



ENGAGEMENT  
REPORT BACK

# *MIDTOWN STATION*

October 2020

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

## Table of Contents

<b>Project Overview .....</b>	<b>2</b>
<b>Engagement Process .....</b>	<b>3</b>
Other Stakeholders .....	3
<b>What We Asked .....</b>	<b>4</b>
Survey Questions .....	4
<b>What We Heard Summary.....</b>	<b>7</b>
Survey Results.....	7
Fairview AGM Feedback .....	18
Digital Workshop with Fairview Community Association .....	18
<b>Next Steps.....</b>	<b>19</b>
<b>APPENDIX A - Verbatim Comments</b>	
<b>APPENDIX B – Fairview AGM Presentation Panels</b>	
<b>APPENDIX C – Fairview AGM Information Handouts</b>	

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

## Project Overview

### Project Vision

Major metropolitan centres such as Toronto, Montreal, Vancouver, and New York have built up density nodes secondary to the primary central business district. These nodes are built around culture and convenience, where amenities and density are intentionally located in the same area, along with accessible pathways and transit hubs.

Midtown Station already has the foundation needed to be a great secondary hub for Calgary and requires a long-term vision and investment to uncover its potential. Midtown Station has engaged the City, the public, and other stakeholders, in order to ensure that this development is integrated with the surrounding communities and is also a destination where people want to live, work, and play.

The site is envisioned as a vibrant, 24/7 urban village, featuring an array of iconic, high-density residential towers, mid-rise apartments and stately town-homes; modern office buildings in a campus-like setting; and convenience and specialty retail, hotels, restaurants, and bistros. The residential components are proposed to be aligned along a generous central open space spine featuring active and passive recreational pursuits, water features, arbours and trellised gardens; and a recreational facility/clubhouse providing swimming, racket sports and all the latest fitness pursuits for a healthy lifestyle.

A key component of the development is the construction of a new LRT platform in the vicinity of 71st Avenue SE, providing a stop equidistant between the existing Chinook and Heritage stations. The concept plan also envisions a pedestrian connection to the LRT from the Fairview community immediately to the east.

### Engagement Approach

Our engagement approach for this project will provide reliable and consistent communication supported by meaningful engagement opportunities for the community to provide input and will follow the City's Applicant Outreach Toolkit.

The COVID-19 pandemic has changed the way we live, work, and interact with each other. Public engagement and outreach have been pushed to online systems to provide for safer forms of engagement. Our approach for this project includes consultation with key stakeholders and the general public primarily through a carefully structured series of online engagement tools.

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

## Engagement Process

The engagement process for Midtown involved the creation of a website to inform stakeholders of the project, as well as to collect feedback on the current site opportunities and restraints, and the proposed site design. We listened to and learned about current public views on the proposed development and collected comments and expectations about the future of the project.

The website was launched in late August 2020, and included numerous pages with information and graphics, a FAQ page, and a feedback survey. The FAQ page was updated regularly as new questions and comments were received.

There was also constant communication with other stakeholders, including the City of Calgary (CoC) and the Community Associations of surrounding communities. Other methods of outreach included:

- Notifications sent out through the Community Associations
- Mail-out postcards to the surrounding communities
- Attendance at the Fairview AGM

## Timeline for Engagement

- Draft engagement plan prepared and agreed to with the CoC (late July)
- Website set-up and survey deployed (late August)
- Online engagement open through website (early September – mid October)
- Engagement report and conclusions (November)
- Revised plan deployed through website (December 2020)

## How We Use the Input

Feedback gathered from public and stakeholder engagement is reviewed in conjunction with City of Calgary policy and standards, site conditions and technical design analysis, and incorporated into the site concept.

