Ponzi scheme we can't afford any longer
Stop the sprawl and catering to developers. The city of Calgary approving the current slate of new communities is unneeded, wasteful of tax dollars to service these places and needlessly increases congestion and the city's impact on the land
PLEASE STOP THE SPRAWL.
No more urban sprawl!
Please stop approving new neighbourhoods - have you seen the city??
Stop the urban sprawl
I think the problem is transit has to be quicker than a car for this to work in your Compact and TOD. Currently it is not and it is hard to get everywhere without a car. When this changes I believe TOD and Compact will become increasing desirable and drive the market. I have read some of peter calthorpe books and most of the success he has had is in land limited areas. Portland. We are not constrained by that. The thing that will change is the idea of where is good to live. Country residential in single family will continue to decrease as cost of ownership rises only to the wealthy. I believe your major problem lies in the different governments. If you do compact or TOD how do you manage the growth on Calgaries borders and how do you create jobs where you can live and work?? The TOD and Compact only really address downtown high paying or service jobs. I believe the only way to do good planning is to have the region be handled by one government for all non agriculture use. The agriculture servicing being paid by the non agriculture. The land use would have to be altered in the zone and better education being made to the people, so the two uses could be together. Right now it is a pain for agriculture users right next to 40,000 person town and really no well thought out way to have multiple land uses and be environmental stewards as there are many, many trespassers.
End rural sprawl. Stop rocky view from taking advantage of its neighbours with unplanned, unsustainable (environmentally and fiscally) growth. We have limited infrastructure dollars and shouldn't be wasting them on their business as usual growth.
I would like to see more transit and growth around the transit areas but not like Vancouver where it is so density that its way to much and you can't get around. Vancouver has gone way to far with there Urban design
Focus on TOD
Housing affordability. Often times such as in Metro Vancouver, when New infill and TOD developments occur, they tend to be pricey and aimed at upper middle and high income earners. What also happens there is that these new developments replace aging low rise apartments where low income earners and new immigrants tend to reside leaving them displaced. I believe policy needs to be in place to ensure a certain percentage of new developments remain affordable for low and middle income earners. This is especially important for TOD areas as low income earners tend to rely solely on public transit.
The focus needs to be on mobility and choice. All things have trade offs and costs. If the focus is on transit (LRT and BRT) and TOD development, toll roads (Deerfoot Trail) need to be on the table.
Expansion of tranist services in the region with TOD, and some sort of financial incentives to ensure that people can afford electrical vehicles.
TOD in the south Anderson South land Heritage Chinook
Essential to have great green spaces included in Compact model for liveable higher density neighbourhoods. Consider more quality residential downtown, to revitalize and offset commercial property slump. Improve rigour of construction inspection of multi-family residential condos. Now, major shoddy quality on-site choices that may take a few years to uncover, reducing the integrity of many developments of the last couple of decades - eg Copperstone - leaving condo owners with large expenses . Limit the height of higher density buildings in most neighbourhoods to make higher density and attractive liveable, 'human scale' with ~5 storey limit. Currently the ASP height limits seem to be routinely exceeded

rather than respected, to increase developer profits for dubious public benefit (eg Ezra in Hillhurst; recent approved proposal in Inglewood).
NO to blanket rezoning of low density neighbourhoods. Communities should decide where the density goes. Our growth will be restricted by our water supply-- we don't need to be the next Vancouver. City Council has a spending problem and needs to reduce spending rather than looking for more property taxes.
Growth needs to be restricted to land already serviced for at least the next 10 years.
One website to find all of the new homes, builders, communities and plans for the region to make it easy for consumers to find ALL builders not just those that have the deepest pockets to ensure choice , like NewHomeListingService.com
One website to find all of the new homes, builders, communities and plans for the region to make it easy for consumers to find ALL builders not just those that have the deepest pockets to ensure choice , like NewHomeListingService.com

<h3>More focus on what we already have</h3>
Connection between neighbourhoods that allows for non-car transportation. Stopping the privatization of water and waste water. Ensuring older rural residential neighbourhoods are not left behind when decisions about growth are made.
Build the infrastructure first
Stop the spread. Use what is there and make public transportation fit within existing land being used. If cities like Hong Kong can reduce vehicular traffic and provide efficient public transportation for 7.5 million people, surely the Calgary Metro Region can find ways to work together to help people live and work closer to home AND create fast and inexpensive public transit within the region. Yes, the land area of Hong Kong is not as large as the area of CMR but surely the board can find ways to better manage land use while providing the basics for the people. Change the relationship with developers so they stop creating new communities that are further away from the city/town centres.
Lets make sure that each development is completed with proper road ways, fire halls, before we move on to newer developments.
Focus on opportunities for improvements in high quality amenities and parks in already developed areas to further attract density.
Major roadways constructed in existing communities (over 30 years old) changing the dynamics of the community as well as increasing noise, dust. Not fair to make people live in a construction zone for years; while roadway construction is not built to specifications as the citizens were promised
Growth should be prioritized where infrastructure and public transit is already provided. Employment, revitalization of older neighborhoods, and recreational accessibility in all communities. Calgary/Airdrie needs lakes for everyone, more parks and places to be outside.
Focus on rebuilding and revitalizing towns, cities downtown so they can properly accommodate a healthy mix of businesses, residential diversity especially 'university aged and young families with safe and affordable homes, more parks and green spaces, visitor attractive neighbourhoods to create tourism nodes and integrated transportation services.
How can we make existing suburbs more dense and walkable.
Stop sprawl. Build and/or upgrade infraStructure before developing. Covid and remote working may alter plans.

<p>Stop wasting land, think of how much lost tax revenue and lost business transactions can occur on the vast amount of parking lots throughout the city. Stop building out and focus on building up. You keep pushing out and you're causing the infrastructure spend to go up with minimal returns. Focus your areas of growth with more TODs and infills throughout existing areas of the city.</p>
<p>Abolish annexation. It perpetuates the outward suburban growth mentality that prevails. Pursue an Integrated REGIONAL transit system. Define targets for 'brownfield' development - encourage re-use of existing land. Review the standards for our over-engineered and over-built roads - do we really need to use all that land for crazy intersection layouts? Look at European examples for inspiration rather than North America.</p>
<p>Removing the number of shelters and drug injection sites in downtown. It's creating a situation that makes living downtown undesirable.</p>
<p>Redevelop aged suburbs into higher-density zones that are livable and improve the reputation of the city as a place to live, work, and visit.</p>
<p>1. Housing variety 2. Revitalizing or reestablishing Main Streets within neighborhoods to stimulate local business and create new jobs (Ex. 8th Ave NE in Renfrew)</p> <p>When people talk about the Calgary, they mention the urban sprawl. We have a huge footprint for an average sized city. We're larger than Montreal. We also meet a criticism, as I've already stated, of having no history. Buildings don't last here. More effort should go into restoring our historic buildings rather than tearing them down. I'd like to see more trees as newer areas tend to have cement and wood parks. Green areas are good for our mental health, Dr. Hinshaw regularly encourages us to get out and enjoy nature but we can't enjoy nature if a green space is now a cement square with wooden benches and a couple planters full of wheatgrass. The disparity of development across the city is shocking. The NE and SE deserve more attention. The east side has the worst schools, the worst parks, the worst transit and too many public art projects and transit upgrades end up in the suburbs. I'm happy to see a public art project heading into Forest Lawn but its the first of its kind. I do believe that developing these areas will help to alleviate crime rates.</p>
<p>Single-dwelling houses are still good, but we need to work in mixing between each single and multi-dwellings not eliminating majority of single-dwellings, affordability is practically out of reach for either of. Good areas such as the Panatella area connected by 14th Street between mixtures of single, mixed, environmental, retail, and potential transit areas. Saddle Ridge and Coventry Hills are also another good example with the mixture. When we look at in-fill, we should consider historic development, gentrification, and proper usage. In-fill should happen, but they should happen like Calgary annexing land, it should be side-by-side development over plotting an in-fill structure among other dated structures. I don't disagree that plotting in-fill among other structures shouldn't happen, it should, but we should also look at crime prevention techniques and what people want in the area, not what the city or developers want. Transit needs to improve in general, we need to work on its service first before we can expand route lines, added BRTs, or newer bus stops. A reputation has been built towards the negative service people have been receiving over than a needed route line, and this needs to improve first before any expansion. Do not be deluded, transit service, not the routes, is imperfect.</p>
<p>Inner city residential growth can be accomplished within the inner city. I believe that there are many tower vacancies downtown. How better to have optimize space and reduce costs .Leave the residences alone and green. Increased density in residential areas only result in more concrete</p>
<p>i don't like the options provided in questions 2 and 3 and so did not answer. i am in favor of development that provides options so people can live in single family homes with green spaces in the suburbs as well as denser, inner City living for those that want that</p>
<p>Families want some space to flourish and grow . . . not being forced into tiny homes in metropolitan areas.</p>
<p>Preservation of low density areas. Areas where people can live that are not comfortable in high density areas.</p>

Tell [REDACTED] to not worry about population density but developing other areas so people can work and live in a low density area
There is always talk of higher density development. However, it seems to me that most people want to live in a lower density (e.g. single family) dwelling or country residential type developments (i.e. lots>0.5 acres). I feel like municipalities keep forcing this onto the public because it is the desire of Councillors (i.e. Calgary). This goes the same for transportation. I like my car and wish Councils would stop making it difficult for me to use my preferred mode of transportation. Municipalities within the CMRB need to work together and possibly share infrastructure where possible. This could create some cost savings. Municipalities have to be less territorial. Is there a way whereby taxes are collected/compiled regionally? Need some out of the box thinking.
More focus on individual community densities. Creating localized, sufficient large TOD areas that have all necessary high standard of living items within no-vehicle accessible distance.
Do not take away R1 zoning and densify all areas with row houses, infills. We need a variety of neighbourhoods in the city
Allow the market to determine growth patterns

Less Density Preferred
Calgary is too dense.
Consider economic, physical, and infrastructure barriers that reduce the rate of growth
Both increasing population and increasing density are associated with increasing crime, stress levels etc. We need to make make moving to the city increasingly expensive to dissuade further population movement. I see a healthy future with fewer megopolis cities and more small cities like Lethbridge.
Families want some space to flourish and grow . . . not being forced into tiny homes in metropolitan areas.
Tell Spenshi and his cronies to not worry about population density but developing other areas so people can work and live in a low density area
Do not over populate inner city urban areas
Do not take away R1 zoning and densify all areas with row houses, infills. We need a variety of neighbourhoods in the city
We are not land locked (unlike Vancouver, B.C.), thus, keep building out, not up/higher density - more single family homes in new communities. Less rental properties/legal secondary suites.
People need space. Compacting population leads to many other psycho/social impacts - higher crime, higher psychological issues, etc.
I don't want to see what happened in Airdrie (super-fast population growth, with minimal attention paid to how people would get around, the services that would be available or local "quality" employment opportunities) happen in Okotoks. Airdrie is over-populated, and most residents who work have to commute to the city. Streets and highways in Calgary North are congested as a result. I live in Okotoks and I like the fact that it is still "small" and different from the big city. Both me and my spouse live and work here (I, remotely from home). I don't want to live in a mini-Calgary
- While it is great to see inner-city density in Calgary, I would like to see moderate forms of developments in the rest of the region so that there are also options 'in the middle'. Right now, the only options are single-family dwellings, duplexes, and tall towers. - I would also like to see some actual development targets in the CMR Growth Plan.
Please stop promoting growth in towns such as Cochrane where traffic is already horrible and destroying the green space which we once loved and enjoyed. There are other areas surrounding the city of Calgary

<p>that can be expanded on to, that don't have such green space and traffic congestion. The city and surrounding areas need to focus on road construction that alleviates traffic congestion before further growth in town population. There are already a lot of unhappy residents in Cochrane that are frustrated with the amount of growth without fixing the congestion and eliminating green space. Unless change happens, moderate growth in such areas should be considered, instead of the high level of growth at this moment.</p>
<p>Please keep the density and growth in Calgary and leave the smaller towns, like Cochrane, small. The reason many Cochranites have moved here (away from Calgary - myself included) is to escape the density and stress of the City. We came here to live in a smaller, more peaceful centre with a beautiful landscape. Please, please, please don't overdevelop this wonderful town and turn it into another Calgary. It's already expanding too much. Please! Thank you.</p>
<p>Less growth in smaller communities where the infrastructure isn't set up for growth.</p>
<p>Stay modest</p>
<p>Preservation of low density areas. Areas where people can live that are not comfortable in high density areas.</p>
<p>Please respect that some people moved to a rural part of this region for a reason. It should be ok to have acreages that are within the region. Not all land should be seen as 'available' for development. If Covid 19 has taught us anything it is that communal living and high density housing is not necessarily 'good' and single family housing 'bad' as seems to be the underlying assumption of pretty much all growth projections.</p>
<p>To keep the areas visibly separated by a Significant enough amount of land that is not developed, so we don't eventually all end up connected. Make road shoulders and strong pathway connections so that areas can all be SAFELY biked to. (wide, no off-leash dogs, mapped, distance marked) Do not allow growth without water allocated.</p>
<p>Once agricultural land is lost, it is lost forever. We do not need more greenfield development.</p>
<p>Preserving water, wildlife, and land and concentrating urban centres together is of utmost priority. Development should have transit and environmental systems in mind; we need a huge shift in the way we build houses to be more sustainable. Also, maintaining any parks and native grassland from either development or agriculture is important - once we lose them, we can't get them back.</p>
<p>Recognize that densifying urban communities is a good practice. However, these plans all seem to overlook the fact that there are unique opportunities outside of the city for those who do not want close amenities and want a more rural lifestyle. Recognizing that these communities may not be home to more than 30,000 of the anticipated million does not mean that these communities should be overlooked. Areas like Springbank, Conrich, Langdon and Bearspaw are all viable communities who do not have an identified need for transit but are areas for growth and offer varying choices for homes/lifestyle - not everyone is an urbanite. However, I recognize that industry and commercial developments should be carefully located and in close proximity to transit for those who do want a more urban lifestyle and don't want vehicles - again, choices. I find that the solutions are extremes with no real middle ground, it's either all or nothing. Walking communities are great for some but not for everyone. That doesn't mean I support ad hoc planning that has no planning rationale. Already identified communities beyond the urbans deserve recognition unless the CMRB's sole mandate is transit. As a whole, I find the survey very difficult to respond to as it is set up to solicit desired responses and is biased in favour of urban development. The lack of information and context for your slides is distressing and makes you answer with limited choices that may not be your priority but are the best of what's available. You will notice I have left some of the options blank as I really have no opinion on them and don't believe they matter unless of course you are trying to create a biased outcome. You could still have single family homes in row housing or narrow lots - single family homes are not necessarily the problem. The other issue is it is obvious you wrote this survey before Covid occurred. Prior to this I may have said I am happy to commute to work, now I want to work from home. Living in a condo may have been a good idea. Now I would think twice about it. The mayor of</p>

Nanton has recently stated that real estate is booming there because people don't want to live in the city any more. I believe this type of thinking will be around for years to come.
These scenarios are far too focused on Calgary. Need to recognize there are communities outside of Calgary that should be allowed to grow over time. It makes sense to discourage leapfrog development such as much of what has happened in RVC in the past. However, there should still be opportunities for people to choose a more rural lifestyle. There are many viable lower density communities in RVC that should be acknowledged in these scenarios and are not. There is no information on how these different scenarios will affect future growth there. Minimal information has been provided for people to understand the scenarios. This makes the responses somewhat questionable and seriously risks bias in the outcomes. The entire survey seems to have a decidedly urban bias - there are a lot of people who live outside Calgary.
I am so tired of seeing natural areas and rural areas being taken over by development. Developers claim this is necessary for economic growth and prosperity - there are better ways to do that without destroying natural and rural areas! I am ashamed that my own Council (Calgary) continues to let the developers run the show.
Embrace the rural-urban concept where appropriate and not allow rural land to be gobbled up by developers
That rural areas do not need same density requirements as urban. And just because that land is next to urban does not give the urban area priority over rural land
Keep the desirable low-density areas low density. In those areas written-off to be high density, go whole-hog, and build up maximum density there only. Single family detached residential, or full high-rise towers - no need for the in-between half-measures mid-rise density.
Less land annexation please. I left the city to stay out of the city
No more annexation from Rockyview or Foothills counties.
Conservation of land for local agriculture and integration of local food systems. Growth that supports housing affordability and reflects actual household demographics and needs (ie. more single person households and fewer large family households; aging population) Cooperative plan that focuses on creating regional business and industrial hubs based on specific locational advantages or concentrations (ie. proximity to University/Foothills hospital; proximity to airport or rail ports)
The protection of agricultural areas and the regional watershed is paramount. Develop within the existing lands already annexed by towns and cities and densify as needed. Restrain the rural county from creating random, poorly-planned rural communities.
low taxes, respect rural areas, less land use, better water conservation measures
I would like to see an agricultural land reserve to protect productive farmland and maintain space between communities so the region does not become one giant, sprawling urban centre.
Allow small rural communities to continue their unique and non-metro way of life without undue pressure from Calgary
Leave a green corridor between Cochrane and Calgary. Use less land between the 2 for development. Make public transit between Cochrane and Calgary a priority.
Just use less beautiful land.
Increased amount of large home lots. It's hard to find a parcel of land with a decent backyard and good sized home.
MORE NEW HOUSING COMMUNITIES
That the rural counties remain rural and stop trying to diversify with industrial and country residential development that they can not service themselves. It is unsustainable and needs to stop.
Need more open public access to rural naturalized or agricultural areas. Using the least land for new development is a noble goal, but doesn't do citizens any good if the default land use other than development is private agriculture or ranchland that owners have locked down and fenced off. This will just make Calgary an island with no opportunities for people to appreciate the rest of our region and

therefore no reason to care about saving it. As part of the trade-off for using up less land, require surrounding counties to provide greater access networks and right-of-ways.
Preserve rural land! And if a rural land scape is purchased for development then that assessment must be shared by surrounding rural properties. if you deny one owner from selling while freezing land so another cannot - you have made a millionaire of one and a pauper of another. no fairness
The protection of agricultural areas and the regional watershed is paramount. Develop within the existing lands already annexed by towns and cities and densify as needed. Restrain the rural county from creating random, poorly-planned rural communities.
Higher mix of low density retail/commercial and residential areas, more flexible zoning rules.

