



Millican-Ogden ARP

Stakeholder Report Back: What we Heard

May 2018

About this What we Heard Report

This report summarizes the activities and results of the May 2018 engagement for the Millican-Ogden ARP. The South Hill ARP project was also a part of this event but will not be highlighted in this report as no public input was sought. This report outlines the project, the purpose of the public engagement, the activities we did, and a summary of what we heard at the events. A full list of comments received through public engagement is included in this report.

This report does not outline what has happened as a result of the public engagement. That summary will be published at a later date, once all engagement has been completed and project plans have been finalized.

Project overview

The City of Calgary is currently drafting a new Area Redevelopment Plan (ARP) for Millican-Ogden, which will account for the new Green Line LRT stations.

An ARP provides rules and guidance for the type of development that makes sense in a given area – how to complement the local character, what level of density makes sense and how to transition from high to low density, or residential to commercial. It includes policies on land uses, building forms and densities, buildings heights, parks, transportation, contamination and housing.

The vision for Millican-Ogden is that it will continue to offer the features that residents currently enjoy, such as an abundance of open space, a high degree of connectivity to the wider city, a mix of land uses and housing types, and a proud sense of community spirit and railway heritage. These features will be augmented by the Green Line stations in the area, with the Ogden Light Rail Transit (LRT) station becoming the new heart of the community that will include a mix of shops, services and housing to serve the area's diverse population.

The draft Area Redevelopment Plan for Millican-Ogden looks to reflect community priorities, while also aligning with overarching policies in the Municipal Development Plan and the Calgary Transportation Plan.

Engagement overview

With previous engagement completed in 2016 and 2017, this engagement was conducted as a final public review of the draft ARP prior to going to Calgary Planning Commission and City Council for approval at the end of 2018.

This event presented the most recent draft ARP and sought public input on four specific subjects:

1. Mid-Rise Building Blocks:

Do you have any comments or concerns regarding changing from a "Neighbourhood - Mid Rise" to a "Community - Mid Rise" building block? *The Community – Mid Rise building block has been used*



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instead of the Neighbourhood – Mid Rise building block to allow for mixed use development. Please provide as much detail as possible. If you like or dislike the change, please be sure to explain why.

2. Active Frontage:

Do you have any comments or concerns regarding the addition of the "Active Frontage Encouraged" extensions along Ogden Rd? *The Active Frontage Encouraged designation has been added further north and south to encourage active uses along the entire length of Ogden Road. Please provide as much detail as possible. If you like or dislike the change, please be sure to explain why.*

3. Neighbourhood Names:

Generic neighbourhood names have been replaced with historic neighbourhood names. Do you have any comments or concerns? *Please provide as much detail as possible. If you like or dislike the change, please be sure to explain why.*

4. Affordable Housing Policy

Do you have any comments or concerns regarding the addition of general affordable housing policy or removal of George Moss Park as a designated site for future senior's housing? *City Council has directed staff to explore the feasibility of incorporating an affordable seniors housing facility in the southeast corner of George Moss Park. Staff's recommendation is to remove this policy in the ARP in favour of a more general policy encouraging affordable seniors housing in the community. Please provide as much detail as possible. If you like or dislike the change, please be sure to explain why.*

Space was also provided for participants to provide additional comments on any aspect of the ARP or engagement process.

Engagement Activities

One in person event was held on May 10, 2018. Online activities were open from May 10 to May 24, 2018.

WHEN: May 10, 2018
WHERE: The Glenmore Inn, Macleod Rooms
TIME: 5:00 – 8:00 P.M.
WHO: This event was promoted in a number of ways, including:

- An email invite to members of the Area Redevelopment Committee.
- A postcard mailed to residents, renters and business owners in the area.
- Bold signs in 5 locations for a two-week period throughout Millican-Ogden and South Hill.
- A Facebook ad that ran for two weeks geo-targeted to people living and working in the area.