## Other Stakeholders

IBI has engaged with surrounding communities, CoC business units, and other stakeholders throughout this process. Some of these stakeholders include: the Kingsland, Meadowlark, and Chinook Park, Kelvin Grove, and Eagle Ridge (CKE) Community Associations; CoC Councillors; CoC Community Planning; CoC Transportation; CoC Parks; CoC Engineering; the Heritage Communities Local Growth Plan committee; existing tenants; CP Rail and Calgary Transit; and utility companies such as ENMAX.

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

## What We Asked

### Survey Questions

A feedback questionnaire was posted on the project website that contained the following questions:

#### Use of the corridor

1. How do you use the site today? (Check all that apply)
  - a. Shopping
  - b. Commuting
  - c. Play
  - d. Work
  - e. Other (Please indicate)
  - f. I don't use the site

#### Likes & Dislikes

2. What are the strengths of the existing site? (Check all that apply)
  - a. Provides useful amenities (such as restaurants, retail)
  - b. Provides job opportunities
  - c. Easy access
  - d. Ample parking
  - e. Other \_\_\_\_\_
3. What are the weaknesses of the existing site? (Check all that apply)
  - a. Lack of amenities
  - b. Poor pedestrian connection
  - c. No public open space
  - d. Poor transportation / access
  - e. Overly congested
  - f. Other \_\_\_\_\_

#### Opportunities, Constraints and Amenities

4. In terms of opportunities for redevelopment on the site, what would you like to see in the future? (Check all that apply)
  - a. Recreation facilities
  - b. Park
  - c. Urban Plaza
  - d. Club house
  - e. Daycare
  - f. Other \_\_\_\_\_
5. What amenities are missing in this area that you would like to see included in the proposed design?
  - a. More community amenities
  - b. More retail uses

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

- c. More industrial uses
  - d. More public space
  - e. Improved pedestrian connections
  - f. The addition of a diversity of residential uses (i.e. rental and condo apartments, seniors' complexes....)
  - g. Other \_\_\_\_\_
6. How important are the following themes to you: (Please rank the following where 1= this is not important to me; and 5= this is very important to me)
- a. Appropriately located density
  - b. Sense of community
  - c. Amenities
  - d. Public space
  - e. Pedestrian connectivity
  - f. Transportation access
  - g. Parking
  - h. Other \_\_\_\_\_

## Corridors and Connections

7. What type of supplementary links/corridors are needed and where should they be located? (Check all that apply)<sup>1</sup>
- a. Pedestrian, including +15 connections
  - b. Bike
  - c. Road
  - d. None, corridor linkages are sufficient
8. Would you use a new LRT station in the proposed location (see attached map for proposed location)? (Yes/No)
- a. If so, what would be your main purpose for using the Midtown LRT station?
    - i. Getting to/from your home
    - ii. Going to/from place of work
    - iii. Going to/from school
    - iv. Visiting family or friends
    - v. Using amenities around Midtown Station
    - vi. Other \_\_\_\_\_
  - b. If not, are there any modifications we can make that would encourage you to use it?

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<sup>1</sup> This question was linked to an interactive map where respondents could place pins where they felt new links and corridors should be located.



# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

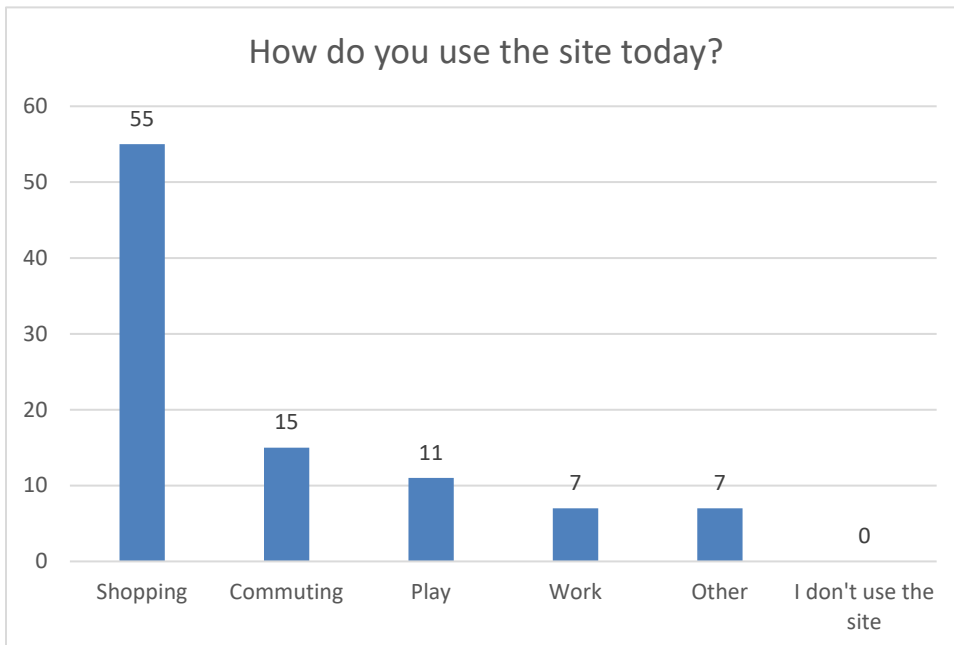
## What We Heard Summary

### Survey Results

This section provides a brief summary of the feedback received during the online engagement, as well as any additional feedback via phone or email. A summary of the most common comments is included here, while verbatim comments can be found in Appendix A.

A total of 112 unique respondents filled out the survey, with 64 people leaving written comments, and 50 leaving their contact information. The responses may not add to 112 as not all questions were required, and some questions allowed for more than one response.

### Current Use of the Site



Most respondents currently use the site for shopping, with the fewest respondents using it for work.

Most of the “Other” responses indicated that they lived in Fairview. Other responses included restaurants, and a doctor’s office.