Examine the Governance

Ensure that the (non Calgary) municipalities, counties, etc, are charged an appropriate fee to use City of Calgary resources, services, etc. City of Calgary should be making a (slight) profit on neighbouring jurisdictions, should they wish to tie into our system.
Reducing free-ridership for services and public goods that are realistically regional assets, like roads, pathways, transit.
Fewer developments immediately outside of the Calgary city limits, like Cross Iron Mills, etc. Whether intentional or not, these developments appear to exploit resources paid for by Calgary taxpayers and require people to drive to access businesses and services when these could be better provided closer to where people actually live. I would also like to see tolls on major roads to offset the infrastructure costs of inter-municipal commuting into Calgary and to reduce single-occupancy vehicle emissions.
Say out and away from the Rockyview area
Water, wastewater, and sewer in rural areas provided by the City and it's expertise within close proximity of Calgary. This will require density of some sort and will slow sprawl
Infrastructure is not developed for the growth of neighbouring communities.
A city tax on all non-Calgary residents that work and play in Calgary but live in bedroom communities. They are a drain on our road, transit, services, and recreation centers and do not pay taxes.
User fees at public facilities for residents that don't live in the city limits
End rural sprawl. Stop rocky view from taking advantage of its neighbours with unplanned, unsustainable (environmentally and fiscally) growth. We have limited infrastructure dollars and shouldn't be wasting them on their business as usual growth.
Not everyone wants to be lumped in with Calgary nor their city council. Autonomy is important, there is a reason we don't live in Calgary.
That the rights of rural communities need to be preserved and respected and this especially includes equal representation in decision making.
Keep out of Rockyview County business.
Do not require the same rules for all municipalities. Rural communities should promote some commercial and residential densities in appropriate locations, however they should each be considered within their own unique context. Very much support regional transit -- the region is far too reliant on personal automobiles, creating a tragic infrastructure demand loop where we need endless off-ramps and highway extensions around Calgary while we struggle to fund cheaper, more resilient and healthier infrastructure like bike lanes, reduced speeds and lanes on major commercial corridors (17th, 9th). Significantly restrict the Calgary sprawl, and subsequently the Rocky View County sprawl. There is significant opportunity to infill and the continual additions to the edges of Calgary and to greenfield areas of adjacent communities add to the loop of traffic demand. We need to fill in and grow up.

Treat counties differently from urban Calgary, one size does not fit all!
Municipalities should remain separate and independent from Calgary. This is a predatory practice.
This survey is horrible, questions #2 ad #3 are totally skewed to the urban environment which seems to be in predominate, there is not equal consideration of the rural areas and their growth needs here at all. The CMRB needs to be eliminated and the City should not be allowed to dictate growth outside of its boundaries. The nodes and corridors approach is from the 1980's and irrelevant to the Calgary context. Let the free market decide. This entire process is a waste of taxpayers dollars and our elected officials time. You should coordinate transportation priorities, EMS response, Fire response, and the utilization of servicing that currently extends outside the City boundary and that is it. You should not dictate growth or densities in other jurisdictions.
I want the City of Calgary to realize that the other communities are just as important to the region's economy as the city. I am tired of the arrogance of the City of Calgary's council
I am so tired of seeing natural areas and rural areas being taken over by development. Developers claim this is necessary for economic growth and prosperity - there are better ways to do that without destroying natural and rural areas! I am ashamed that my own Council (Calgary) continues to let the developers run the show.
Consider how you will achieve these goals and not fall victim to political pressures that have killed many previous planning projects. Reduce lobbying potential by developers (both infill ones and green fielders). Make these surveys more accessible. Work with students and universities to increase transparency and your own project accountability.
Stop the sprawl and catering to developers. The city of Calgary approving the current slate of new communities is unneeded, wasteful of tax dollars to service these places and needlessly increases congestion and the city's impact on the land
Connection between neighbourhoods that allows for non-car transportation. Stopping the privatization of water and waste water. Ensuring older rural residential neighbourhoods are not left behind when decisions about growth are made.
Reduce the size and scope of municipal government. Privatize all services.
must support compact and cheap housing for economy living close to the place of work with high concentration of jobs. lower taxes and lower mandatory services with freedom to choose service provider in all areas with detached homes, we are fed by high taxes and monopoly of services provided by city
"Sprawl" isn't bad. BUT protect Fish Creek and Bird Sanctuary & make more protected areas. Less golf courses, more basketball courts. More YMCAs, schools, & bicycle lanes. No more deals with the Flames. More connections with Tsuu T'ina Nation. New ENERGY EFFICIENT building codes - like double-glazed windows!! LESS money to the police & more for social welfare. Support additions infrastructure like Sheldon-Chumir & Renfrew Recovery Centre.
Stop the "ad hoc" development scenarios, such as we see so often here in RockyView County. Have a regional plan and stick to it so that residents and developers can count on the Plan
Promote varous housing types and choices for people and lifestyles. 600 sqft condo is not going to be desirable for everyone. Create various types of communities from low (2upa) to high density communities, again give people choices of living. Share water and wasterwate infrastrucrue on regional level.
Some of these scenarios seem unrealistic/having knock-on effects; I think it would be very difficult to have such compact growth as in scenario 2 without significant investments in transit, cycling, and walkability (these were not reflected in the scenario description). I also feel that some questions in the survey were quite targeted/loaded and will result in unrealistic answers; i.e. in Q2 by asking about tax revenue I think you're going to get a lot of very unrealistic answers (most ppl would want to see stable/lower taxes) and will disregard the other points as resulting in higher taxation. If anything higher taxation will result from more sprawl and an increase in single family/low density housing as it results in more municipal service requirements spread over a larger area. The CMRB should be focusing on holistic planning of the region
Increased collaboration between municipalities in shared servicing and revenue sharing models.

including densification of municipalities and reducing sprawl. Calgary is already overbuilt and continued sprawl by council and land developers is ruining the future potential of the City.

the city of calgary needs to stop trying to dominate the philosophical development of regional growth plan. Calgary does not and never has possessed superior knowledge or experience regarding regional growth. They have just been able to bully the process because of control of water rights. All public transportation operation needs to be regionalized (better still a provincial responsibility) especially if there is a goal to support affordable housing and employment centres which may not always be proximal. (eg how do large land industries which usually build close to housing affordable to their employees)

Cooperation rather than competition between jurisdictions.

Would like to see more utilization and streamlining of utilities and infrastructure, as Infrastructure costs are a huge barrier and a large cost of a home. Infrastructure upgrades are what makes most Redevelopment projects uneconomical. There should be large incentives provided to those municipalities willing to cooperate together. Truly believe that the region could make huge strides if they all got on the side of focusing on Infrastructure and not land use planning. Seeing the wrong emphasis on the policy being proposed If these LEADING questions are the example. Also, would like to know what is wrong with wanting to raise a family in a Single Family or attached home rather than a condo/townhome? Is there no realization of that is why people immigrate here? For something better, not the same as where they left. Largely redeveloped homes are unaffordable for the average family, so you are proposing to ensure that their only option is a multifamily situation. Why is choice of residents not important, I don't like the direction of social engineering and these decisions made for us by all these broad stroke policies.

We need to find a way to work with our neighbours and share costs. The current cost structure is NOT sustainable or equitable.

Coordination of servicing throughout the region for efficient servicing.

A more collaborative approach amongst the different municipalities in how they approach infrastructure and understanding of how that can benefit everyone as a whole. This isn't about competition; should be collaboration and sharing.

I'm uncertain that I've actually seen any effects of a CMRB. Every County, Town, Hamlet & Municipality seems to operate in their own best interests approving almost everything, fracturing all of the area into impractical and unfeasible remnants. We seem to spend more money on faking public engagement than utilising good planning and economic prudence across the region. So I guess try to fulfill your mandate and stop wasting taxpayers money on phony public engagement. Fix the corruption in the system.

People need recreation and short-term to full time residences in nature to improve wellbeing and reduce Covid impact. People want to have space and not be crowded into big urban centres. Smaller hamlets provide less health risks than higher urban densities in Calgary. There has been a huge shift to avoid large concentration of people, e.g. what has happened in US cities! CMRB should have input. Burnco is planning 6.4 km gravel pit immediately west of Cochrane along the Calgary Region Bow River water supply and immediately south of 1A highway. 1A highway is the second route for tourist from Calgary to Banff. Burnco plans a permanent 7 metre high berm with current gravel piles 5 metres above the berm. No views for tourists! Rocky View MDP aggregate policy section discourages residential next to gravel pits! But this dictates what adjacent landowners can do with their land. The Aggregate company or Rocky View don't compensate and impact landowners for 35-100 years! Dictatorship?

People want areas for recreation and areas to stay close and safe in the current and future environment. Rocky View will probably approve the huge Burnco gravel pit over 6km along 1A and along the Bow River: the regional drinking water supply. This is also a prime tourist transportation route. CMRB should have input.

There is always talk of higher density development. However, it seems to me that most people want to live in a lower density (e.g. single family) dwelling or country residential type developments (i.e. lots>0.5 acres). I feel like municipalities keep forcing this onto the public because it is the desire of Councillors (i.e. Calgary). This goes the same for transportation. I like my car and wish Councils would stop making it

difficult for me to use my preferred mode of transportation. Municipalities within the CMRB need to work together and possibly share infrastructure where possible. This could create some cost savings. Municipalities have to be less territorial. Is there a way whereby taxes are collected/compiled regionally? Need some out of the box thinking.

Create more live, work and play scenarios where people don't need to be crowded into high density cities. Burnco gravel expansion over 6km along the Bow River west of Cochrane and south of 1A highway will impact the region drinking water, tourism, lifestyle of adjacent Cochrane residences. CMRB should address as regional challenge.

The Board is another layer of approvals which causes more delays, without any tangible benefit to the applicants or the municipalities. The Board is not responsible for dictating growth of each municipality. Rather the Board, if it continues to exist, should assist each municipality with their growth objectives and assist municipalities in working together on issues of common interest while helping to solve funding and financing issues to deliver critical major infrastructure to the benefit of those municipalities'.

I think the problem is transit has to be quicker than a car for this to work in your Compact and TOD. Currently it is not and it is hard to get everywhere without a car. When this changes I believe TOD and Compact will become increasing desirable and drive the market. I have read some of peter calthorpe books and most of the success he has had is in land limited areas. Portland. We are not constrained by that. The thing that will change is the idea of where is good to live. Country residential in single family will continue to decrease as cost of ownership rises only to the wealthy. I believe your major problem lies in the different governments. If you do compact or TOD how do you manage the growth on Calgary's borders and how do you create jobs where you can live and work?? The TOD and Compact only really address downtown high paying or service jobs. I believe the only way to do good planning is to have the region be handled by one government for all non agriculture use. The agriculture servicing being paid by the non agriculture. The land use would have to be altered in the zone and better education being made to the people, so the two uses could be together. Right now it is a pain for agriculture users right next to 40,000 person town and really no well thought out way to have multiple land uses and be environmental stewards as there are many, many trespassers.

The CMRB needs to do what's best for the Calgary Metro Region. Not what the ideologues in the current provincial government want. If Calgary is going to become the "inland port" I've heard about, then we need to make sure that the region is working together so more people can share in the success, not just corporate donors. Calgary Region has a lot going for it and we can use that a lot more effectively. Planning departments need to stop being rubber stamp approvers (like Calgary who currently has a former developer as the head of approvals) and the region needs to stick to the plan. We can do it, I'm confident we can, I'm not confident in the provincial government supporting a proper growth plan that might not include their donors, but for the best interests of the region and the province for long term, sustainable, equitable growth, we need to get it right.

Really exploring cost sharing between Calgary and bedroom communities as a way to fund services/infrastructure that is used by residents from all areas.

I want the City of Calgary to realize that the other communities are just as important to the region's economy as the city. I am tired of the arrogance of the City of Calgary's council

Focus more growth and provide more incentives to increasing density. A higher ratio of tax revenue to infrastructure cost would be more sustainable for the long term in order to keep taxes low for the majority of the population.

Stop property tax growth. Do your job and start thinking about what services to cut. For example arts, cut it all. If people want it let them raise funds for it. Anyone can spend money and we all would like too but reality is Calgary needs to get way more efficient. Cut your defined benefit plan for union and non union-get in the 21st century- time to challenge instead of taking the easy route and just keep raising taxes.

NO to blanket rezoning of low density neighbourhoods. Communities should decide where the density goes. Our growth will be restricted by our water supply-- we don't need to the next Vancouver. City Council has a spending problem and needs to reduce spending rather than looking for more property taxes.
We need to keep taxes as low as possible so people can afford to live. That doesn't mean cramming more people together in smaller spaces to maximize taxation, it means smaller government and less spending. That is priority number 1.
Lower property taxes for housing
Keeping traffic in mind in new areas, and expanding public transport. As well, helping to reduce property taxes.
Stop virtue signalling wastes of taxpayer dollars, zero for art, stop subsidizing transit and have cities get back to basics and reduce taxes and fees
low taxes, respect rural areas, less land use, better water conservation measures
Reduce taxes and build roads
Being more efficient in the way you run the City. ie spending money on an Olympic bid that doesn't go through
Placing a priority on parks and greenspaces.
Encouraging bike/walking paths
Affordable housing - infill and redevelopment is always targeted at raising market prices
Improving public Transit - making it easier to find bus routes through the city
Not constantly relying on the oil industry
Placing equal priority on arts and sports
Realizing that people are stretched pretty thin as it is, so raising taxes because of poor planning is NOT the answer
Stop focusing on building and expansion (short-term employment) and focus on better long-term employment opportunities
Don't rely so heavily on large Corporations for jobs
Encouraging small business
Encouraging farmers markets
- While it is great to see inner-city density in Calgary, I would like to see moderate forms of developments in the rest of the region so that there are also options 'in the middle'. Right now, the only options are single-family dwellings, duplexes, and tall towers. - I would also like to see some actual development targets in the CMR Growth Plan.
Calgary needs an urban growth boundary. A greenbelt. All new development should pay for high-order transit that is built at the time of the development - not decades later.
Preserving water, wildlife, and land and concentrating urban centres together is of utmost priority. Development should have transit and environmental systems in mind; we need a huge shift in the way we build houses to be more sustainable. Also, maintaining any parks and native grassland from either development or agriculture is important - once we lose them, we can't get them back.
Model scenarios to predict outcomes.
I truly hope the CMRB has teeth in mandating that new development is in a more compact form. This is really the only smart way to go about ensuring regional health in the next 30 plus years. We need compact, intelligent development.
No new roads. As Michel Durand-Wood of Winnipeg wrote, "Infrastructure is like debt, except a lot worse. When debt comes to the end of its term, we pay it, and that's the end of it. When infrastructure comes to the end of its life, we pay to replace it, and then the clock just resets and starts over again. It's like a never-ending zombie debt." We can't afford to maintain the roads we've already built, why assume our children will be able to pay for more debt than we can?
Protecting the environment and animal habitats.. limiting land usage
Remove Calgary's "Veto authority " by population as this undermines the other partners

One website to find all of the new homes, builders, communities and plans for the region to make it easy for consumers to find ALL builders not just those that have the deepest pockets to ensure choice , like NewHomeListingService.com
Managing other municipal growth plans. Rockyview Counties growth initiatives are far too extreme and promote unsustainable growth everywhere instead of a few isolated areas. Infrastructure needs to keep up with development, and this cannot be done with numerous development areas.
The protection of agricultural areas and the regional watershed is paramount. Develop within the existing lands already annexed by towns and cities and densify as needed. Restrain the rural county from creating random, poorly-planned rural communities.
Need firm urban growth boundaries to protect undeveloped land.
Determining both growth and non-growth areas and being open and transparent about what these are.
Land development needs to be contained. Shopping sprawls like Westhills towne centre /signal hill centre, Shawnessy, Deerfoot City and Deerfoot Meadows, places that force the use of cars really need to be contained.
I think consistency would be a key goal. The disconnect with Calgary Council in particular is a concern. The approval of development in (was it 14?) new communities makes little sense with contrasted with the MDP goals for the city.
Still allowing growth in one area to occur even if an existing use is not compatible to ensure that agricultural parcels are not isolated and stagnant with no growth opportunities.