This event focused on sharing information with guests as well as collecting public input as outlined above. Residents were greeted upon entering the venue and advised of the activities and layout of the room. Each guest was advised of the specific areas open for input and provided a paper questionnaire to provide their



comments on throughout the event. A large table was set up in the middle of the room and smaller tables were stationed near information for each area of input being sought. Subject matter experts were on-site to answer questions and explain the project. A handout was provided to attendees summarizing what was heard during the last round of engagement and how input was used. Staff were also on hand to discuss the South Hill Station Area Plan, and the Developed Areas Guidebook. Roughly 90 people attended the event.

What we Heard

Do you have any comments or concerns regarding changing from a "Neighbourhood - Mid Rise" to a "Community - Mid Rise" building block?

Theme	
More Common	General support and lack of concern. "Cautious support." Concerns regarding height, increased traffic and parking pressures.
Less Common	Concerns regarding housing type (infills/row) and impact to private properties. Belief that it could benefit community business.

Do you have any comments or concerns regarding the addition of the "Active Frontage Encouraged" extensions along Ogden Road?

Theme	
More Common	General support or lack of concern. Concern regarding impacts to parking and availability of parking. Concerns regarding resulting traffic impacts.
Less Common	The recommendation could beautify the area, add homes and new retail. Desire to minimize impact to private properties.

Generic neighbourhood names have been replaced with historic names. Do you have any comments or concerns?

Theme	
More Common	Large amount of general support or lack of concern. A strong preference to preserve history and use historical names as a way to preserve community identity.
Less Common	No need for change/leave as is. Questions/concerns surrounding the name "Ogden Station". Residents should choose the names. Street name changes could cause confusion. Recommendations to ensure name choices are accurate.

Do you have any comments or concerns regarding the addition of general affordable housing policy or the removal of George Moss Park as a designated site for future seniors' housing?

Theme	
More Common	There is a need for affordable seniors housing, but not necessarily in George Moss Park. The park is well used and there is a need to preserve green space. General support or lack of concern. Strong support for not putting housing in George Moss Park.



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Less Common	Put seniors housing in George Moss Park. Some parts of the park could be good locations. Specific recommendations for housing locations.
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Other comments received

A number of other comments were received. Many of them were very specific and do not fall into easily identifiable themes. These comments are listed below and were reviewed in detail by the project team.

For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Responses from the project team

The project team wishes to clarify some things in response to the comments received:

- Regarding neighbourhood names:** The intent is to use neighborhood names within the ARP. To better reflect the history of the community, neighborhood names within the ARP will be modified to Millican, Lynnwood, Ogden (instead of Ogden Station), Ogden Flats (instead of Ogden) and Ogden Shops. These neighborhood names exist within the ARP only; the current community name of Millican-Ogden will not change nor will any streets be renamed.
- Regarding type of development allowed:** The MU-1 District is for commercial and residential uses in street-oriented buildings. The district allows both commercial and residential uses at street level. The MU-2 District is also for commercial and residential uses in street-oriented buildings, however it requires commercial uses at street level facing the commercial street.
- Community boundaries vs. ARP boundaries:** The rationale for the decision to keep the Glenmore Inn area in the South Hill Station Area Plan is that proximity of the Glenmore Inn area to the South Hill LRT station (especially on foot and by bike) makes it more suitable to be in the South Hill Plan. Future residents would be more likely to walk to the South Hill LRT station than to the Ogden LRT station due to proximity and slope. The redevelopment (heights, form of development) on the Glenmore Inn site aligns more closely with what will be seen in South Hill than with what is in the Millican-Ogden ARP, so having that area in one document would avoid policy duplication.
- Respecting community character:** Policies in the ARP recognize the importance of the existing small town character and encourage new development to respect the character of the community by using the existing context to shape the form and function of new buildings.
- Impact to traffic:** A Traffic Impact Assessment (TIA) is not typically done as part of the ARP planning process, but is often required as part of a land use amendment or development permit application. A TIA was completed for areas in close proximity to the Green Line LRT, mainly focused on Ogden Road S.E. As part of the Green Line project, it is proposed that the connection between 69 Ave and Ogden Dale Rd SE be closed to eliminate the at-grade crossing of the current CP Rail lines and the future Green Line LRT. However, the east leg of the 69 Ave and Ogden Rd intersection will remain open to allow access to the alleyway (26a ST SE) from the north. With the closure of 69 Ave SE, the project is recommending a new connection between Ogden Rd and Ogden Dale Rd at 78 Ave SE. As part of this work a new signalized intersection will be provided at 78 Ave and Ogden Rd SE. This will enable motorists and pedestrians crossing or turning on to



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Ogden Rd SE to do so in a more timely and safe manner. The intersection of 72 Ave SE and Ogden Rd SE will also be redesigned to allow for better pedestrian and cyclist connections from the station in to the community. Ogden Road SE will be redesigned to include one permanent lane of travel in each direction and on-street parking during off-peak hours.