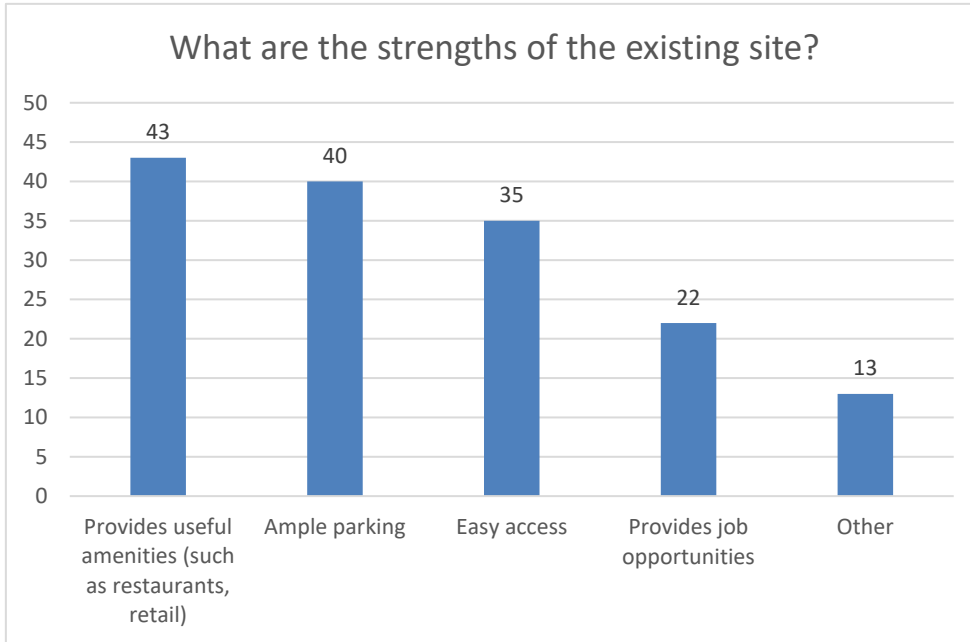


# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

## Likes and Dislikes

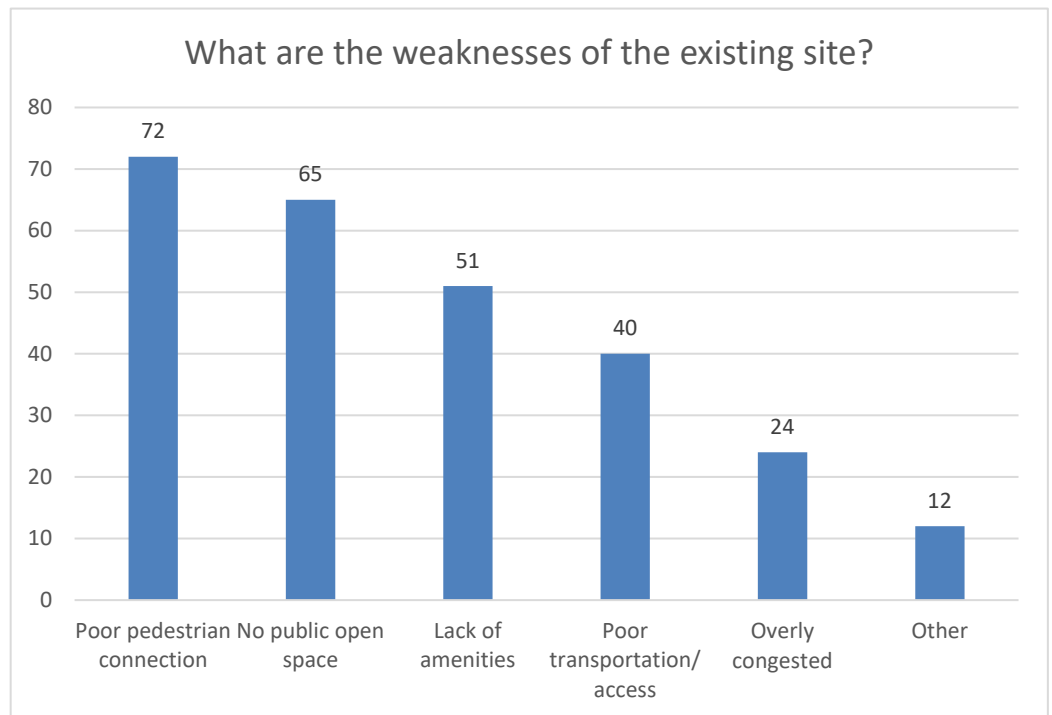


For the current strengths of the site, the most people responded that the site provides useful amenities (such as restaurants, retail, etc.).

The majority of the “Other” responses were that the site currently has no strengths. Two respondents noted the location and one respondent mentioned the Calgary Climbing Center.

As for weaknesses of the current site, the greatest number of responses was for “Poor pedestrian connections”.

Comments in the “Other” category indicated that the site is ugly, rundown, underutilized, too industrial, and perceived to be unsafe.