Improve Transportation Options

Improving active transportation options.
To become an actual metropolis Calgary needs a working transit system. Growth without reliable city transportation will do no one any good.
To keep the areas visibly separated by a Significant enough amount of land that is not developed, so we don't eventually all end up connected. Make road shoulders and strong pathway connections so that areas can all be SAFELY biked to. (wide, no off-leash dogs, mapped, distance marked) Do not allow growth without water allocated.
Improving infrastructure within the smaller communities themselves. It needs to be easier to get around, we need less driving impact once you're in town.
Protecting green spaces / parks and creating new ones. Increased rapid transit options. Increased walk-able districts where vehicles are restricted or discouraged. Carbon footprint reduction of 50% by 2030.
Connection between neighbourhoods that allows for non-car transportation. Stopping the privatization of water and waste water. Ensuring older rural residential neighbourhoods are not left behind when decisions about growth are made.
Improved capital expansion of the C train and improved frequencies of the bus network.
Definitely want to work toward a more sustainable region where active transportation and public transit can play a big role in mobility.
Recognize that densifying urban communities is a good practice. However, these plans all seem to overlook the fact that there are unique opportunities outside of the city for those who do not want close amenities and want a more rural lifestyle. Recognizing that these communities may not be home to more than 30,000 of the anticipated million does not mean that these communities should be overlooked. Areas like Springbank, Conrich, Langdon and Bearspaw are all viable communities who do not have an identified need for transit but are areas for growth and offer varying choices for homes/lifestyle - not everyone is an

<p>urbanite. However, I recognize that industry and commercial developments should be carefully located and in close proximity to transit for those who do want a more urban lifestyle and don't want vehicles - again, choices. I find that the solutions are extremes with no real middle ground, it's either all or nothing. Walking communities are great for some but not for everyone. That doesn't mean I support ad hoc planning that has no planning rationale. Already identified communities beyond the urbans deserve recognition unless the CMRB's sole mandate is transit. As a whole, I find the survey very difficult to respond to as it is set up to solicit desired responses and is biased in favour of urban development. The lack of information and context for your slides is distressing and makes you answer with limited choices that may not be your priority but are the best of what's available. You will notice I have left some of the options blank as I really have no opinion on them and don't believe they matter unless of course you are trying to create a biased outcome. You could still have single family homes in row housing or narrow lots - single family homes are not necessarily the problem. The other issue is it is obvious you wrote this survey before Covid occurred. Prior to this I may have said I am happy to commute to work, now I want to work from home. Living in a condo may have been a good idea. Now I would think twice about it. The mayor of Nanton has recently stated that real estate is booming there because people don't want to live in the city any more. I believe this type of thinking will be around for years to come.</p>
<p>Density and frequent and reliable public transit (bus and rail).</p>
<p>Calgary is too spread out and low density. Everything is designed for car travel. Engineers have turned a blind eye to the frequency of severe climatic events (floods, hail storms) and the loss of quality of life through extreme commuting. We need: incentive and approval for more laneway style homes and infills, reduction of density in flood prone areas, improvement in the transit system, dramatic increase in low income housing, incentive for smaller square foot properties, incentive for higher density developments, incentive for passive micro electrical generation, incentive for removal of lawns for food growth and/or native plant gardening.</p>
<p>I would like to see more transit and growth around the transit areas but not like Vancouver where it is so density that its way to much and you can't get around. Vancouver has gone way to far with there Urban design</p>
<p>Minimize spread -and create more efficient transit so that those who live in the city can use an efficient system (it's why many don't utilize transit to begin with). This would keep people from commuting on the roads. This then alleviates some of the traffic experiences by those of us in bedroom communities who have no choice but to commute to jobs that aren't possible in our own communities (for example, I work at both the Peter Lougheed and Children's hospitals). If there was efficient transit to bedroom communities for people who work 'sure' or 'certain' hours.... this may be an option! However, it's tougher for someone like myself, who is a shift worker with varying hours (staying late when on call, etc).</p>
<p>Needs of new immigrants (transit, low cost); forward looking ie less malls, more work from home</p>
<p>Ensuring that while we expand, we consider health and environmental wellness as well as efficiency. Reducing car dependence, while also ensuring people have options to access natural spaces and travel out of town - via bike pathways to natural spaces out of town, ease of transit to airports, etc.</p>
<p>Would love to see more all use trails along roadways and/or between properties. All use including walking, running, scooters, cyclists, horses, snowmobiles. To allow all this may need to have wider trails.</p>
<p>Push transit beyond current limits. More multi-family units beyond current city limits.</p>
<p>bike pathways that are developed for commuting use rather than simple ambling about. Intersections that don't prioritize vehicles, ie why do you have to push a button if you wish to cross the road. Stupid rules that say you should "walk" your bike across the road.</p>
<p>There needs to be a balance with a mix of densities. At the same time, an effective and efficient transit network to minimize reliance on vehicles and land devoted to roads and related infrastrucutre.</p>
<p>Prioritize investment in bike lanes and public spaces</p>
<p>The health of the population is directly impacted by the time spent in cars. Car use impacts the environment, which leads to negative health outcomes, but car use also reduces physical activity, which</p>

<p>also leads to chronic disease. Providing multi-modal transport options is critical to one's own health and the health of the environment.</p>
<p>Investment in Transit</p>
<p>- Expanding C-Train lines to Cochrane, Airdrie, Okotoks, Chestermere - Preserving river valleys as parks for recreation - expanding pathways network - adding cycle speedways for commuters (no pedestrians, skateboards, rollerblades & other slow modes of transportation; higher speed limit)</p>
<p>Quality of time matters when it comes to public transit. If I had to choose between 1) an hour on a commuter train that's not packed to the gills, has WiFi, power outlets and bathrooms and allows me to work, 2) a 45 minute ride on a crowded LRT train where I'm only able to read or look at my phone, 3) a 15 minute ride on a bus with a 10 minute transfer to a 15 minute ride on LRT, or 4) a half-hour drive, I'd generally choose 1, then 4, then 2, then 3.</p>
<p>Focus on rebuilding and revitalizing towns, cities downtown so they can properly accommodate a healthy mix of businesses, residential diversity especially 'university aged and young families with safe and affordable homes, more parks and green spaces, visitor attractive neighbourhoods to create tourism nodes and integrated transportation services.</p>
<p>More focus on high density development; strategic overhaul of transit policy - toward actual metro system; focus on walkability (more room for walkers, street crossings); remove railroad from city core (outside/underground/other)</p>
<p>Better rapid transit, we need to look at having the C-train reach more communities. this should also happen underground or as a raised system like Vancouver's Skytrain. we need to remove the hazards or people that are created at street level. Street level slows vehicle traffic and is a hazard to pedestrians. Sadly people are too occupied with the rest of their life (phones) as opposed to safety</p>
<p>New developments to have higher density-- a ring around the city with downtown as a hub in the center, and transit connections to the hub.</p>
<p>Faster transit options (more c-train lines) and increased focus on high density residential development.</p>
<p>Provincial transit system and bicycle pathway system</p>
<p>Promote walking and biking as means of transportation. Make areas car free zones</p>
<p>How do we stop prioritizing the car as a method of transportation. Calgary Metro Region's car culture is a huge problem and will continue to intrude on any progress made in making the region more sustainable.</p>
<p>We need to stop sprawling, we must design areas with urban parks, bike lanes, walkable infrastructure, great transit and high density.</p>
<p>I feel the SE / deep south areas of Seton & Cranston are not well serviced and should have an LRT.</p>
<p>I think the problem is transit has to be quicker than a car for this to work in your Compact and TOD. Currently it is not and it is hard to get everywhere without a car. When this changes I believe TOD and Compact will become increasingly desirable and drive the market. I have read some of Peter Calthorpe's books and most of the success he has had is in land limited areas. Portland. We are not constrained by that. The thing that will change is the idea of where is good to live. Country residential in single family will continue to decrease as cost of ownership rises only to the wealthy. I believe your major problem lies in the different governments. If you do compact or TOD how do you manage the growth on Calgary's borders and how do you create jobs where you can live and work?? The TOD and Compact only really address downtown high paying or service jobs. I believe the only way to do good planning is to have the region be handled by one government for all non agriculture use. The agriculture servicing being paid by the non agriculture. The land use would have to be altered in the zone and better education being made to the people, so the two uses could be together. Right now it is a pain for agriculture users right next to 40,000 person town and really no well thought out way to have multiple land uses and be environmental stewards as there are many, many trespassers.</p>
<p>Question 4 is too complicated. It took significant time to understand fully what was being asked. I want Calgary to focus on developing a growth plan that fully realizes the potential of the current land available and supporting increased land use with public transport (bikes, buses, scooters etc). Also I would like to</p>

<p>see some planning for electric cars and or fully autonomous vehicles as it is coming. Also more bike lanes. I live downtown and don't care what the people in the far suburbs complain, Calgary creating bike infrastructure in MY neighborhood to allow me to moving easily around MY neighborhood.</p>
<p>I want to see infill made easier for developers. We don't have to get it 'right' right now, we can learn and evolve to get it right overtime - but we NEED to do infill immediately and lots. Also as we increase density, we will need to invest in infrastructure to move more people with the space we have (bikes, peds and transit)... and keep services in infill areas up to standard - if not higher than outlying suburbs. Invest in the public realm to make higher density more liveable.</p>
<p>Develop more walkable communities, even consider re-developing inner city areas to have more walk-accessible shopping plazas to support smaller convenience grocery stores and small businesses</p>
<p>Emphasize walking as the fundamental unit of the street network. https://www.cnu.org/our-projects/street-networks/sustainable-street-network-principles</p>
<p>Consider how to best mitigate climate change and promote walkable, healthy neighborhoods</p>
<p>More medium density, more mixed use - ways to encourage smaller stores throughout neighborhoods. More walkable streets, pathways, lower traffic speeds, lower parking minimums</p>
<p>Stop making large communities of houses in one area amd then a large complex of shopping ie superstore theatre etc nearby.. calgary has the worst setup of any city ive ever lived in. Absolutely nothing is walkable its not a city its communities with shopping complexes that are drivable distances . I moved out because it was easier to love somewhere smaller where you could walk to things but looks like this city is just following Calgary's lead</p>
<p>How can we make existing suburbs more dense and walkable.</p>
<p>There are few housing options for seniors. Bungalow living within walking distance to shopping etc. Maybe more lane houses.</p>
<p>More focus on individual community densities. Creating localized, sufficient large TOD areas that have all necessary high standard of living items within no-vehicle accessible distance.</p>
<p>Define and acquire rights of way for future inter-metro transit BEFORE allowing development. Insist that developers build overpasses over the rights of way when they start development to stop this ridiculous habit of building everything at least twice (think what might happen if there was a train right of way ready to connect all the small urban centres in the CMR before the new roads are built and THEN the overpasses are built!)</p>
<p>Calgary needs an urban growth boundary. A greenbelt. All new development should pay for high-order transit that is built at the time of the development - not decades later.</p>
<p>Requirements for any structural plans/other planning instruments to take into account the protection of environmentally sensitive areas, effects on stormwater management, biophysical impact of proposed developments, and a requirement for municipalities and developers to invest in inter-regional transit systems at the planning stage. Limit the ability for Development Authorities/Planning Commissions to accept deferrals of above requirements at the planning stage.</p>
<p>- Commuter rail to surround cities and town, its better to build sooner rather than later. - planning futures freeways and expressways, such as a highway built out towards Symons valley where rapid growth is occurring. - Development in the inner-city increasing density and removing empty lots and abandoned building in the core. -pushing inner city living just as much as suburban living to create a more vibrant and lively city centre. -More brick and mortar retail and shopping option in the core to make it more livable. -Building new LRT and rail networks to increase movability and connectivity in the city while lowering the number of cars on the road. -building new TOD around new and older LRT stations to push commuting by transit.</p>
<p>Realistic requirements of parking needs to match higher density areas, as the huge spread of this area requires virtually all residents to own vehicles and operate to get to work or access recreation/parks. Current and even proposed transit scenarios are insufficient to realistically expect people to give them up.</p>
<p>Toll Roads.</p>

Fewer developments immediately outside of the Calgary city limits, like Cross Iron Mills, etc. Whether intentional or not, these developments appear to exploit resources paid for by Calgary taxpayers and require people to drive to access businesses and services when these could be better provided closer to where people actually live. I would also like to see tolls on major roads to offset the infrastructure costs of inter-municipal commuting into Calgary and to reduce single-occupancy vehicle emissions.
Train transportation in the region!
If you are going to continue to build out bicycle infrastructure then set up license and fees to pay for them to help pay for construction and maintenance.
Regional transportation system - commuter rail and bus Growth in existing communities situated along transportation corridors, especially rail corridors Green belts, green ways, wildlife corridors Continuous transportation corridors set aside during growth for busways and rail
Parking! People will always drive. Make sure there is more parking, not less as we grow.
Make our communities more interconnected with safe bike paths. E-bikes are the future. Biking is healthy and low impact, but still provides that "individualistic" appeal that so many car drivers want.
Part of TOD model would be to work with Provincial government on CGY to EDM Transpod (High speed mass connector) initiative that is decades overdue.
We need to look for models in cities like Amsterdam that radically reduced their residents use of cars by changing the street design.
Some of the current road signage is incorrect. For example #8 highway heading East, there is a huge sign which reads: TR for 69 Street and Discovery which is incorrect. This is only one example of many incorrect road signs . This inaccuracy causes accidents.
The focus needs to be on mobility and choice. All things have trade offs and costs. If the focus is on transit (LRT and BRT) and TOD development, toll roads (Deerfoot Trail) need to be on the table.
Toll roads to new communities as a way of subsidizing services. Why should urban dwellers pay for roads they never use?
Cheaper Parking!
There are rail corridors linking most municipalities to Calgary that should be re-used to passenger rail service with 30 minute frequencies. Transportation is crucial to a well functioning region.
Commuter rail to the neighboring municipalities not extensions of the LRT to these communities. There are existing freight lines through Airdrie, Cochrane and Okotoks, the majority of the infrastructure required already exists, and it would be cheaper to implement than extending the LRT network. Commuter rail along the lines of GO Transit in the GTHA, Exo in the Montreal region, the West Coast Express to Vancouver, and the multitude of others in the States, using CFR compliant rolling stock.
More inter-municipal transit options and regional level transit planning that can support higher density and in-fill growth in the towns and cities surrounding Calgary.
improve regional transportation; shared services to reduce costs
Do not require the same rules for all municipalities. Rural communities should promote some commercial and residential densities in appropriate locations, however they should each be considered within their own unique context. Very much support regional transit -- the region is far too reliant on personal automobiles, creating a tragic infrastructure demand loop where we need endless off-ramps and highway extensions around Calgary while we struggle to fund cheaper, more resilient and healthier infrastructure like bike lanes, reduced speeds and lanes on major commercial corridors (17th, 9th). Significantly restrict the Calgary sprawl, and subsequently the Rocky View County sprawl. There is significant opportunity to infill and the continual additions to the edges of Calgary and to greenfield areas of adjacent communities add to the loop of traffic demand. We need to fill in and grow up.
Transportation from rural regional communities to Calgary for medical appointments and other things is essential to quality of life. Feeling part of a small community is important no matter where you live so development needs to include gathering places and nature for quality of life. Infill is only OK if quality of life amenities for the community are built in.

<p>Transit from small centres into the city. Strathmore, Okotoks, Cochrane, etc.</p>
<p>A much more comprehensive transit system to the furthest reaches of the city and its satellite communities, including the airport, Airdrie, Cochrane, Strathmore, Chestermere, Okotoks will mean less traffic/pollution/fuel waste.</p>
<p>Similar transit system to Toronto's Go Train setup. Where outside towns and cities have access to faster transit reducing the need to driving. Current transit options do not solve vehicle use coming into Calgary, as vehicles are still more convenient and faster.</p>
<p>Put money into a public transit system. You can't keep sprawling the "Metro Calgary Region" without having more affordable and eco friendly methods for people to move around in it. This is where the system is MAJORLY failing currently!!!</p>
<p>Train to outside communities</p>
<p>the city of calgary needs to stop trying to dominate the philosophical development of regional growth plan. Calgary does not and never has possessed superior knowledge or experience regarding regional growth. They have just been able to bully the process because of control of water rights. All public transportation operation needs to be regionalized (better still a provincial responsibility) especially if there is a goal to support affordable housing and employment centres which may not always be proximal. (eg how do large land industries which usually build close to housing affordable to their employees)</p>
<p>Higher interprovincial connectivity. Plan for future corridors through Airdrie to Edmonton, through Cochrane to Banff, through Chestermere to Medicine Hat, etc. We need to find ways to promote interprovincial tourism as much as we can, whether it be by rail, shuttles, etc. Opening this province up to the globe on a larger scale may help in creating additional interest and business opportunities (hostels, arts, athletics, etc.) and interest in alternative investment more so than continuing to focus solely on decreased business taxes and lobby group interest for oil and gas. Additionally, look to students and startups to provide a growth spark - focus on areas where creativity and education can thrive in urban settings with links to the region rather than narrowing the focus of future growth on warehousing and oil and gas. The days of "corporate headquarters" and downtown-only firms appear to be nearing the end, and creating affordable, flexible, and versatile working and living environments in all towns, cities, and rural communities may be of benefit moving forward. Flexible zoning, reduced emphasis on hard lines and limited options in the border interface areas, etc. will help reduce some of the potential obstacles.</p>
<p>Concerns about industrial development on edge of Calgary, just outside city boundary. May be cheaper in short term for companies to develop or locate outside city, but lack of transit, lack of access to immediate emergency services and less than optimum land use and environmental policies negatively impact the entire region, including putting more pressure on City services without the corresponding property tax increase from the development. Regional transportation networks/services are going to become increasingly critical to keep the region competitive and ensuring residents have access to more employment opportunities and housing choice.</p>
<p>If we want to grow as a metro region, I believe transit to and from surrounding areas to be essential.</p>
<p>Integrated transit systems (where people from Cochrane, Okotoks etc. can take the bus to a calgary ctrain station and go downtown for example. As many parks as possible between the urban centres like what was created by Glenbow Provincial Park between Calgary and Cochrane. More urban parks (Bowness, Eau Clair, Edworthy, Princess Island etc are too crowded and more needed).</p>
<p>Public transport. Public transport. Public transport. Such poor public transport connectivity in Calgary and between Edmonton and Calgary. Lack of access to decent public transit helps to maintain/increase social inequality in Calgary.</p>
<p>Light rail service to communities surrounding calgary</p>
<p>Build proper train to all hospital and airport and stop talking about the high speed pod to Edmonton..who's want to go to Edmonton?</p>
<p>Expansion of tranist services in the region with TOD, and some sort of financial incentives to ensure that people can afford electrical vehicles.</p>