- Impact to parking:** As part of the Green Line project, a Park and Ride will be provided at the Lynnwood/Millican station. For both stations, the Green Line is looking to promote multi-modal (i.e. walking, cycling & transit) means for transit users to get to the station. The project will also be putting together a parking strategy to help address the potential for over-flow parking from transit users parking within the community. We will work closely with the communities to monitor parking habits once the LRT is in operation and determine if any action is required.

Next steps

A comprehensive summary of the comments received online and at the May 2018 information session, along with City responses to those comments, will be available in the summer of 2018. We will use this information to make further changes to the ARP. The proposed ARP will be available in fall 2018 and is anticipated to go to Calgary Planning Commission and City Council for approval by the end of 2018. Please check back regularly for updates.

Comments received

Verbatim comments presented here include all of the comments received online and at the in-person event. Personally identifying information has been removed and replaced with [personal information removed]. Otherwise, comments here are completely un-edited.

Do you have any comments or concerns regarding changing from a "Neighbourhood - Mid Rise" to a "Community - Mid Rise" building block?

4 to 6 storey is too high. 2-4 storey designation would be more desirable in these areas
No. I don't have a problem with this
No problem with mid-rise either neighborhood or community
I like the idea of mid-rise use development
Define this
Concern regarding the potential for conflict of traffic vs pedestrian in the mixed model. Concern as to why Millican-Ogden is able to restrict to 4-6 stories and South Hill is allowing 6-10 stories of building. Doesn't make sense.
I don't think so, but I still am not sure exactly what the definition of each is. And how they differ
* "Community -Mid Rise" building block. I don't have enough info, coming to neighborhood, this meeting to give a momment. After reading the handout, I have no concern on the change
Yes. I donot wish to have a multi level building out the back alley of my home. I purchased a single family bunglow 25 years ago for a reason. They have not changed. I do not wish to have someone looking down on me from their 2nd, 3rd or 4th floor window while Im in my back yard. "Privacy is very imporatan"



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The change could be positive for busineeses in our community. I'm a bit concerned about increased traffic, lack of business parking, lack of transit parking. Will the residents see more parked carss being jammed into our streets?
Do not like the changes because City will have more say what it wants to do
I was fine with neighborhood. No need to change
No it's a good idea
Do not want, already enough overly high with ugly infills. No more.
Nope, cool
Some concerns with traffic and parking
Caution if added to 18th -this street has high number of residents, need to respect this. Neighborhood limited- Do not want semi-detached duplexes, row houses
Not sure
Cautiously supportive
No
4-5 stories only- more contributing traffic in an already conjested Glenmore Trail
The buildings should not come to the edge of the sidewalk
Prefer neighbourhood
No
I'm hoping that our community South Hill mobile park is saved
No
We don't want a low rental area, staying fresh with single resident homes, with more park space, less gestion and improve parking
Will property be expropriated?
No
I'm all for moving forward with the community of Ogden. The less homes you have to take out the better. This community has deep roots and it's tough to uproot them. Consider your plans carefully
As long as midrise continues tobe 4-6 stories. How the terms are defined as words are ok. Do not change the sizes of the building plans
Ogden road to the south
Concerned about the increased traffic on Glenmore and Ogden Road. Does not appear that there is a plan to accommodate the additional casue. The LRT is limited in the ability to accommodate the majority of communities
Increased population on an already very busy Glenmore. It is presently congested at rush hour and this development will exasperate the problem. Also Ogden Road will be more congested. You are speculating that the increase of approximately 10,000 more people will be largely utilizing the LRT
While moving people through the city in an enviromentally all efficient way is crucial to the functioning of a city, our size both land mass and population, consideration and conern must be given to the communities in which this must happen to ensure their services and life style is preserved
Ogden road to the South should be higher amount of units for large force. Entry into the community if you have a hill 4-6 storey is not highest best use! Should be 10-15 storey buildings. This is a 70's drop into the community
No. But need a causing (?) pad



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Do you have any comments or concerns regarding the addition of the "Active Frontage Encouraged" extensions along Ogden Road?