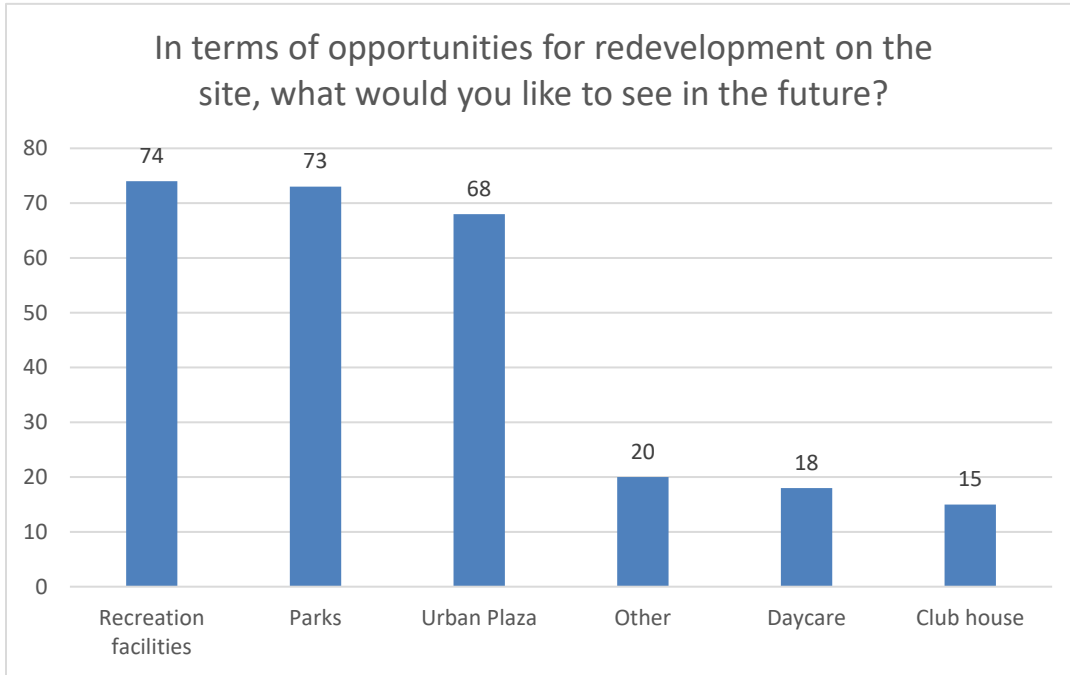


# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

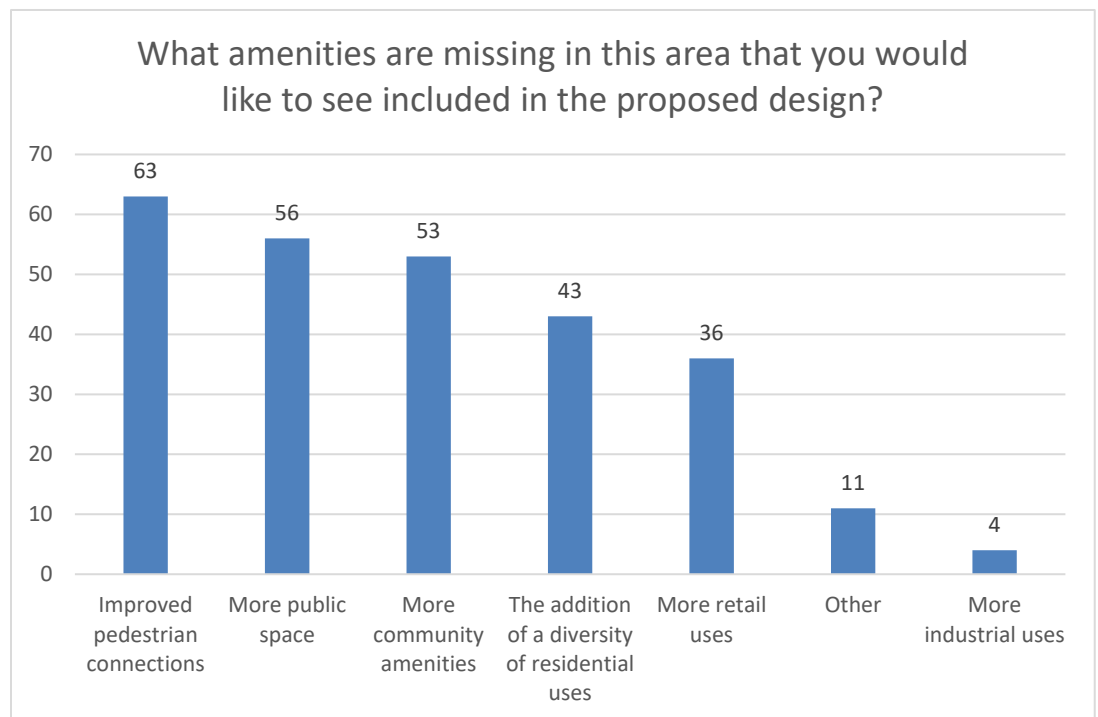
## Opportunities, Constraints, and Amenities



When asked about opportunities for redevelopment on the site, the greatest number of respondents wanted to see some sort of “Recreation Facilities”, followed closely by “Parks”.