Public transportation in between each city / town
Abolish annexation. It perpetuates the outward suburban growth mentality that prevails. Pursue an Integrated REGIONAL transit system. Define targets for 'brownfield' development - encourage re-use of existing land. Review the standards for our over- engineered and over-built roads - do we really need to use all that land for crazy intersection layouts? Look at European examples for inspiration rather than North America.
A regional transit system operating direct from city center to city center, much like Ontario's Go network.
Leave a green corridor between Cochrane and Calgary. Use less land between the 2 for development. Make public transit between Cochrane and Calgary a priority.
Transit is fine, but can we specifically talk about intercity rail or bus? Also, it looks like there isn't representation from TsuTina or other indigenous nations at this level. That is a big omission.
Broad brush strokes should not be applied. Each municipality should be celebrated and protected for the unique contribution each of these municipalities bring in attracting inter provincial/international migrants, business and investment. It is also very important to note that while we condemn ourselves and land developers for urban sprawl, land is a commodity we have that many other regions do not. Greenfield development is what helps to make our city and region stand out against some of our peer group cities and regions, not only in affordability but our considerably high standard of life. We do however require transportation solutions linking our region.
Maintain and encourage access to parks and natural areas within our communities. growth is important and should be managed in line with our environment. Connect more pathways for walking and biking and ensure communities are developed with access to parks and natural areas in mind.
-make public transit more accessible to the communities surrounding Calgary. better connections between Calgary and these other cities will encourage residents to explore public transit options. rail lines should be extended, more bus routes should be added. Consider bus lanes on major highways and passes that allow users access to transit in multiple cities. Provide better parking options at transit stations to accommodate more users.
-encourage surrounding communities to be more than just sleeper towns by providing residents with better access to jobs, shopping, and recreation activities.
-Stop the urban sprawl. Develop inner city areas with high density dwellings. Condos in high River or Airdrie seem like a waste when residents are then driving in to Calgary for work and recreation. that said, if poor public transit options, and not much for night life or activities inner city, residents have no justification to spend more to live inner city if they have to drive everywhere anyway.
multiple KM in four different directions...prioritize where traffic congestion and parking costs will drive actual transit use (\$).
Preserving water, wildlife, and land and concentrating urban centres together is of utmost priority. Development should have transit and environmental systems in mind; we need a huge shift in the way we build houses to be more sustainable. Also, maintaining any parks and native grassland from either development or agriculture is important - once we lose them, we can't get them back.
build the green line north as rail, not BRT, as soon as possible
Stop the spread. Use what is there and make public transportation fit within existing land being used. If cities like Hong Kong can reduce vehicular traffic and provide efficient public transportation for 7.5 million people, surely the Calgary Metro Region can find ways to work together to help people live and work closer to home AND create fast and inexpensive public transit within the region. Yes, the land area of Hong Kong is not as large as the area of CMR but surely the board can find ways to better manage land use while providing the basics for the people. Change the relationship with developers so they stop creating new communities that are further away from the city/town centres.

<p>Keeping traffic in mind in new areas, and expanding public transport. As well, helping to reduce property taxes.</p>
<p>This survey is totally biased, the questions all lead to a predefined outcome. Growth should be balanced between urban and suburban living, with good transit options and accessibility to work and services, with options for single family, attached, townhouses and apartments. Forcing everyone to live in more density should not be the goal, but having controlled growth with various living options and affordability that provides a high quality of life for as many people as possible should be the goal.</p>
<p>Better transit and roadway development/maintenance south of the city. Current models ALL. Focus on areas north/north-west and east of the city. Whereas a substantial number of people live in High River/Okotoks/Nanton/Black Diamond etc. and commute to the city or other surrounding communities daily. We are the “forgotten” segment of Calgary, even listening to the traffic/weather reports in the morning OUR region is the very last mentioned, if mentioned at all. Often we have accidents slowing traffic on Hwy 2 south of the city, and it’s not at all mentioned on radio, but a minor fender bender north of Airdrie gets major media coverage. We are tired of being the second rate southern cousins of the city.</p>
<p>Single-dwelling houses are still good, but we need to work in mixing between each single and multi-dwellings not eliminating majority of single-dwellings, affordability is practically out of reach for either of. Good areas such as the Panatella area connected by 14th Street between mixtures of single, mixed, environmental, retail, and potential transit areas. Saddle Ridge and Coventry Hills are also another good example with the mixture. When we look at in-fill, we should consider historic development, gentrification, and proper usage. In-fill should happen, but they should happen like Calgary annexing land, it should be side-by-side development over plotting an in-fill structure among other dated structures. I don’t disagree that plotting in-fill among other structures shouldn’t happen, it should, but we should also look at crime prevention techniques and what people want in the area, not what the city or developers want. Transit needs to improve in general, we need to work on its service first before we can expand route lines, added BRTs, or newer bus stops. A reputation has been built towards the negative service people have been receiving over than a needed route line, and this needs to improve first before any expansion. Do not be deluded, transit service, not the routes, is imperfect.</p>
<p>Responsible transit development to minimize the need to construct oversized road networks, while still providing appropriate vehicular access.</p>
<p>Being more efficient in the way you run the City. ie spending money on an Olympic bid that doesn't go through</p> <p>Placing a priority on parks and greenspaces.</p> <p>Encouraging bike/walking paths</p> <p>Affordable housing - infill and redevelopment is always targeted at raising market prices</p> <p>Improving public Transit - making it easier to find bus routes through the city</p> <p>Not constantly relying on the oil industry</p> <p>Placing equal priority on arts and sports</p> <p>Realizing that people are stretched pretty thin as it is, so raising taxes because of poor planning is NOT the answer</p> <p>Stop focusing on building and expansion (short-term employment) and focus on better long-term employment opportunities</p> <p>Don't rely so heavily on large Corporations for jobs</p> <p>Encouraging small business</p> <p>Encouraging farmers markets</p>
<p>Please stop promoting growth in towns such as Cochrane where traffic is already horrible and destroying the green space which we once loved and enjoyed. There are other areas surrounding the city of Calgary that can be expanded on to, that don't have such green space and traffic congestion. The city and surrounding areas need to focus on road construction that alleviates traffic congestion before further growth in town population. There are already a lot of unhappy residents in Cochrane that are frustrated with the amount of growth without fixing the congestion and eliminating green space. Unless change</p>

happens, moderate growth in such areas should be considered, instead of the high level of growth at this moment.
highway capacity needs to be increased. this is already an issue for Airdre and Cochrane
If you plan to grow that much than perhaps looking at the road ways into locations first to ensure they can handle the growth would be a better idea at this time. Such as the access in and out of South chestermere... a 1 lane Highway that is backed up all the time.
Families move into established areas based on Schools, Parks/Green space, Rec facilities for their children. For example, Canyon Meadows Elementary school was a thriving Spanish school -- until the NDP took the yellow buses away - it's turning back to a ghost town. It took a decade to create & a single moment to destroy. Golf courses -- It's been heart breaking to see golf courses destroyed for cramming in housing. Plant Trees - you don't need to spend \$500 per tree for 10 yr old trees -- spend \$25 per tree and plant the young trees. Golf is a huge part of our lives - it is physically active, it takes mental focus, and emotional control. Golf is open to all ages and abilities. Golf can even be done in a wheelchair. Golf although easily done with social distancing is an amazing way to be social -- either meeting new people, with golf leagues, or family & friends. Golfers are not prone to serious injuries that cause emergency medical care. Although golf is perceived as expensive it has cost us a fraction of any other sport that our children have done (rec soccer, hockey, ringette, baseball, lacrosse, ball hockey). We have been saddened with the City of Calgary closing of Richmond Greens par 3 golf course at the end of 2019 - it was a perfect place for beginners to learn the game, it was perfect for seniors to enjoy. Our kids spent younger years learning to golf there and we always brought friends that were learning to that course. It would be amazing to see this small course brought back to life. Golf courses. River pathways for walking and leisure biking. Many parks - the ones with trees. Facilities - pools for families. Put water in Sicome Lake... and create more of the same. Create places for water activities such as canoeing, kayaking, paddle boarding, pedal boats. Instead of spending hundreds of thousands of dollars on one play park structure that is built for an age range of 5 - 12 yrs -- lets create green spaces like the Babbling Brook in Canyon Meadows: all ages enjoy this type of play space / park. Connection of bike paths. More golf.
City of Calgary's next annexation of land for growth should be in the SE direction as far East as possible to encompass the Hamlet of Indus. Major commercial traffic ways need to be upgraded to double lane to allow heavy truck traffic better routes into Calgary SE industrial area. Roads would be Genmore Trail, Hwy 22X, 114Avenue, 17Avenue
Connected pathways throughout region
Making sure roads in towns can support the growth in population. A lot of towns are already behind in this area.
Regional recreational pathways like the Calgary green way With increased UPA, people have less space of their own (single family home and up). Therefore you need to focus on parks, pathways and natural spaces to allow and encourage people an opportunity to get out and enjoy their community.
Bite the bullet and fix the roadways properly. Urban sprawl cannot be undone, people still need to drive, and they still need to live where they can afford which may not be close to their work. There is no magic fix. We cant all bike or take transit. Cars will be needed for decades to come in this city. Fix the roads to accommodate that and build them to accommodate the growth!!!!!!!!!!
Flow, connectivity, region character
Better roads and access. Majority of people drive. It is time to work and plan for the majority and not social engineering and planning for the wants of the minority special interest groups.
Reduce taxes and build roads
support our residential Construction industry. Build more high capacity roads.
build roads that are meant to handle the growth when you are building them, do not build a road then rebuild it 5 years later due to population growth
Higher building and better road and paths infrastructures

Remember that an aging population will probably not be taking public transit but will need good road access between home, groceries, doctor offices as well as safe communities in which to live and enjoy.

Pay Attention to Environmental Considerations

Significant consideration needs to be applied to stormwater management. Stormwater quantity and quality needs to be managed thoughtfully in order to protect the relatively small Bow and Elbow rivers from advancing urban use.

Ensure the protection of the sources of drinking water in the region through low impact development and best practices for stormwater management.

Requirements for any structural plans/other planning instruments to take into account the protection of environmentally sensitive areas, effects on stormwater management, biophysical impact of proposed developments, and a requirement for municipalities and developers to invest in inter-regional transit systems at the planning stage. Limit the ability for Development Authorities/Planning Commissions to accept deferrals of above requirements at the planning stage.

Reuse captured stormwater for municipal park irrigation, especially for trees (in medians and parks), sport fields and MRs

Not only do we need to design the city better for growth but also need to work on protect on environmental assets with source water protection and integrated land management.

low taxes, respect rural areas, less land use, better water conservation measures

Create more live, work and play scenarios where people don't need to be crowded into high density cities. Burnco gravel expansion over 6km along the Bow River west of Cochrane and south of 1A highway will impact the region drinking water, tourism, lifestyle of adjacent Cochrane residences. CMRB should address as regional challenge.

ecological connectivity of the landscape - see new IUCN guidelines just released <https://portals.iucn.org/library/node/49061> Implement solutions to enable passage (new roads, traffic volumes) to enable wildlife movement do not encourage building in flood plains (i.e. current examples of this along the Bow river south of Fish Creek) - stay away from the river and riparian systems Calgary needs more inner city density - not more new developments on the outskirts

Protecting riparian areas and aquifers, particularly the Elbow River aquifer, which supplies (increasingly deteriorating) water for 500,000 people. Also managing spaces for wildlife migration as development impinges on surrounding lands.

People need recreation and short-term to full time residences in nature to improve wellbeing and reduce Covid impact. People want to have space and not be crowded into big urban centres. Smaller hamlets provide less health risks than higher urban densities in Calgary. There has been a huge shift to avoid large concentration of people, e.g. what has happened in US cities! CMRB should have input. Burnco is planning 6.4 km gravel pit immediately west of Cochrane along the Calgary Region Bow River water supply and immediately south of 1A highway. 1A highway is the second route for tourist from Calgary to Banff. Burnco plans a permanent 7 metre high berm with current gravel piles 5 metres above the berm. No views for tourists! Rocky View MDP aggregate policy section discourages residential next to gravel pits! But this dictates what adjacent landowners can do with their land. The Aggregate company or Rocky View don't compensate and impact landowners for 35-100 years! Dictatorship?

People want areas for recreation and areas to stay close and safe in the current and future environment. Rocky View will probably approve the huge Burnco gravel pit over 6km along 1A and along the Bow River: the regional drinking water supply. This is also a prime tourist transportation route. CMRB should have input.

<p>I would like the board to make it less desirable for the large new communities on the outskirts of town. I'd also like the board to recognize and consider the needs of wildlife in all development and maintenance.</p>
<p>I would like the board to make it less desirable for the large new communities on the outskirts of town. I'd also like the board to recognize and consider the needs of wildlife in all development and maintenance.</p>
<p>Regional transportation system - commuter rail and bus Growth in existing communities situated along transportation corridors, especially rail corridors Green belts, green ways, wildlife corridors Continuous transportation corridors set aside during growth for busways and rail</p>
<p>Maintaining the natural environment and the animals that live there - the scenery and wildlife are a major tourist attraction</p>
<p>Protecting the environment and animal habitats.. limiting land usage Biodiversity and ecosystem services should be a high consideration during growth discussions. Working to maintain large intact areas of high quality habitat for a variety of wildlife that isn't boxed in and has connectivity to other areas is important. The Calgary Metropolitan Area has rich biodiversity which is little considered with current development</p>
<p>When people talk about the Calgary, they mention the urban sprawl. We have a huge footprint for an average sized city. We're larger than Montreal. We also meet a criticism, as I've already stated, of having no history. Buildings don't last here. More effort should go into restoring our historic buildings rather than tearing them down. I'd like to see more trees as newer areas tend to have cement and wood parks. Green areas are good for our mental health, Dr. Hinshaw regularly encourages us to get out and enjoy nature but we can't enjoy nature if a green space is now a cement square with wooden benches and a couple planters full of wheatgrass. The disparity of development across the city is shocking. The NE and SE deserve more attention. The east side has the worst schools, the worst parks, the worst transit and too many public art projects and transit upgrades end up in the suburbs. I'm happy to see a public art project heading into Forest Lawn but its the first of its kind. I do believe that developing these areas will help to alleviate crime rates.</p>
<p>Families move into established areas based on Schools, Parks/Green space, Rec facilities for their children. For example, Canyon Meadows Elementary school was a thriving Spanish school -- until the NDP took the yellow buses away - it's turning back to a ghost town. It took a decade to create & a single moment to destroy. Golf courses -- It's been heart breaking to see golf courses destroyed for cramming in housing. Plant Trees - you don't need to spend \$500 per tree for 10 yr old trees -- spend \$25 per tree and plant the young trees. Golf is a huge part of our lives - it is physically active, it takes mental focus, and emotional control. Golf is open to all ages and abilities. Golf can even be done in a wheelchair. Golf although easily done with social distancing is an amazing way to be social -- either meeting new people, with golf leagues, or family & friends. Golfers are not prone to serious injuries that cause emergency medical care. Although golf is perceived as expensive it has cost us a fraction of any other sport that our children have done (rec soccer, hockey, ringette, baseball, lacrosse, ball hockey). We have been saddened with the City of Calgary closing of Richmond Greens par 3 golf course at the end of 2019 - it was a perfect place for beginners to learn the game, it was perfect for seniors to enjoy. Our kids spent younger years learning to golf there and we always brought friends that were learning to that course. It would be amazing to see this small course brought back to life. Golf courses. River pathways for walking and leisure biking. Many parks - the ones with trees. Facilities - pools for families. Put water in Sicome Lake... and create more of the same. Create places for water activities such as canoeing, kayaking, paddle boarding, pedal boats. Instead of spending hundreds of thousands of dollars on one play park structure that is built for an age range of 5 - 12 yrs -- lets create green spaces like the Babbling Brook in Canyon Meadows: all ages enjoy this type of play space / park. Connection of bike paths. More golf.</p>
<p>Need to take a serious look at taking away green space for building. in Cochrane, retail areas are being built and then stand empty months or longer. Other large metropolitan cities are changing their way of thinking and are trying to build more green space and plant more trees. I DO NOT want to live in a concrete jungle where all I see are buildings. I feel Cochrane is heading that route and it's frustrating. We are loosing the 'small town feel' which is why a large number of people live here or move here</p>