No. No problem with this
Seems fine
No comment
Okay will add more homes and retail
This is a good thing
No as long as parking is sufficient and accessible
My concern would be the traffic "parking" to get to these types of retail. If I was a bussiness owner- these would be "major" concerns for me. Any frontage beautification is badly needed on Ogden Road
Street paking issue. Some people will have no place to park. 2 hours parking ban's are not good when you work. Shift work and the parking ban could be in the middle of your sleep time. Not everyone work's 9-5
How will 4-6 storey buildings be managed? Who decides on percentage of residential vs. industrial? Would one of those 6 storey buildings be a parking arcade? Will the 4 & 6 storey buildings be mixed in beside smaill houses? Will we see more vandalism in an industrial area being used by kids @ train station?
Where are people going to park
Depending on active frontage. We don't need food trucks or more coffe shops
No, it should be commercial
Parking/traffic issues not appreciated to my satisfaction
Nope- except maybe community mail boxes and where they are located
Concerned about the type of businesses. Will it be open late night? Parking issues? More Crime?
Traffic congestion? Consider heavy traffic, will users use Millican/18th to avoid slow moving traffic on Ogden road. If so, increase traffic on those roads.
I have no issue! It would give emergency vehicles quicker access to Industrial park. Also shorter truck route than what we have new from the North end of community
I like it a lot
As above in #1
Parking issues/Traffic increase/Create access to the east (Off Barlow Trail)
Term needs to be better defined but is a promising idea
Great idea for bike paths
Will this discourage homes being built on Ogden Road?
Traffic?
Not concerned as of yet, hopefully it all goes as planned
That would be too close to CPR main line
No
The less homes removed, the better. Please encourage affordable senior housing to be built near the new train line
The defined area of "Active Frontage Encouraged" needs to be "Encouraged" and not used as a method to drive out people from the homes that live in the area. When development plans and areas are designated in South



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Hill and Ogden Road these need to need environmental design with full solar very limited heat requirements so our environmental foot print can be significantly reduced (this needs to be a requirement)
See answer to #1. What is the cost of City tax payers? Full transparency on costs should have been put of the plan session
I have concerns that C-train parking is available only in Ogden and Douglas Glen and non at South Hill (A big mistake). The companies near the station have parkign but will take a dim view of quest parking for C-train being provided by them
Active frontage, that's great. We live in Riverben. It would be nice to have some beautification of 18th street SE through Riverbend as well. We pay taxes too.
None!
No
No, it's needed. currently the main road of Ogden needs upgrades. Constantly walking dogs along the street, needs some additional upgrades.

Generic neighbourhood names have been replaced with historic names. Do you have any comments or concerns?

For Ogden station, I would prefer the historical name of Cepeear. I think it would encourage developers to consider the theme of historical town/train station for aesthetics
Nope
I do not like being called Ogden station. I would prefer just Ogden!
No comments or conerns
No
Historic name OK
Much better
As long as the naming is directly connected to the community and its history
Historic names are a real good idea, to promote the history of any neighborhood. Just remember C.P.R is a huge part of our community and we are thankful what improvements have been done. Now, it's the City of Calgary's turn to come up with ideas generates by these meetings
These names are as I remember except when was Ogden station. This is the first I've heard of it in 42 years.
I have only lived in Ogden for 13 years. I don't have any concerns, but there are so many long term residents. Put this to a community vote.
Leave signs as is
Keep the street names that we have. The historic names will be confusing
Lived here for 56 years when was Ogden station?
Nope, that's pretty great!
No
This community is based on history so names should reflect this as oppose to generic names
Always in favourite of maintaing our historical history
Like it
Good idea



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I intensely dislike the splitting into Ogden/Ogden Station
Let the residents decide! 100%
An extra expense to change already named streets, avenues and parks
Is the name of Ogden being changed to the original name "POVERTY FLALTS"
Prefer historic names
No
Totally would go historic, Ogden has many great stories! Conserve that!!
No
This will give our community an identity
No concerns as long as they are relevant to that area
Good idea
No
Generic names lack character, that does not speak about this community. The history of this community is extensive and rich. I think we should conserve that. The Ogden whistle is a great place to get food and drinks!
The community and the names are important including the Lynnview Ridge area. The area has significant history and this history should be preserved where practical
No as long as there is proper research to ensure avoiding embrassement or appropriation. The City has not had a great track record in this regard
It depends which historic names are being used
No
No. It is a guess
Please leave the street names alone. Some of Ogden has issues with people even finding the roads. Olympia Drive is fine, however, we should be renaming the lanes inside of Olympia Dr. This may make more sense so people can FIND the homes.
Please get some sort of security in the Westbrook LRT station. It was unusable today. So many homeless drunks.

Do you have any comments or concerns regarding the addition of general affordable housing policy or the removal of George Moss Park as a designated site for future seniors' housing?

I'm pleased that George Moss will remain as a park for area residents. I do not want to see development in the park. The park is well used now and as density in the area increases. I imagine it will see even more use
No
I do not want senior housing in George Moss Park. It was mentioned that seniors' could get groceries by taking the Green lane. This is nuts where is the store I think it will ruin our green space area "The Park" Please no! We love our park just the way it is. Thanks
No comment
No



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Why remove any affordable seniors' housing. Careful of new legion owner who wants high rises, not necessarily for seniors!
Needs to be here and in other locations in community. Like South Hill
No, more affordable housing is need. Senior housing must be addressed in the area
George Moss Park should not be a site for any type of housing. We need to come up with a plan for future seniors' housing, if seniors plan on staying in the Ogden community. We have lived here for 46 years in the same home.!
George Moss Park needs to stay intact as a park
I don't understand the "general affordable housing policy"? I didn't see this message on any of the posters today. George Moss Park --> I think it should remain a green space. Consider using Legion site for senior housing. Maybe/with a parkade. Maybe the green space below Glenmore Inn could be built up as parkade or senior housing.
More senior housing for seniors'
Not the best location. 78th Ave where the old legion was would have been better. The LRT doesn't work for everyone
Take part of it on the West side. Need more seniors' housing
Smart move George Moss. Affordable housing we have our share to date. Seniors' housing yes, if you can incorporate into the area with out disruption of others
No seniors' housing in George Moss part. Concerned about commuters parking along the park roads- kids running out, people walking dogs etc. won't be seen by traffic cutting through our neighborhood to avoid Ogden Road. Glenmore/Ogden - cut through traffic is heavy and moves dangerously fast
No
George Moss- large area and in recognition of role of Ogden seniors' in the life of MOCA (volunteers etc.), reasonable space should be made available for a Seniors' Housing Program. We need to be respectable of the needs of those that came before us, plus, our future need.
Would like the park to remain as is. Also believe we need seniors' facility in the community. I have no suggestion on where
No
I'm all for it!
No housing in George Moss Park and the community hall area. Fed up with effort to give away green space for housing, no matter how "noble" the project is
OK
One side of the park a seniors' housing (residence) could be considered. Still having a park area or green space that is necessary. With many boomers retiring, more seniors' housing is needed
Do not built a seniors' home in George Moss Park
Do not remove the park- it is well used
Happy to see George Moss Park is going to remain as is. There are other places more suitable for senior housing ie. Closer to shopping and bus service
Leave as is!
Think it is a good idea to finally possibly get a seniors' housing facility the area chosen would be close to new transit line. But don't see total removal of George Moss Park
This is very good as we are losing a lot of seniors' out of the community and I will need it someday



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Keep the green space
Loss of green space
That park should be looked at quite carefully. It's a place to walk your dog. Tennis courts and baseball diamonds provide places for activities during the summer. There is also a patch of ice to skate on during the winter. People value these, and should be considered. The park is huge! Don't take all of it.