<p>Protecting green spaces / parks and creating new ones. Increased rapid transit options. Increased walk-able districts where vehicles are restricted or discouraged. Carbon footprint reduction of 50% by 2030.</p>
<p>Please stop promoting growth in towns such as Cochrane where traffic is already horrible and destroying the green space which we once loved and enjoyed. There are other areas surrounding the city of Calgary that can be expanded on to, that don't have such green space and traffic congestion. The city and surrounding areas need to focus on road construction that alleviates traffic congestion before further growth in town population. There are already a lot of unhappy residents in Cochrane that are frustrated with the amount of growth without fixing the congestion and eliminating green space. Unless change happens, moderate growth in such areas should be considered, instead of the high level of growth at this moment.</p>
<p>Ensuring that while we expand, we consider health and environmental wellness as well as efficiency. Reducing car dependence, while also ensuring people have options to access natural spaces and travel out of town - via bike pathways to natural spaces out of town, ease of transit to airports, etc.</p>
<p>Transportation from rural regional communities to Calgary for medical appointments and other things is essential to quality of life. Feeling part of a small community is important no matter where you live so development needs to include gathering places and nature for quality of life. Infill is only OK if quality of life amenities for the community are built in.</p>
<p>Less expensive housing for the younger crowd. Spaces for young artists - there aren't any. Condos don't work well for dogs so there has to be housing that accommodates how people want to live. Smaller houses and backyards and garages are a good thing. Covid has shown that condos are pretty confining and outdoor spaces are great. Don't tax the inner city areas to pay for developing the larger houses on the perimeter. I like the larger lots and parks that we currently have, but I do know this model is not sustainable.</p>
<p>Efficient use of parks space. To cut down on the over development of land, make parks usable and organized into new multi use community parks rather than multiple little useless spaces.</p>
<p>maintain and expand on green spaces and open areas so that our future children will not be living in a total concrete jungle.</p>
<p>Preserving our beautiful natural landscape.</p>
<p>- Expanding C-Train lines to Cochrane, Airdrie, Okotoks, Chestermere - Preserving river valleys as parks for recreation - expanding pathways network - adding cycle speedways for commuters (no pedestrians, skateboards, rollerblades & other slow modes of transportation; higher speed limit)</p>
<p>With increased UPA, people have less space of their own (single family home and up). Therefore you need to focus on parks, pathways and natural spaces to allow and encourage people an opportunity to get out and enjoy their community.</p>
<p>Employment, revitalization of older neighborhoods, and recreational accessibility in all communities. Calgary/Airdrie needs lakes for everyone, more parks and places to be outside.</p>
<p>Need more open public access to rural naturalized or agricultural areas. Using the least land for new development is a noble goal, but doesn't do citizens any good if the default land use other than development is private agriculture or ranchland that owners have locked down and fenced off. This will just make Calgary an island with no opportunities for people to appreciate the rest of our region and therefore no reason to care about saving it. As part of the trade-off for using up less land, require surrounding counties to provide greater access networks and right-of-ways.</p>
<p>Integrated transit systems (where people from Cochrane, Okotoks etc. can take the bus to a calgary ctrain station and go downtown for example. As many parks as possible between the urban centres like what was created by Glenbow Provincial Park between Calgary and Cochrane. More urban parks (Bowness, Eau Clair, Edworthy, Princess Island etc are too crowded and more needed).</p>
<p>When we make backyards smaller, or look to condos, we need to keep parks and greenspace a priority.</p>
<p>Access for disabled people and protection of / inclusion of green spaces</p>

Increase monitoring of green spaces throughout the city. Lighting and cameras to make the average person feel safer and therefore increase the usage. City "Security Guards" who can monitor numerous areas 24/7 and having the areas highly publicized would encourage people to visit areas like the Peace bridge. The Peace bridge and it's damaged lights come first to mind, so unfortunate. People would enjoy apartment condo life more if the outdoors were safe. I think a large focus and tax money should be directed here because who hasn't gone for a walk in the dark at some time.

"Sprawl" isn't bad. BUT protect Fish Creek and Bird Sanctuary & make more protected areas. Less golf courses, more basketball courts. More YMCAs, schools, & bicycle lanes. No more deals with the Flames. More connections with Tsuu T'ina Nation. New ENERGY EFFICIENT building codes - like double-glazed windows!! LESS money to the police & more for social welfare. Support additions infrastructure like Sheldon-Chumir & Renfrew Recovery Centre.

Maintain and encourage access to parks and natural areas within our communities. growth is important and should be managed in line with our environment. Connect more pathways for walking and biking and ensure communities are developed with access to parks and natural areas in mind.

-make public transit more accessible to the communities surrounding Calgary. better connections between Calgary and these other cities will encourage residents to explore public transit options. rail lines should be extended, more bus routes should be added. Consider bus lanes on major highways and passes that allow users access to transit in multiple cities. Provide better parking options at transit stations to accommodate more users.

-encourage surrounding communities to be more than just sleeper towns by providing residents with better access to jobs, shopping, and recreation activities.

-Stop the urban sprawl. Develop inner city areas with high density dwellings. Condos in high River or Airdrie seem like a waste when residents are then driving in to Calgary for work and recreation. that said, if poor public transit options, and not much for night life or activities inner city, residents have no justification to spend more to live inner city if they have to drive everywhere anyway.

Being more efficient in the way you run the City. ie spending money on an Olympic bid that doesn't go through

Placing a priority on parks and greenspaces.

Encouraging bike/walking paths

Affordable housing - infill and redevelopment is always targeted at raising market prices

Improving public Transit - making it easier to find bus routes through the city

Not constantly relying on the oil industry

Placing equal priority on arts and sports

Realizing that people are stretched pretty thin as it is, so raising taxes because of poor planning is NOT the answer

Stop focusing on building and expansion (short-term employment) and focus on better long-term employment opportunities

Don't rely so heavily on large Corporations for jobs

Encouraging small business

Encouraging farmers markets

Essential to have great green spaces included in Compact model for liveable higher density neighbourhoods. Consider more quality residential downtown, to revitalize and offset commercial property slump. Improve rigour of construction inspection of multi-family residential condos. Now, major shoddy quality on-site choices that may take a few years to uncover, reducing the integrity of many developments of the last couple of decades - eg Copperstone - leaving condo owners with large expenses . Limit the height of higher density buildings in most neighbourhoods to make higher density and attractive liveable, 'human scale' with ~5 storey limit. Currently the ASP height limits seem to be routinely exceeded

rather than respected, to increase developer profits for dubious public benefit (eg Ezra in Hillhurst; recent approved proposal in Inglewood).
Prioritize investment in bike lanes and public spaces
Focus on rebuilding and revitalizing towns, cities downtown so they can properly accommodate a healthy mix of businesses, residential diversity especially 'university aged and young families with safe and affordable homes, more parks and green spaces, visitor attractive neighbourhoods to create tourism nodes and integrated transportation services.
Large green spaces, nature corridors through new communities.
An appetite for density comes with great green space's, an abundance of service's and play being considered on every block. So excited with what could be.
We need to stop sprawling, we must design areas with urban parks, bike lanes, walkable infrastructure, great transit and high density.
The scale of housing not just the type. So it's not just about more multi-family, less single-family or building closer together, but smaller building footprints overall - to increase urban canopy, reduce run-off, reduce environmental impact (e.g., utility use).
Fewer developments immediately outside of the Calgary city limits, like Cross Iron Mills, etc. Whether intentional or not, these developments appear to exploit resources paid for by Calgary taxpayers and require people to drive to access businesses and services when these could be better provided closer to where people actually live. I would also like to see tolls on major roads to offset the infrastructure costs of inter-municipal commuting into Calgary and to reduce single-occupancy vehicle emissions.
Place the full basket of goods the environment provides us first - food production, clean water, environmental landscapes preserved
Calgary is too spread out and low density. Everything is designed for car travel. Engineers have turned a blind eye to the frequency of severe climatic events (floods, hail storms) and the loss of quality of life through extreme commuting. We need: incentive and approval for more laneway style homes and infills, reduction of density in flood prone areas, improvement in the transit system, dramatic increase in low income housing, incentive for smaller square foot properties, incentive for higher density developments, incentive for passive micro electrical generation, incentive for removal of lawns for food growth and/or native plant gardening.
I would like to see the CMRB consider the importance of environmental leadership while also focusing on the free market being the driving force behind any growth in the region. Calgary and the surrounding areas have a lot going for them, and I know that people here are innovative and adaptable when they are presented with new opportunities. A focus on a green future while still allowing for economic prosperity in the region is essential to the region's economic future, as the future of the energy industry becomes more volatile.
Consider how to best mitigate climate change and promote walkable, healthy neighborhoods
Climate change should be one of the considerations in managing growth. This should be part of how the different scenarios are evaluated.
Climate Change is here. It's time to do something to make our region more resilient.
Environmental sustainability
Stay within the current limit of resources of water and waste management.

Engagement Process

Recognize that densifying urban communities is a good practice. However, these plans all seem to overlook the fact that there are unique opportunities outside of the city for those who do not want close amenities

and want a more rural lifestyle. Recognizing that these communities may not be home to more than 30,000 of the anticipated million does not mean that these communities should be overlooked. Areas like Springbank, Conrich, Langdon and Bearspaw are all viable communities who do not have an identified need for transit but are areas for growth and offer varying choices for homes/lifestyle - not everyone is an urbanite. However, I recognize that industry and commercial developments should be carefully located and in close proximity to transit for those who do want a more urban lifestyle and don't want vehicles - again, choices. I find that the solutions are extremes with no real middle ground, it's either all or nothing. Walking communities are great for some but not for everyone. That doesn't mean I support ad hoc planning that has no planning rationale. Already identified communities beyond the urbans deserve recognition unless the CMRB's sole mandate is transit. As a whole, I find the survey very difficult to respond to as it is set up to solicit desired responses and is biased in favour of urban development. The lack of information and context for your slides is distressing and makes you answer with limited choices that may not be your priority but are the best of what's available. You will notice I have left some of the options blank as I really have no opinion on them and don't believe they matter unless of course you are trying to create a biased outcome. You could still have single family homes in row housing or narrow lots - single family homes are not necessarily the problem. The other issue is it is obvious you wrote this survey before Covid occurred. Prior to this I may have said I am happy to commute to work, now I want to work from home. Living in a condo may have been a good idea. Now I would think twice about it. The mayor of Nanton has recently stated that real estate is booming there because people don't want to live in the city any more. I believe this type of thinking will be around for years to come.

These scenarios are far too focused on Calgary. Need to recognize there are communities outside of Calgary that should be allowed to grow over time. It makes sense to discourage leapfrog development such as much of what has happened in RVC in the past. However, there should still be opportunities for people to choose a more rural lifestyle. There are many viable lower density communities in RVC that should be acknowledged in these scenarios and are not. There is no information on how these different scenarios will affect future growth there. Minimal information has been provided for people to understand the scenarios. This makes the responses somewhat questionable and seriously risks bias in the outcomes. The entire survey seems to have a decidedly urban bias - there are a lot of people who live outside Calgary.

Please consider a range of affordability of residences. Infills are good for density, but the ones I have seen going up in my neighbourhood are unaffordable for many, myself included. Please note, I had a lot of trouble filling in question 6. It did not have my Postal code in the options and I could not type it out. There also seem to be limited other ways to search, road names do not work.

This is a total predatory approach to the rural areas. Not one question supports the rural areas or pertains to it. This is not a team approach.

This survey is horrible, questions #2 ad #3 are totally skewed to the urban environment which seems to be in predominate, there is not equal consideration of the rural areas and their growth needs here at all. The CMRB needs to be eliminated and the City should not be allowed to dictate growth outside of its boundaries. The nodes and corridors approach is from the 1980's and irrelevant to the Calgary context. Let the free market decide. This entire process is a waste of taxpayers dollars and our elected officials time. You should coordinate transportation priorities, EMS response, Fire response, and the utilization of servicing that currently extends outside the City boundary and that is it. You should not dictate growth or densities in other jurisdictions.

Use a less cumbersome survey method than this biased survey.

To provide a better survey. To general to be useful. Not enough details.

Some of these scenarios seem unrealistic/having knock-on effects; I think it would be very difficult to have such compact growth as in scenario 2 without significant investments in transit, cycling, and walkability (these were not reflected in the scenario description). I also feel that some questions in the survey were quite targeted/loaded and will result in unrealistic answers; i.e. in Q2 by asking about tax revenue I think you're going to get a lot of very unrealistic answers (most ppl would want to see stable/lower taxes) and will disregard the other points as resulting in higher taxation. If anything higher taxation will result from

<p>more sprawl and an increase in single family/low density housing as it results in more municipal service requirements spread over a larger area. The CMRB should be focusing on holistic planning of the region including densification of municipalities and reducing sprawl. Calgary is already overbuilt and continued sprawl by council and land developers is ruining the future potential of the City.</p>
<p>Would like to see more utilization and streamlining of utilities and infrastructure, as Infrastructure costs are a huge barrier and a large cost of a home. Infrastructure upgrades are what makes most Redevelopment projects uneconomical. There should be large incentives provided to those municipalities willing to cooperate together. Truly believe that the region could make huge strides if they all got on the side of focusing on Infrastructure and not land use planning. Seeing the wrong emphasis on the policy being proposed If these LEADING questions are the example. Also, would like to know what is wrong with wanting to raise a family in a Single Family or attached home rather than a condo/townhome? Is there no realization of that is why people immigrate here? For something better, not the same as where they left. Largely redeveloped homes are unaffordable for the average family, so you are proposing to ensure that their only option is a multifamily situation. Why is choice of residents not important, I don't like the direction of social engineering and these decisions made for us by all these broad stroke policies.</p>
<p>i don't like the options provided in questions 2 and 3 and so did not answer. i am in favor of development that provides options so people can live in single family homes with green spaces in the suburbs as well as denser, inner City living for those that want that</p>
<p>This survey is totally biased, the questions all lead to a predefined outcome. Growth should be balanced between urban and suburban living, with good transit options and accessibility to work and services, with options for single family, attached, townhouses and apartments. Forcing everyone to live in more density should not be the goal, but having controlled growth with various living options and affordability that provides a high quality of life for as many people as possible should be the goal.</p>
<p>This is the worst survey I have ever taken. None of the options above are mutually exclusive.</p>
<p>Think of the Calgary Stephen Avenue. Why don't we have more "Avenues" like this? Why do we only have one "downtown core" - why don't we have a "core" like Stephen Avenue near Cross Iron and another one near South Health Campus? Businesses Centres that are a destination and an experience to visit. Large Great visual art such as the art near the Core Shopping Centre and a Devonian Gardens (with new names) in the North and in the South at these destination centres. These walking destinations could be different themed in styles - Art Deco, Modern, etc. A mix of businesses (start with muni services located in these walking destinations) and great walking restaurants, along with apartments/affordable housing & CHC - create jobs, created living, create culture. It would be great to have indigenous cultural experiences as well. Could we start to use indigenous naming conventions for the land that we are developing on? Could we engage indigenous populations for their input on creating a prosperous city?</p>
<p>To encourage broader and more inclusive engagement, please ensure that communication and engagement materials are accessible to everyone. The questions and materials on this website are targeted towards educated survey respondents and may not be the easiest to understand for the general population. The table above is a prime example; it's not reader/survey respondent friendly.</p>
<p>Consider needs & benefits of existing communities, consultation with communities before building LISTENING to communities as well as developers to prevent more structures like the LEGO towers in Brentwood - concrete & more concrete, dead trees, issues in Blakiston Park (also has dead & dying trees), and shoddy construction.</p>
<p>Consider how you will achieve these goals and not fall victim to political pressures that have killed many previous planning projects. Reduce lobbying potential by developers (both infill ones and green fielders). Make these surveys more accessible. Work with students and universities to increase transparency and your own project accountability.</p>
<p>Community input.</p>
<p>I'm uncertain that I've actually seen any effects of a CMRB. Every County, Town, Hamlet & Municipality seems to operate in their own best interests approving almost everything, fracturing all of the area into</p>

impractical and unfeasible remnants. We seem to spend more money on faking public engagement than utilising good planning and economic prudence across the region. So I guess try to fulfill your mandate and stop wasting taxpayers money on phony public engagement. Fix the corruption in the system.

Better transit and roadway development/maintenance south of the city. Current models ALL. Focus on areas north/north-west and east of the city. Whereas a substantial number of people live in High River/Okotoks/Nanton/Black Diamond etc. and commute to the city or other surrounding communities daily. We are the “forgotten” segment of Calgary, even listening to the traffic/weather reports in the morning OUR region is the very last mentioned, if mentioned at all. Often we have accidents slowing traffic on Hwy 2 south of the city, and it’s not at all mentioned on radio, but a minor fender bender north of Airdrie gets major media coverage. We are tired of being the second rate southern cousins of the city.

Consider the positive policies smaller communities have been able to leverage that keep taxes lower than Calgary while not sacrificing the way people want to live. You need to contemplate the impact of density in a post COVID world where less space makes it easier for health issues to spread. Make sure you’re getting a representative sample of the population in your outreach so the voices of a loud minority or those that wish to shape the region consistent with their ideals put weight the interests of the majority.

This often seems like window dressing. It's unfortunate when opinions from outside Calgary just get pushed aside.

Transit is fine, but can we specifically talk about intercity rail or bus? Also, it looks like there isn't representation from TsuTina or other indigenous nations at this level. That is a big omission.

Give Guidelines to Developers

To keep the areas visibly separated by a Significant enough amount of land that is not developed, so we don’t eventually all end up connected. Make road shoulders and strong pathway connections so that areas can all be SAFELY biked to. (wide, no off-leash dogs, mapped, distance marked) Do not allow growth without water allocated.

Focus more growth and provide more incentives to increasing density. A higher ratio of tax revenue to infrastructure cost would be more sustainable for the long term in order to keep taxes low for the majority of the population.

Calgary needs an urban growth boundary. A greenbelt. All new development should pay for high-order transit that is built at the time of the development - not decades later.

Calgary is too spread out and low density. Everything is designed for car travel. Engineers have turned a blind eye to the frequency of severe climatic events (floods, hail storms) and the loss of quality of life through extreme commuting. We need: incentive and approval for more laneway style homes and infills, reduction of density in flood prone areas, improvement in the transit system, dramatic increase in low income housing, incentive for smaller square foot properties, incentive for higher density developments, incentive for passive micro electrical generation, incentive for removal of lawns for food growth and/or native plant gardening.