Other comments received

Ralph the Engineer is well spoken and one of the most informative Reps. Always!
Hoping the ARP will increase the value of our houses in Ogden and having new interest, families, to the table. Would be great to see signage "Welcome to Ogden" at the North end of Ogden Road. Would CPR be a partner in this venture - signage!
Old refinery park is a perfect location for a camp ground. Most City's including Edmonton have more than one camp ground. It would have perfect access through transit for the Stampede. Have an organization like the Lion's or Kirsten manage it. Plus keeping lots of green space - take a look at High River's "George lane park and campground!"
The ARP document is huge. Obviously I couldn't ingest all the information to provide a "completely" informed feedback.
Make 18 street North of Glenmore Trail 40 KM zone. More speed bumps or more children park area.
Everything I see looks good. Lots of thought and rethought has been done
No high-rise. Old refinery park part in/Camp ground would be a well user facility
What can be done about the rendering plant? (that's a stretch but may as well ask!) * Huge concern with traffic coming South down 24 street off Ogden road (to avoid Ogden road traffic). It's a problem (speed as the stop signs have been turned for some reason) It's a big problem. *Please see map*
Concerned about the traffic and parking along Ogden road. Told there maybe a 4 hour per day parking ban. Where are 5th resident to park during these times? Back always are small as it is. Unfair to use backyard to park. Lot is too small for garages
Top of Millican road: at different times of the year, the sun blinds driver, cyclists and pedestrians. What will be done to minimize potential accidents with a probable increase in traffic. Suggestion for safety--> bike/walkign path diverted up on a new landscaped path via Lynnview Road--> reduce the road to a nice 2-way bike/pedestrian path. To meet with Christine to discuss some working concerns - Lynnview Ridge as member of LRRAC. At meeting, concerns over items in history - page5 and page 44 and page 45-602
Page 29. 3.7.4 seccre. Should relocation occur, rent by the City of Calgary has now have 912/ rent agreement with City of Calgary housing. No funds provide funds for rent just for utilities
Page 43. 5.6.2 Park and ride - still recommend also car parking spot across the park. Imperial Oil land now leased to the City of Calgary- great area also for food trucks. Would need to be well lit.
Glenmore Inn- belongs in MOCA ARP and not South Hill. Told came out of Charette?? No Ogden /Lynnview resident would have said this Overpass by Glenmore Inn has mural out of Ogden/MOCA sign to be installed in that area. Excuse that the escarpment and South Trail station is closed/give reasons for this move are unacceptable
As you look at the future planning? What about areas that might have been built (way back) on springs or slough?



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A seniors' housing facility is definitely needed in the Ogden area
Still perplexed/amused over turning 72nd Ave and Millican Road into "complete" streets
Please keep 72/73 route as it is very valuable as access to Forest Lawn, Deerfoot Meadows, Chinook, West areas, Foothills, University etc.
Riverbend could use some consideration at the entrance of Glenmore Trail and 18th. The areas are full of trash and blocks have been disappearing constantly over the past 5 years. Many calls to 311 have been placed with no response or actions!! We pay taxes too!! We feel neglected
What is the guarantee that the rules will be followed once the plan has been approved
Will there be park, ride to Ogden section, to avoid parking congestion in this area?
Mobile home parks provide affordable housing. Please do everything in your power to make sure the Green Line doesn't affect our homes!
South Hill needs to be added back into the Millican-Ogden documents as it is part of the community. It should be a specific subset of the document due to the mobile home parks that need to be protected and the connections to the community
The City has a very poor record of selecting and determining appropriate out for communities and projects. A community review should be conducted for acceptance
The bridge low rise across the canal has been removed. Why now handicap person from River bend/Ogden side cannot use the canal pathway. Why no information on Quarry Park C-train station (Is there parking?)
Ensure engagement is not for the engagement but to listen and respond to the concerns of the residents. Appreciate the decision that was made on 78 Ave . Thankyou.
Start the community to the South with a statement to the area on the West side of Ogden road. Multi use commercially 3 to 5 story rise going down the hill high rise on the area sturcture plan now
Room is too small, very crowded. Cast time it was (?)