New commercial areas could be mixed residential-commercial use buildings (i.e. shops on main floor, condos above) and create a much more vibrant community, particularly in suburban neighbourhoods where dense cores could be developed. Big box drive-up stores with massive parking lots are chaotic, ugly and lead to reduced connection with neighbours and the community (as your planners already know!). Towns and cities that invest in attractive, walkable and traffic-calmed commercial areas attract huge amounts of tourism see a rise property values. I've lived in 6 countries and numerous Canadian cities. Those towns that resist developers' pressures and stick to their guns on good urban design / landscape architecture are the best places to live with the highest property values and most tourism. You guys

<p>already know all this stuff. And so do we! We are waiting for Canada to wake up to decent urban design. So let's be a leader in Calgary and do it! :)</p>
<p>More medium density, more mixed use - ways to encourage smaller stores throughout neighborhoods. More walkable streets, pathways, lower traffic speeds, lower parking minimums</p>
<p>Make the developer/builder pay for infrastructure and not the tax payer.</p>
<p>Less urban sprawl , developers need to pay for building roads and utilities - tax payers should not</p>
<p>A hospital in Cochrane, the town is too large for there not to be one. For someone who was recently in an emergency situation and having no access to an Emergency Unit close by, it was scary and I'm not looking forward to the big Ambulance bill.</p>
<p>Improving our building standards. We should be building to a standard using a Step Code as a minimum.</p>
<p>Seriously consider emergency services when building communities. It does not appear that this has been a top consideration in previous planning</p>
<p>Look to add additional housing types into the metro region, more incentives for affordable housing, laneway housing, urban townhomes. The metro region needs more diversity with incentives to not continue to build the same type of housing. Parking minimums MUST be relaxed and revised</p>
<p>ecological connectivity of the landscape - see new IUCN guidelines just released https://portals.iucn.org/library/node/49061 Implement solutions to enable passage (new roads, traffic volumes) to enable wildlife movement do not encourage building in flood plains (i.e. current examples of this along the Bow river south of Fish Creek) - stay away from the river and riparian systems Calgary needs more inner city density - not more new developments on the outskirts</p>

More Focus on Economic Considerations

Higher interprovincial connectivity. Plan for future corridors through Airdrie to Edmonton, through Cochrane to Banff, through Chestermere to Medicine Hat, etc. We need to find ways to promote interprovincial tourism as much as we can, whether it be by rail, shuttles, etc. Opening this province up to the globe on a larger scale may help in creating additional interest and business opportunities (hostels, arts, athletics, etc.) and interest in alternative investment more so than continuing to focus solely on decreased business taxes and lobby group interest for oil and gas. Additionally, look to students and startups to provide a growth spark - focus on areas where creativity and education can thrive in urban settings with links to the region rather than narrowing the focus of future growth on warehousing and oil and gas. The days of "corporate headquarters" and downtown-only firms appear to be nearing the end, and creating affordable, flexible, and versatile working and living environments in all towns, cities, and rural communities may be of benefit moving forward. Flexible zoning, reduced emphasis on hard lines and limited options in the border interface areas, etc. will help reduce some of the potential obstacles.

Conservation of land for local agriculture and integration of local food systems. Growth that supports housing affordability and reflects actual household demographics and needs (ie. more single person households and fewer large family households; aging population) Cooperative plan that focuses on creating regional business and industrial hubs based on specific locational advantages or concentrations (ie. proximity to University/Foothills hospital; proximity to airport or rail ports)

We need to think of seven generations hence. So with that in mind - consider building future water reservoirs natural and man-made. Our weather is lousy in winter. Consider built spaces that offer year round green spaces indoors. Consider using the natural resources we have - (fossil fuels) to make clean energy (heat and power) using solid oxide fuel cells (for direct natural gas to electricity) or molten carbonate fuel cells (carbon dioxide to electricity). Become a leader in the new carbon economy. Become a leader in the new hydrogen economy. Partner in innovation with SAIT, University of Calgary and MRU.

These and similar other local organizations have hubs of innovation and talent that the city can easily tap into and co-invest in. Make Calgary a destination for well educated and talented future generation of professionals

I think the problem is transit has to be quicker than a car for this to work in your Compact and TOD. Currently it is not and it is hard to get everywhere without a car. When this changes I believe TOD and Compact will become increasing desirable and drive the market. I have read some of peter calthorpe books and most of the success he has had is in land limited areas. Portland. We are not constrained by that. The thing that will change is the idea of where is good to live. Country residential in single family will continue to decrease as cost of ownership rises only to the wealthy. I believe your major problem lies in the different governments. If you do compact or TOD how do you manage the growth on Calgaries borders and how do you create jobs where you can live and work?? The TOD and Compact only really address downtown high paying or service jobs. I believe the only way to do good planning is to have the region be handled by one government for all non agriculture use. The agriculture servicing being paid by the non agriculture. The land use would have to be altered in the zone and better education being made to the people, so the two uses could be together. Right now it is a pain for agriculture users right next to 40,000 person town and really no well thought out way to have multiple land uses and be environmental stewards as there are many, many trespassers.

Maintain and encourage access to parks and natural areas within our communities. growth is important and should be managed in line with our environment. Connect more pathways for walking and biking and ensure communities are developed with access to parks and natural areas in mind.

-make public transit more accessible to the communities surrounding Calgary. better connections between Calgary and these other cities will encourage residents to explore public transit options. rail lines should be extended, more bus routes should be added. Consider bus lanes on major highways and passes that allow users access to transit in multiple cities. Provide better parking options at transit stations to accommodate more users.

-encourage surrounding communities to be more than just sleeper towns by providing residents with better access to jobs, shopping, and recreation activities.

-Stop the urban sprawl. Develop inner city areas with high density dwellings. Condos in high River or Airdrie seem like a waste when residents are then driving in to Calgary for work and recreation. that said, if poor public transit options, and not much for night life or activities inner city, residents have no justification to spend more to live inner city if they have to drive everywhere anyway.

Being more efficient in the way you run the City. ie spending money on an Olympic bid that doesn't go through

Placing a priority on parks and greenspaces.

Encouraging bike/walking paths

Affordable housing - infill and redevelopment is always targeted at raising market prices

Improving public Transit - making it easier to find bus routes through the city

Not constantly relying on the oil industry

Placing equal priority on arts and sports

Realizing that people are stretched pretty thin as it is, so raising taxes because of poor planning is NOT the answer

Stop focusing on building and expansion (short-term employment) and focus on better long-term employment opportunities

Don't rely so heavily on large Corporations for jobs

Encouraging small business

Encouraging farmers markets

<p>There needs to be a significant focus on the relationship between where people live and where people work in planning for future growth in the Calgary region. This can impact not only commuting patterns, VMT and transportation infrastructure costs, but QOL and overall well-being.</p>
<p>More Live and Work Communities</p>
<p>must support compact and cheap housing for economy living close to the place of work with high concentration of jobs. lower taxes and lower mandatory services with freedom to choose service provider in all areas with detached homes, we are fed by high taxes and monopoly of services provided by city</p>
<p>More jobs in outlying communities Shift in approach to more live / work communities More work from home, less commuting to a central downtown</p>
<p>Employment, revitalization of older neighborhoods, and recreational accessibility in all communities. Calgary/Airdrie needs lakes for everyone, more parks and places to be outside.</p>
<p>Insure business development in surrounding towns before residential, and limit the bedroom-community effect which destroys towns and pushes original occupants away from their long-time homes.</p>
<p>Support small businesses and employers. Support urban farming</p>
<p>less centralized development to allow for multiple business centers allowing people to live closer to work without increasing urban density, traffic congestion, and the need for public transit.</p>
<p>Create mini-downtowns in areas in and around Calgary, to create separate centers for business and tech zones. This will allow for dedicated transportation to and in-between these tech/business hubs, and stop the need for everyone to have to travel to the one downtown of Calgary.</p>
<p>Distribute commercial and industrial zones rather than concentrate them in big blocks that have no residences. Reduce the need for mega commutes</p>
<p>Have more hubs like quarry park, where companies don't have to all be in downtown. Offer tax or purchase incentives to people who live within biking or walking distance to work.</p>
<p>Think of the Calgary Stephen Avenue. Why don't we have more "Avenues" like this? Why do we only have one "downtown core" - why don't we have a "core" like Stephen Avenue near Cross Iron and another one near South Health Campus? Businesses Centres that are a destination and an experience to visit. Large Great visual art such as the art near the Core Shopping Centre and a Devonian Gardens (with new names) in the North and in the South at these destination centres. These walking destinations could be different themed in styles - Art Deco, Modern, etc. A mix of businesses (start with muni services located in these walking destinations) and great walking restaurants, along with apartments/affordable housing & CHC - create jobs, created living, create culture. It would be great to have indigenous cultural experiences as well. Could we start to use indigenous naming conventions for the land that we are developing on? Could we engage indigenous populations for their input on creating a prosperous city?</p>

Agenda Item	6
Submitted to	Land Use and Servicing Committee
Purpose	For Decision
Subject	Growth & Servicing Plan Update
Meeting Date	October 29, 2020
<p><i>Motion that the Committee approve the approach proposed by HDRC to meet the timeline of delivery of the Growth and Servicing Plans to the Minister no later than March 1, 2021</i></p>	
<p>Summary</p> <ul style="list-style-type: none"> • HDR Calthorpe has provided a Growth & Servicing Plan project update for the information of the Committee. The update includes a summary of progress and work completed to date. • CMRB received a letter from the Minister of Municipal Affairs on October 16, 2020 in response to a request for extension of the deadline to deliver the Growth and Servicing Plan. The Minister granted an extension to March 1, 2021. • In light of the new timelines, HDR Calthorpe are working on an updated project schedule. The revised schedule was not available at the time of circulation and will follow by email. 	
<p>Attachments</p> <ul style="list-style-type: none"> • Committee Update & Policy Completion Schedule 	

CMRB Land Use and Servicing Committee Update

Meeting Date: Thursday, October 29, 2020

Recent Progress

Scenarios / Workshop 4

- One-on-one meetings with TAG and other municipal staff prior to Workshop\ 4 to review the scenario and inputs
- Workshop 4 Board/Committee to review the proposed scenario
- Ongoing refinement of the proposed scenario
- Revisions to reflect farmland within future land use areas in DEAL database

Policy Development / Service Delivery

- Preliminary work on Settlement areas and JPA policies
- Ongoing work on Environmentally Sensitive Areas and Flood Prone areas policy

Engagement

- Completion of Round 1 What We Heard Report
- Planning for Round 2

Upcoming Progress

Scenario Development

- Workshop 4 and follow up with External TAG
- Evolution of scenario to preliminary version of Growth Structure Map

Policy Development / Service Delivery

- See attached schedule/pathway

Engagement

- Execution of Round 2 of public engagement

Agenda Item 6 Attachment

Memo

Date: Friday, October 23, 2020

Project: Growth and Servicing Plan

To: CMRB

From: Stephen Power

Subject: Policy Completion Schedule

The following is an outline of the proposed meeting schedule and policy completion plan. As policies are completed, they will be inserted into the appropriate plan, so that once the policies are complete, the plan document(s) will be completed almost simultaneously.

Initial policy development will occur over the next few weeks, with the first round of policy to be introduced to the TAG on November 13. As shown below, we are proposing a combination of TAG Meetings and Workshops. Our expectation is the workshops will be a combination of elected and staff representatives from member municipalities (the specifics around participation numbers for each will be established as we undertake detailed workshop planning). To help with scheduling and availability, we are recommending that most TAG meetings immediately follow the workshop. This will allow us to debrief on the workshop and create action lists, and to review the next round of policies immediately following the workshop. We expect the workshops to be 1.5 to 2 hours in length, with the follow-up TAG meeting in the order of 1 hour.

Agenda Item 6 Attachment

Workshops and TAG Meetings

Dates should be considered tentative at this time.

Workshop / TAG Meeting Schedule	Possible Date	Topic Focus
TAG	13-Nov-20	Growth Management policy introduction, Draft policies for Agricultural Economy, Environmentally Sensitive Areas, Flood Prone Areas, Economic Wellbeing
Workshop (elected/staff)	27-Nov-20	Growth Management policy direction, Final policies for Agricultural Economy, Environmentally Sensitive Areas, Flood Prone Areas, Economic Wellbeing,
TAG	27-Nov-20	Approach to final Growth Management Policy, Draft policies for Climate Change and Resilience, Water Stewardship
Workshop (elected/staff)	11-Dec-20	Draft Growth Management Policy, final policies for Economic Wellbeing, Climate Change and Resilience, Water Stewardship
TAG	11-Dec-20	Draft policies for Shared Services optimization, Conservation of Agricultural Lands
Workshop (elected/staff)	8-Jan-21	Final policies for growth management, shared services optimization, conservation of agricultural lands

Policy Development Schedule

	TAG Policy Direction Review	Committee Policy Direction Review	TAG Draft Policy	Committee Final Policy
Growth Management and the Efficient Use of Land				
· Infill and Redevelopment	13-Nov-20	27-Nov-20	27-Nov-20	11-Dec-20
· Urban Jurisdictions	13-Nov-20	27-Nov-20	27-Nov-20	11-Dec-20
· Joint Planning Areas	13-Nov-20	27-Nov-20	27-Nov-20	11-Dec-20
· Rural Areas	13-Nov-20	27-Nov-20	27-Nov-20	11-Dec-20
Economic Wellbeing				
· Supporting Regional Economic Development	13-Nov-20	27-Nov-20	27-Nov-20	11-Dec-20
Celebrating Urban and Rural Differences				
· Agricultural Economy	NA	NA	13-Nov-20	27-Nov-20
· Conservation of Agricultural Lands				
Environmentally Responsible Land Use				
· Environmentally Sensitive Areas	NA	NA	13-Nov-20	27-Nov-20
· Flood Prone Areas	NA	NA	13-Nov-20	27-Nov-20
· Climate Change and Resilience	27-Nov-20	11-Dec-20	11-Dec-20	8-Jan-21
Water Stewardship				
· Stormwater Management and Watershed Protection	NA	NA	27-Nov-20	11-Dec-20
· Water Efficiency	NA	NA	27-Nov-20	11-Dec-20
Shared Services Optimization				
· Recreation	NA	NA	13-Nov-20	27-Nov-20
· Regional Corridors			11-Dec-20	8-Jan-21
· Servicing in Joint Planning Areas	11-Dec-20	8-Jan-21	11-Dec-20	5-Feb-21
· Other Regional Servicing	11-Dec-20	8-Jan-21	11-Dec-20	5-Feb-21

Notes: NA – not applicable. TAG and/or Committee have provided preliminary direction in previous meetings and/or background reports

Agenda Item	7
Submitted to	Land Use & Servicing Committee
Purpose	For Decision
Subject	REF Principles, Process, and Timeline
Meeting Date	October 29, 2020
<i>That the Committee recommend to the Board for approval the REF principles, process, and timeline</i>	
<p>Background</p> <ul style="list-style-type: none"> • The Interim Regional Evaluation Framework (IREF) was developed as an interim process to review and approve statutory plans during the development of the Growth Plan. The IREF was developed in collaboration with the Land Use Technical Advisory Group (LU TAG). It was approved by the Board in October 2018. • The IREF review provides an opportunity to improve the process of approving applications. Following from review with the LU TAG, a discussion was held with the Committee at the September 2020 meeting around some potential changes to the IREF. • Building on Committee feedback, CMRB Administration circulated proposed changes to the LU TAG for further comment. These changes were discussed at an October LU TAG meeting. There is a general consensus on the proposed changes. • This agenda item focuses on the Regional Evaluation Framework (REF) principles and process. Further discussion will occur as part of finalizing the REF, including which plans come into the REF process (regional significance), submission requirements, and how the REF is structured. 	
<p>Attachments</p> <ul style="list-style-type: none"> • Attachment 1: Proposed REF Principles (no markup) • Attachment 2: Proposed REF Application Review Process (no markup) 	

1. Introduction

At the November 2019 Board meeting, the Board discussed the need to review the IREF process and criteria with LU TAG and report back to the Board. A full workshop was

Agenda Item 7

held with LU TAG at the end of February 2020. A summary of the discussed changes was circulated to the LU TAG in March and recirculated by CMRB Administration in July to solicit further feedback. That feedback was incorporated into the brief for discussion at the September 2020 Committee meeting. Additional feedback was received at the Committee meeting in September 2020 and was discussed at the October meeting of the LU TAG.

Further work will occur as part of finalizing the REF, including which plans come into the REF process (regional significance), submission requirements, information bulletins, and updating the IREF Interpretation Guide. Further work requires advancement of the policy of the Growth and Servicing Plan. Consequently, these will be addressed at later stages.

2. REF Principles

2.1. Changes to IREF Principles

2.1.1. Timeliness and Efficiency

During LU TAG and Committee discussions it was generally felt that “Timeliness” was part of “Efficiency”, and therefore Principle #3 Timeliness was incorporated into Principle #2 Efficiency through the addition of the word “timely.” CMRB Administration has provided an amended table of principles below that reflects the feedback and input received from LU TAG and Committee.

2.1.2. Demonstrate Cooperation

The Committee generally agreed that, in and of itself, the REF process does not promote cooperation, but that this principle should remain part of the REF process.

- There was a suggestion to change the wording of the cooperation principle to remove “promote” and change it to “demonstrate”: “The process will **demonstrate** cooperation amongst all ten municipalities.”
- Discussion generally confirmed that cooperation should be done prior to a REF application submission and that the CMRB should receive complete applications. The REF process should be focused on approving applications and celebrating the good work that went into them. There should be a high bar for refusing applications.
- Discussion noted that policies of the Growth Plan should establish a meaningful standard for collaboration completed prior to REF applications. This would be completed as part of municipal planning processes.
- LU TAG noted the following:
 - What “demonstrate” means will have to be clearly expressed in the Growth Plan. Collaboration should be more than just circulating an application to neighbouring municipalities.
 - Although a high standard is important, the Growth Plan should not be too prescriptive about exact actions that must be undertaken to demonstrate

collaboration. Each application is unique, and agreement might not be reached on every issue.

- For example, it might be a requirement to demonstrate a meaningful effort to resolve any issues as part of the plan development. Another requirement might be to conduct engagement early in the planning and visioning process as part of plan development.
- Demonstrating collaboration as part of a REF application might include identifying resolved and unresolved issues, identifying changes made to the plan to address issues, or identifying when meetings were held and during which part of the planning process.

2.1.3. Proposed REF Principles (markup version)

The following table presents the proposed amendments to the IREF principles to transition them to the REF principles. A clean copy is provided as Attachment 1.

Proposed REF Principles		Objective
1	Certainty and Clarity of Process	All REF applications will be subjected to the same transparent process.
2	Efficiency	The process will be efficient <u>and timely</u> for the Applicant, the CMRB Administration, and the CMRB Members.
3	Timeliness	All REF applications will be reviewed, and a recommendation for either approval or rejection drafted, within certain timelines agreed upon by the Board.
4	Respectfulness	All participants in the REF process will be treated, and will treat others, with respect.
5	Demonstrate Promote Cooperation	The process will demonstrate promote cooperation amongst all ten municipalities.
6	Objectivity	CMRB administrative recommendations and decisions will be objective and respect the technical review process.

3. REF Process and Timeline

3.1. Changes to IREF Process

No changes are proposed to the IREF process.

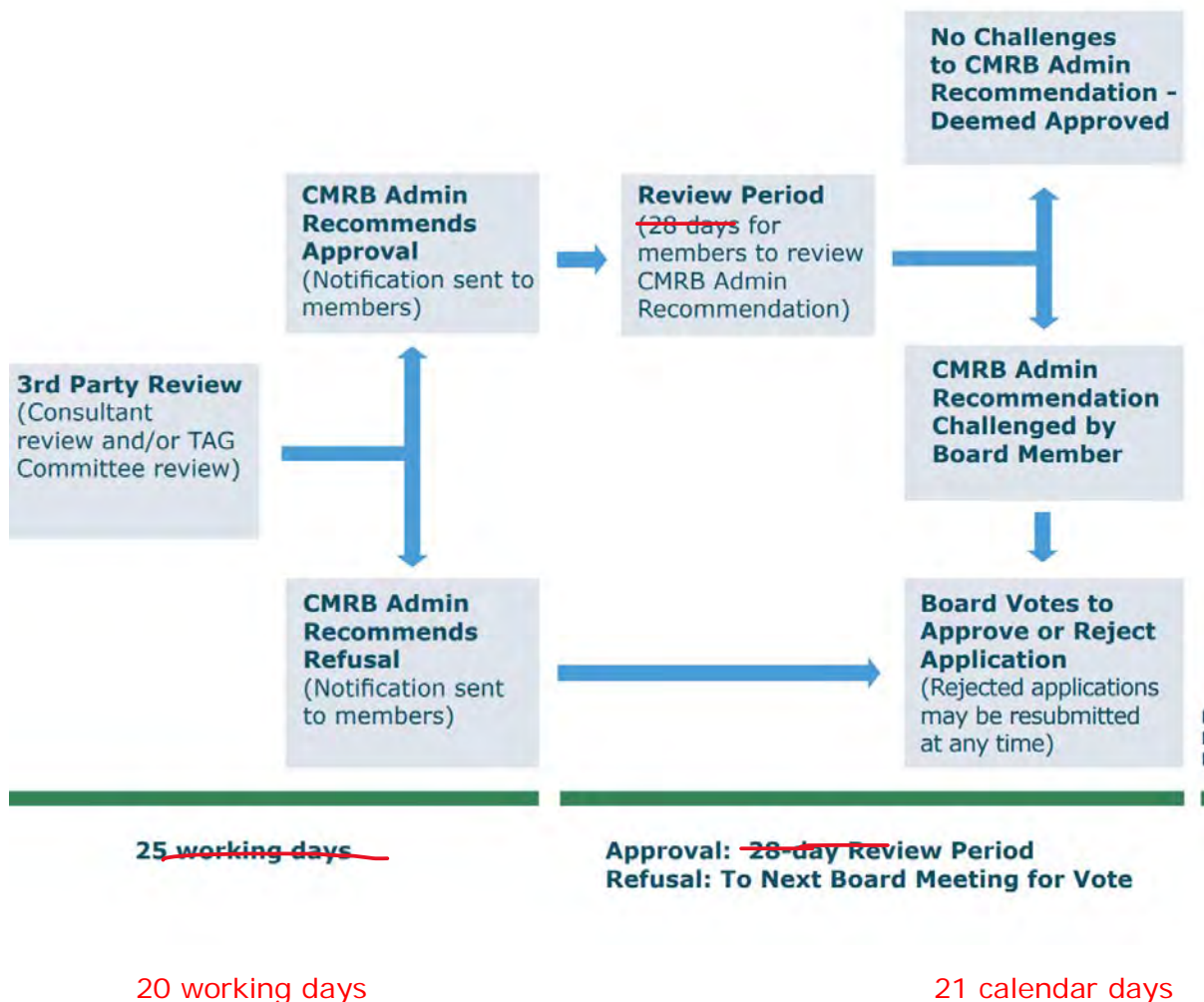
Agenda Item 7

3.2. Changes to IREF Timelines

The LU TAG and Committee agreed that the IREF process could be shortened in alignment with the principles of timeliness and efficiency. CMRB Administration contacted the consultant roster for IREF reviews and confirmed that CMRB Administration's 3rd Party Review of applications could be shortened to approximately 20 working days, down from the current 25 working days.

At the September Committee meeting, the Committee was open to shortening the Board Review Period from 28 calendar days, in consultation with LU TAG. LU TAG confirmed that a 21 calendar day Board Review Period would be achievable provided members of municipal administration could submit correspondence on behalf of a Board member.

The following graphic summarizes the proposed shortened timelines in an abbreviated IREF process graphic. See Attachment 2 for the full graphic of the proposed REF process (without markup).



3.3. Authority for Submitting REF Correspondence

To accommodate a shortened review timeline, it was identified that the authority to submit correspondence to the REF process could be broadened to include members of municipal administrations. This would allow some member municipalities to expedite the submission of materials to the REF process.

It is recommended that member municipalities may identify senior members of municipal administration who can submit correspondence on behalf of a Board member. CMRB Administration requests that those individuals be identified in writing/by email for ease of identifying official REF correspondence.

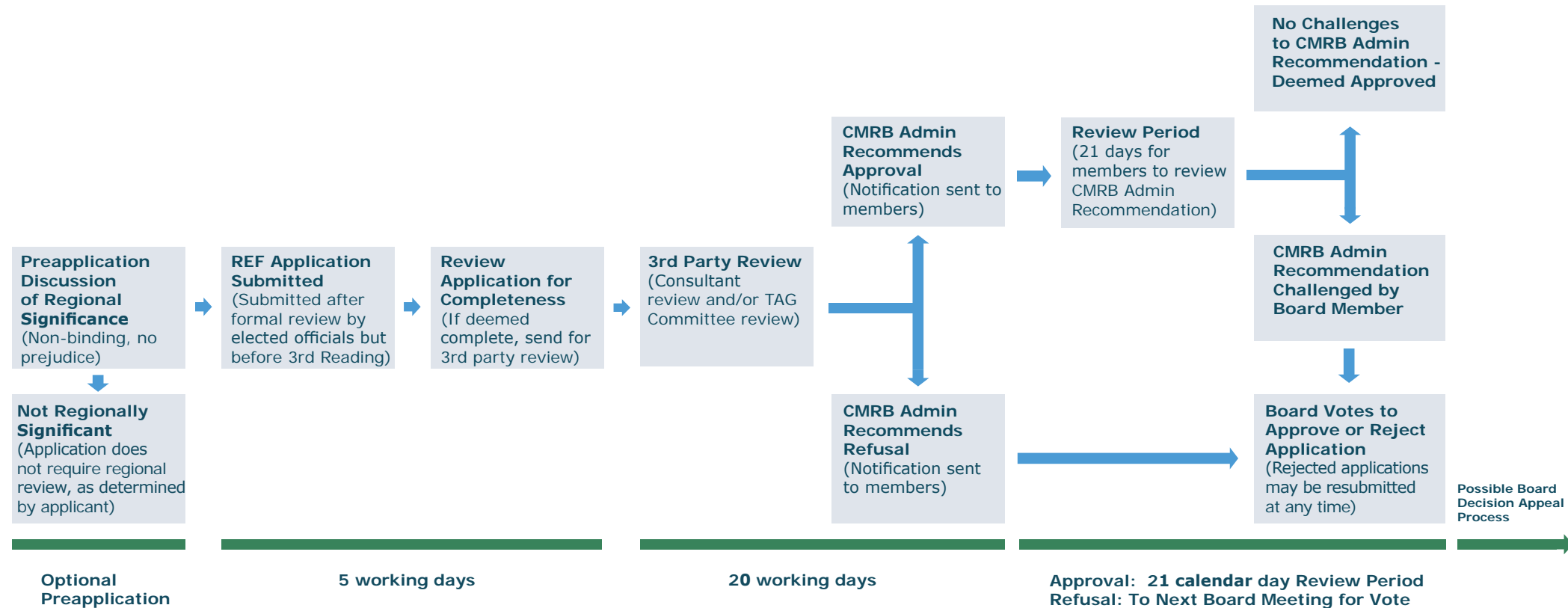
4. Recommendation

That the Committee recommend to the Board for approval the REF principles, process, and timeline.

Attachment 1: Proposed REF Principles (no markup)

	Proposed REF Principles	Objective
1	Certainty and Clarity of Process	All REF applications will be subjected to the same transparent process.
2	Efficiency	The process will be efficient and timely for the Applicant, the CMRB Administration, and the CMRB Members.
3	Respectfulness	All participants in the REF process will be treated, and will treat others, with respect.
4	Demonstrate Cooperation	The process will demonstrate cooperation amongst all ten municipalities.
5	Objectivity	CMRB administrative recommendations and decisions will be objective and respect the technical review process.

Proposed REF Application Review Process



Agenda Item 7 Attachment





CALGARY METROPOLITAN REGION BOARD

Interim Regional Evaluation Framework

October 4, 2018

Agenda Item 7 Attachment



1 INTRODUCTION

The Calgary Metropolitan Region Board (the “Board”) has been directed to implement the Calgary Metropolitan Region Interim Growth Plan (“the IGP”) subsequent to its adoption by the Government of Alberta. The Interim Regional Evaluation Framework (“the IREF”) provides the Board with the authority to evaluate and approve member municipal new *statutory plans* and amendments to existing *statutory plans* to ensure alignment with the Principles, Objectives, and Policies of the Calgary Metropolitan Region Interim Growth Plan.

2 PURPOSE

The purpose of the IREF is to provide member municipalities with criteria to determine when new municipal *statutory plans* and amendments to existing *statutory plans* shall be submitted to the Board for approval and procedures for submission. Further, the IREF establishes evaluation criteria and procedures for the Board to follow in the review and approval of local *statutory plans* and amendments of regional significance to ensure they are consistent with the long-term regional interests identified in the IGP.

3 DEFINITIONS

In addition to the definitions contained in the Regulation, words defined in the IGP shall be given the same meaning for the purposes of the IREF.

4 SUBMISSION CRITERIA

4.1 A Municipality shall refer to the Board:

- a) All new Municipal Development Plans (MDPs) and Intermunicipal Development Plans (IDPs);
- b) All new Area Redevelopment Plans (ARPs) and Area Structure Plans (ASPs) proposing employment areas and/or 50 or more new dwelling units;
- c) All amendments to MDPs, IDPs, ARPs and ASPs proposing employment areas and/or 50 or more new dwelling units; and
- d) Amendments and new *statutory plans* proposing less than 50 new dwelling units and located within 1.6 km of an adjacent municipality or a notification area, unless contained within an IDP.

4.2 **Notwithstanding Section 4.1, municipalities do not need to submit proposed *statutory plans* and/or amendments to existing *statutory plans* in the following circumstances:**

4.2.1 Housekeeping amendments to correct or update clerical, technical, grammatical, and/or typographical errors and omissions that do not materially affect the *statutory plan* and/or amendment in principle or substance in accordance with the Municipal Government Act (“MGA”).

4.2.2 Amendments to existing *statutory plans* that are not substantive in effect, such as:

- a. Small scale amendments to maps;
- b. Small scale text amendments;
- c. Small scale land use conversions; or
- d. Amendments that the member municipality in their discretion has determined to not be regionally significant.

5 Submission Requirements

5.1 **The submission of a new *statutory plan* or amendment to an existing *statutory plan* referred by a municipality to the Board shall include:**

- a) The proposed *statutory plan* or amendment bylaw;
- b) Sufficient documentation to explain the *statutory plan* or amendment;
- c) Sufficient information to ensure that the new *statutory plan* or existing *statutory plan* amendment can be evaluated pursuant to the evaluation criteria in Section 6.0 below, including applicable technical studies and other supporting documents;
- d) The corresponding GIS data set including, at minimum, the boundary of the new *statutory plan*, its land-use concept, and its transportation and servicing concepts, including land-use statistics and residential density; and
- e) A copy of the most recent amended *statutory plan* without the proposed amendment.

6 Evaluation Criteria

- 6.1 When evaluating a new *statutory plan* or amendment to an existing *statutory plan*, the Board must consider whether approval and full implementation of the *statutory plan* or amendment to an existing *statutory plan* would result in development that is consistent with the Principles, Objectives, and Policies of the IGP using the following evaluation criteria.

3.2 Region-wide Policies	<i>Statutory plan</i> or <i>statutory plan</i> amendment response
<p>3.2.1 Principles, Objectives, and Policies</p>	<p>Did the proposed <i>statutory plan</i> or existing <i>statutory plan</i> amendment address the Principles, Objectives, and Policies of the IGP?</p>
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<p>Did the applicant municipality collaborate to coordinate planning for land use, infrastructure, and service provision with other member municipalities:</p> <ul style="list-style-type: none"> <input type="checkbox"/> where appropriate; <input type="checkbox"/> within 1.6 km of the boundaries of the new area structure plan or the existing area structure plan amendment area or an agreed upon notification area between the member municipalities; and <input type="checkbox"/> Is the coordination demonstrated through processes, and/or instruments that comply with all components of Policy 3.2.2 of the IGP, if applicable?
<p>3.2.3 Water, wetlands and stormwater</p>	<p>Does the proposed <i>statutory plan</i> or existing <i>statutory plan</i> amendment:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Protect source water quality and quantity in accordance with federal and provincial legislation and regulation, promote water conservation, and incorporate effective stormwater management; <input type="checkbox"/> Adhere to the provincially identified wetland classification system, and incorporate measures to minimize and mitigate adverse impacts on wetlands; <input type="checkbox"/> Address Regional Corridors Policies 3.5.1.1, and 3.5.2.1 of the IGP, if applicable; and <input type="checkbox"/> Provide mitigation measures and policies to address identified adverse impacts on existing or planned regional infrastructure, regionally significant corridors, and community services and facilities?

3.3 Flood Prone Areas

Statutory plan or statutory plan amendment response

3.3.1 Development in floodways

Does the proposed *statutory plan* or existing *statutory plan* amendment protect provincially identified floodways from development (excepting uses with no permanent buildings, such as natural areas, outdoor recreation, parks, roads, bridges, utilities, aggregate extraction, and flood mitigation measures) for the following development types:

- Expansion of settlement areas;
- New freestanding communities;
- New country residential development areas; and
- New employment areas?

3.3.2 Flood protection in flood fringe areas

Does the proposed *statutory plan* or existing *statutory plan* amendment apply to lands that will result in development in a provincially identified flood fringe area? If so, does the proposed *statutory plan* or existing *statutory plan* amendment:

- Include flood protection measures to mitigate risk at the 1:100 year flood event level?

3.4.1 Intensification and Infill Development

Statutory plan or statutory plan amendment response

3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages

Does the proposed *statutory plan* or existing *statutory plan* amendment apply to lands within a city, town or village? If so, does the *proposed statutory plan* or existing *statutory plan* amendment:

- Achieve an efficient use of land;
- Achieve higher density development in the downtown or central core areas, in transit station areas and transit corridors, where appropriate;
- Accommodate residential and/or mixed-use development at a higher density than currently exists;
- Provide for a mix of uses, such as employment, community services and facilities, where appropriate;
- Provide for a range of housing forms and options, where appropriate;
- Make efficient and cost-effective use of existing and planned infrastructure through agreements with service providers; and
- Connect to existing, planned and/or future local and/or regional transit and active transportation networks, where appropriate?

3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities

Does the proposed *statutory plan* or existing *statutory plan* amendment apply to lands within an existing settlement area in a hamlet or other unincorporated urban community within a rural municipality? If so, does the *statutory plan* or existing *statutory plan* amendment:

- Achieve an efficient use of land;
- Achieve higher density development in central core areas;
- Accommodate residential and/or mixed-use development at a higher density than currently exists;
- Provide for a mix of uses including community services and facilities, where appropriate; and
- Make efficient and cost-effective use of existing and planned infrastructure through agreements with service providers?

3.4.2 Expansion of Settlement Areas

***Statutory plan* or *statutory plan* amendment response**

3.4.2.1 Expansion of settlement areas in a contiguous pattern

Does the proposed *statutory plan* or existing *statutory plan* amendment apply to lands adjacent to an existing built-up or previously planned settlement area? If so, does the *statutory plan* or existing *statutory plan* amendment:

- Plan for and result in development in a contiguous pattern;
- Achieve an efficient use of land;
- Provide for a mix of uses;
- Provide access to a community node(s), planned at a scale appropriate to the development;
- Make efficient and cost-effective use of existing and planned infrastructure through agreements with service providers and connect to municipally-owned, or franchised water and wastewater services; and
- Provide access to community services and facilities, or make efficient and cost-effective use of existing and planned community services and facilities through applicable municipal agreements with service providers at the appropriate time, where appropriate?

3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units

Does the proposed *statutory plan* or existing *statutory plan* amendment apply to lands adjacent to an existing built-up or previously planned settlement area, that will result in 500 or greater new dwelling units? If so, does the *statutory plan* or existing *statutory plan* amendment:

- Comply with all components of Policy 3.4.2.1 of the IGP (above);
- Provide employment uses, and community services and facilities;
- Provide access to community node(s) located in proximity to existing, planned and/or future transit;
- Connect to existing, planned and/or future local and/or regional transit and active transportation networks; and
- Provide for a range of housing forms and options?

3.4.2.3 Rationale for expansion of settlement areas that do not meet all components of Policy 3.4.2.1 and 3.4.2.2

Did the applicant municipality provide rationale for expansion of a settlement area that does not comply with all components of Policy 3.4.2.1 and 3.4.2.2? If so, does the proposed *statutory plan* or existing *statutory plan* amendment:

- Provide a rationale for Policy 3.4.2.1 b) of the IGP to address why it is not achievable or appropriate in the local scale and context;
- Provide a rationale for Policy 3.4.2.1 c) of the IGP to address why it is not achievable or appropriate in the local scale and context;
- Provide a rationale for Policy 3.4.2.2 a) of the IGP to address why it is not achievable or appropriate in the local scale and context;
- Provide a rationale for Policy 3.4.2.2 b) of the IGP to address why it is not achievable or appropriate in the local scale and context; and
- Provide a rationale for Policy 3.4.2.2 c) of the IGP to address why it is not achievable or appropriate in the local scale and context?

3.4.3 New Freestanding Settlement Areas

Statutory plan or statutory plan amendment response

3.4.3.1 New freestanding settlement areas

Does the proposed *statutory plan* or existing *statutory plan* amendment apply to lands that are not contiguous to existing built or planned settlement areas? If so, does the proposed *statutory plan* or existing *statutory plan* amendment:

- Achieve an efficient use of land;
- Provide for a mix of uses;
- Incorporate a community node, planned at a scale appropriate to the development;
- Make efficient and cost-effective use of existing, and planned infrastructure through agreements with service providers, and connect to municipally-owned or franchised water and wastewater services; and
- Provide access to existing or planned community services and facilities, or make efficient and cost-effective use of existing and planned community services and facilities through applicable municipal agreements with service providers at an appropriate time?

3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units

Does the proposed *statutory plan* or existing *statutory plan* amendment apply to lands that are not contiguous to existing built-up or planned settlement areas, and will result in 500 or greater new dwelling units? If so, does the proposed *statutory plan* or existing *statutory plan* amendment:

- Comply with all components of Policy 3.4.3.1 of the IGP (above);
- Provide employment uses, and community services and facilities;
- Incorporate community node(s) located in proximity to existing, planned and/or future local and/ or regional transit;
- Connect to existing, planned and/or future local and/or regional transit;
- Provide for a range of housing forms and options; and
- Protect environmentally significant areas?

3.4.3.3 Rationale for new freestanding settlement areas with 500 or greater new dwelling units that do not meet all components of Policy 3.4.3.2

Did the applicant municipality provide rationale for a new freestanding settlement area that will result in 500 or greater new dwelling units that does not comply with all components of Policy 3.4.3.2? If so, does the proposed *statutory plan* or existing *statutory plan* amendment:

- Provide rationale for Policy 3.4.3.2 a) of the IGP to address why it is not achievable or appropriate in the local scale and context;
- Provide rationale for Policy 3.4.3.2 b) of the IGP to address why it is not achievable or appropriate in the local scale and context; and
- Provide rationale for Policy 3.4.3.2 c) of the IGP to address why it is not achievable or appropriate in the local scale and context?

3.4.4 Country Residential Development

Statutory plan or statutory plan amendment response

3.4.4 Country Residential Development

Does a proposal for new country residential areas, cluster country residential development, or infill and intensification of an existing country residential area result in development of 50 new dwelling units or greater? If so, does the proposed development:

- Comply with all applicable components of Region-wide Policies 3.2.1, 3.2.2, and 3.2.3 of the IGP;
- Comply with Flood Prone Areas Policy 3.3.1 and 3.3.2 of the IGP, if applicable; and
- Comply with Regional Corridors Policies 3.5.1.1, and 3.5.2.1 of the IGP, if applicable?

3.4.5 Employment Areas

Statutory plan or statutory plan amendment response

3.4.5.1 New employment areas

Does the proposed *statutory plan* or existing *statutory plan* amendment apply to lands that will result in development of a new employment area? If so, does the proposed *statutory plan* or existing *statutory plan* amendment:

- Make efficient and cost-effective use of existing and planned infrastructure and services?

3.4.5.2 Connections to transit stations and corridors

Does the proposed *statutory plan* or existing *statutory plan* amendment for development that will result in a new employment area:

- Plan for connections to existing and/or planned transit where appropriate?

3.5 Regional Corridors

Statutory plan or statutory plan amendment response

3.5.1.1 Mobility corridors

Is the proposed *statutory plan* or existing *statutory plan* amendment for lands within 1.6 kilometres of a regionally significant mobility corridor identified on Schedule 3 and/or 4 of the IGP? If so, does the proposed *statutory plan* or existing *statutory plan* amendment:

- Identify the mobility corridor on maps;
- Demonstrate that the proposed land-use, built form and density optimizes the proximity and adjacency to regionally significant mobility corridors; and
- Provide mitigation measures and policies to address identified/potential adverse impacts on regionally significant mobility corridors?

3.5.2.1 Transmission Corridors

Does the proposed *statutory plan* or *statutory plan* amendment area include transmission corridor right-of-ways and/or related infrastructure identified on Schedule 5 and/or 6 of the IGP within the *statutory plan* area boundary? If so, does the proposed *statutory plan* or existing *statutory plan* amendment:

- Identify the transmission corridor rights-of-way or related infrastructure on maps;
- Provide a rationale, servicing agreements, and supporting policies for crossing, accessing and/or connecting to regionally significant transmission corridor rights-of-way or related infrastructure; and
- Provide mitigation measures and policies to address identified/potential adverse impacts on regionally significant transmission corridor rights-of-way or related infrastructure?

Agenda Item	8
Submitted to	Land Use & Servicing Committee
Purpose	For Decision
Subject	Data Sharing Framework
Meeting Date	October 29, 2020
<i>Motion that the Committee recommend to the Board for approval the Data Sharing Framework.</i>	
<p>Summary</p> <ul style="list-style-type: none"> • The Data and Analytics Subcommittee was established by the Land Use TAG (LU TAG) on November 30, 2018. • Subcommittee member municipalities include the City of Airdrie, City of Calgary, City of Chestermere, Town of Cochrane, Town of Okotoks, and Foothills County. • CMRB Administration developed a Data Sharing Framework with the support of the Subcommittee and the LU TAG to create a common understanding of how the data that is created by the work of the CMRB will be shared. • The Framework is a guide for the sharing of data generated by a study, process, report, or similar that is produced by or for the CMRB. • Data generated prior to the approval of the Framework will be handled on a case-by-case basis in discussion with LU TAG and the Subcommittee. • The Framework does not contemplate or facilitate the sharing of municipal data amongst member municipalities. Its focus is data created by the CMRB as part of its work. • This Framework incorporates ideas from the Land Use & Servicing Committee discussion held September 3, 2020 on Data Sharing in the CMR and on October 1, 2020 with the LU TAG. • A draft Framework was circulated to the LU TAG and Subcommittee on September 18, 2020. Comments on the draft Framework were used to refine the document. 	
<p>Attachment</p> <ul style="list-style-type: none"> • Proposed Data Sharing Framework 	

1. Introduction

The Data and Analytics Subcommittee was established to discuss the complexities around gathering, analyzing and distributing data as part of the Growth Plan and Servicing Plan and other regional activities and studies.

The purpose of this agenda item is to provide a Data Sharing Framework to the Committee on a recommended approach to data sharing in the CMR. This Framework builds on the data sharing discussions that have taken place at the Data and Analytics Subcommittee and Land Use TAG and the discussion that took place at Land Use and Servicing Committee (Agenda Item 9) on September 3, 2020. The Framework does not contemplate or facilitate the sharing of municipal data amongst member municipalities.

All member municipalities define how data can be shared differently within each municipality. Some municipalities make a wide range of data sets available and other municipalities share data on a case-by-case basis.

2. Importance of Data Sharing

Data sharing is an important aspect of furthering the work of the CMRB. The Municipal Government Act emphasizes the importance of data sharing. Section 708.17(1) of the MGG notes that “a participating municipality must, when required in writing by the growth management board to do so, provide the growth management board with information about the participating municipality that the growth management board requires.”

In interviews with other regions including the Vancouver Metro Region, the Winnipeg Metro Region, and based on research into other regions., data collection, data sharing, and open data were identified as crucial to their work and to the work of other partner organizations doing research in the region.

3. Data Sharing Framework

The Data Sharing Framework is a guide for the sharing of data generated by a study, process, report, or similar that is produced by or for the CMRB. It provides an overview on the purpose of the Framework, the objectives of the Framework, the process of data sharing, and the roles of the Board and administrations in data sharing.

After the discussions at the September 3, 2020 Land Use and Servicing Committee on Data Sharing in the CMR (Item 9) a draft Framework was circulated to the LU TAG and the Data and Analytics Subcommittee on September 18, 2020.

Additions, modifications, and deletions were incorporated into this Framework from discussion at Land Use and Servicing Committee, these are:

- “This Framework does not attempt to set how confidential municipal data is shared amongst member municipalities.” This was added to clear up any confusion about what type of data is covered by this framework, focusing on data created by the CMRB, not individual municipalities’ data.
- Input and Output Data definitions were added to provide more clarity between CMRB data and municipal data.
- The Stakeholder Organization Data definition was added to include an additional Output Data classification for stakeholder organizations to use CMRB data that may provide a benefit to the CMRB.
- Member Data and Confidential Data definitions were modified to use clearer language.
- The definition ‘Data Sharing’ was deleted as it was deemed redundant.
- Data that falls under previous use agreements that municipalities may have will be respected as shown in 4.(c) under the Process section of the Data Sharing Framework.
- The role of municipal administrations was emphasized to provide assurances that the sharing of data under this framework encompasses CMRB data, not municipal data. As stated in 4.(d) under the Process section of the Data Sharing Framework.

4. Implementing Framework

A new study, process, report, or similar that is produced by or for the CMRB that generates data will fall under this Data Sharing Framework. The details of this are found in the Process section of the Framework. In short, how the data that is generated from a study will be shared is decided at the onset of a new CMRB study. Municipal administrations will have opportunities to discuss how this data should be shared before the recommendation for a study is made to the Board.

While implementing the Framework, certain objectives will help guide data sharing in the CMR. Some of these objectives are:

- Prioritize data sharing to continue to improve fact-based decision making and transparency.
- Share data with member municipalities and to the greatest extent reasonable, with the public and other CMRB stakeholder organizations such as the Miistakis Institute, University of Calgary, BILD or others.

- Facilitate the public sharing of data through an online data portal and facilitate the sharing of data already being provided and shared publicly by municipal members through an online data portal.
- Do not replicate work already undertaken by municipalities.
- Seek ways to build and update datasets that reduce the overall cost and effort required.

For existing studies and reports prior to the approval of the Framework that generated data, the Data and Analytics Subcommittee and Land Use TAG will discuss and implement the sharing of this data on a case-by-case basis.

The Data and Analytics Subcommittee could serve as a forum for ongoing discussion to:

- To make aware other municipal members of future studies being completed by member municipalities that may be of interest to other members from a data collection perspective.
- To discuss best practices, data standards, data quality (i.e. limitations) and vintage, ongoing updates, etc.

5. Recommendation

That the Committee recommend to the Board for approval the Data Sharing Framework.

Proposed Data Sharing Framework

This Framework provides a guide for the sharing of data generated by a study, process, report, or similar that is produced by or for the Calgary Metropolitan Region Board (CMRB) as part of its work. As such, there will be specific discussions that are unique to each study or report and the associated data. For the purposes of this Framework, data created by the CMRB as part of its work is known as Output Data. The CMRB studies and reports referred to are those that are completed post-Growth and Servicing Plan as directed by the Board, this excludes studies and reports which were created as part of developing the Growth and Servicing Plan as well as the Growth and Servicing Plan itself. This Framework does not attempt to set how or if confidential municipal data is shared amongst member municipalities.

Data sharing is an important aspect of furthering the work of the CMRB. The Municipal Government Act (MGA) emphasizes the importance of data sharing. Section 708.17(1) of the MGA notes that “a participating municipality must, when required in writing by the growth management board to do so, provide the growth management board with information about the participating municipality that the growth management board requires.”

Definitions

Data – information that is spatial or non-spatial used to form the basis of discussion, reasoning, and/or policy.

Input Data – for the purposes of this Framework refers to municipal data that is shared with CMRB Admin under the Master License Agreement (MLA) or another agreement.

Output Data – data that is generated from a CMRB study, process, report, or similar (i.e. Tables, Figures, GIS data). It may be classified as Open, Member, Stakeholder Organization, Confidential.

Open Data – structured data that is machine-readable, freely shared, used and built on without restrictions (open.canada.ca, 2019). That is, open for anyone (public, organization, etc.) to use.

Member Data – indicates Output Data that is shared only with CMRB member municipalities.

Stakeholder Organization Data – indicates Output Data that is shared with stakeholder organizations (i.e. Miistakis Institute, University of Calgary, BILD) under a use agreement.

Confidential Data – indicates Output Data that cannot be shared outside of CMRB Administration and subsequent consultants contracted to perform studies or analysis that have agreed to contract terms (

Objectives

The Board has identified the following objectives related to data sharing:

- To prioritize data sharing to continue to improve fact-based decision making and transparency
- To share Output Data with member municipalities
- To share Output Data with the public and other CMRB stakeholders to the greatest extent reasonable
- To facilitate the sharing of Output Data through an online data portal
- To facilitate the sharing of data already being provided and shared publicly by municipal members through an online data portal

To be cognisant of redundancy

- Do not replicate work already undertaken by municipalities
- Share and use the most up-to-date data from the source (municipality) to negate duplication and multiple versions of data
- Seek ways to build and update datasets that reduce the overall cost and effort required

Process

A study or report is recommended by the CMRB

As the Board identifies its areas of focus, further study into a topic may be necessary. CMRB Administration will scope the potential future study with members of municipal administrations and determine an appropriate path forward.

Input Data needs are identified, and it is determined how Input Data will be used in collaboration with municipal administrations and consultants

As part of the process of developing the study scope and terms of reference, CMRB Administration will provide a suggested classification of Output Data. This information will be reviewed and approved by the Board.

Input Data is shared with the CMRB under the Master License Agreement

When a study has been endorsed by the Board, CMRB Administration will formally request the necessary Input Data from member municipalities. This will be provided through the existing MLAs signed between each member municipality and the CMRB. The data will be classified as confidential data unless an alternative classification is agreed to prior to the data being submitted to the CMRB.

The classification (Open, Member, Stakeholder Organization, Confidential) of the future Output Data is described in the Committee brief

- a. Committee briefs will include a new section that outlines what the Output Data will be and how it will be classified once the study is complete. Due to the unique nature of each study and Input Data, the recommended classification of Output Data will be assessed on a case by case basis.
- b. Output Data may have more than one classification in terms of its level of detail that is shared (e.g. Output Data may be shared as Member Data with a greater level of detail and may also be shared as Open Data with a lower level of detail).
- c. What constitutes the Output Data will respect all previous data agreements that individual municipalities have entered.
- d. As with other items, members of municipal administrations will have opportunities to discuss how Output Data is classified and the possible effects of such as part of TAG meetings to scope future studies.

Input data remains confidential

The Input Data will remain classified as described under the terms of the MLA (e.g. if municipal data is shared with CMRB confidentially it remains so).

The brief will go to the Board for approval

The Board will approve how the Output Data is shared based on the recommendations provided.

How Output Data is distributed

At the conclusion of a study or report, the Output Data will be made available to member municipalities and/or the public through an online data portal in accordance with the classification of said Output Data as approved by the Board.

Roles

Board

- To approve the terms of CMRB studies and reports, including sharing of Output Data
- To approve the findings and outputs of CMRB studies and reports

CMRB Administration

- To draft the Committee brief including an Output Data section. The section will include what Input Data is required and how Output Data is intended to be shared (i.e. Open, Member, Stakeholder Organization, Confidential)
- To manage the submission of Input Data to the CMRB
- To manage the sharing of Output Data in accordance to its classification(s)

Member Municipality

- To discuss and agree to the terms of the MLA and supply the Input Data requested in accordance with the terms of the MLA
- To review and raise any concerns with Output Data sharing per the Process section described above as part of developing the terms of reference for studies and reports
- To ensure data submitted to the CMRB is correct and as up to date as possible