Continuing on from the previous question, when asked what amenities they would like to see included in the proposed design, the greatest number of respondents would like to see “Improved Pedestrian Connections”.

Suggestions for redevelopment that respondents entered for “Other” centered around public amenity spaces; mixed-use buildings; more office space; increased density; more creative housing options; increased walkability of



# Midtown Station Land Use and Outline Plan

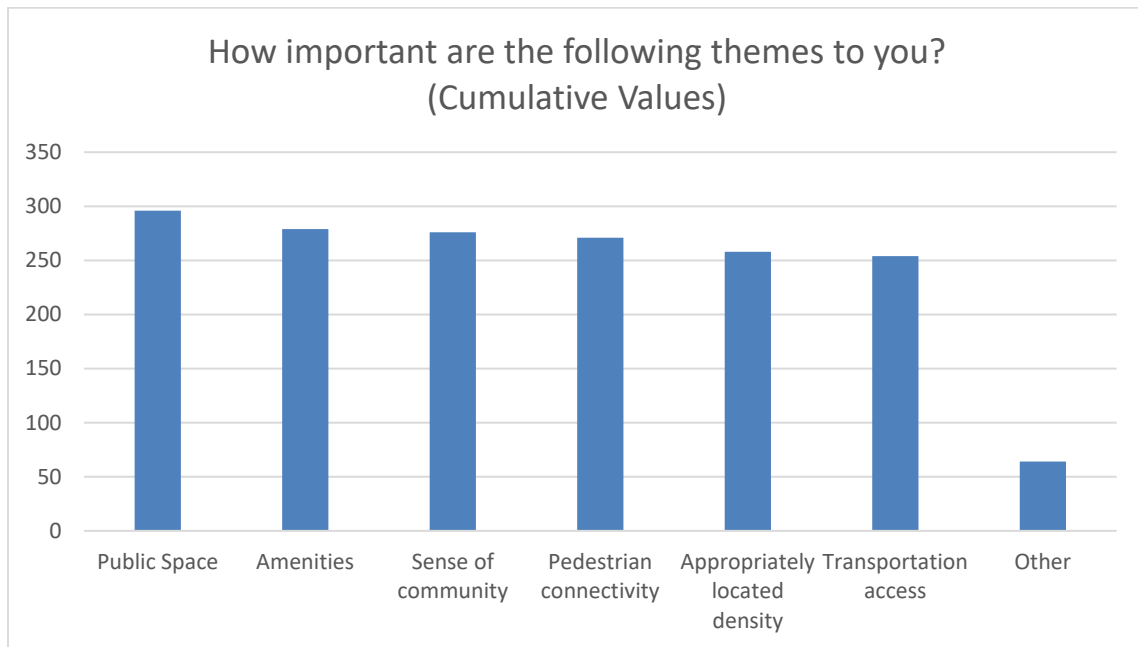
Stakeholder Report Back: What We Heard

October 2020

the area; and enhanced safety and pedestrian connectivity. More specifically, suggestions included outdoor event spaces; restaurants with outdoor seating; cobblestone walkways; markets; a bike path along the train right-of-way; children’s playground; family hangouts; active seniors’ and accessible gathering places; cultural facilities; arts spaces; theatres; 24-hour amenities; dog parks; and the retention of the shooting and climbing centre.

Some of the comments also noted that no changes should be made to the site.

When asked about the importance of the following themes, “Public Space” emerged as the most important theme.



Some respondents added additional comments noting that peace and quiet, and crime and safety were also important. While some comments noted that sufficient parking needed to be included to deal with increased traffic around the development, others noted that surface parking should be kept to a minimum.

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

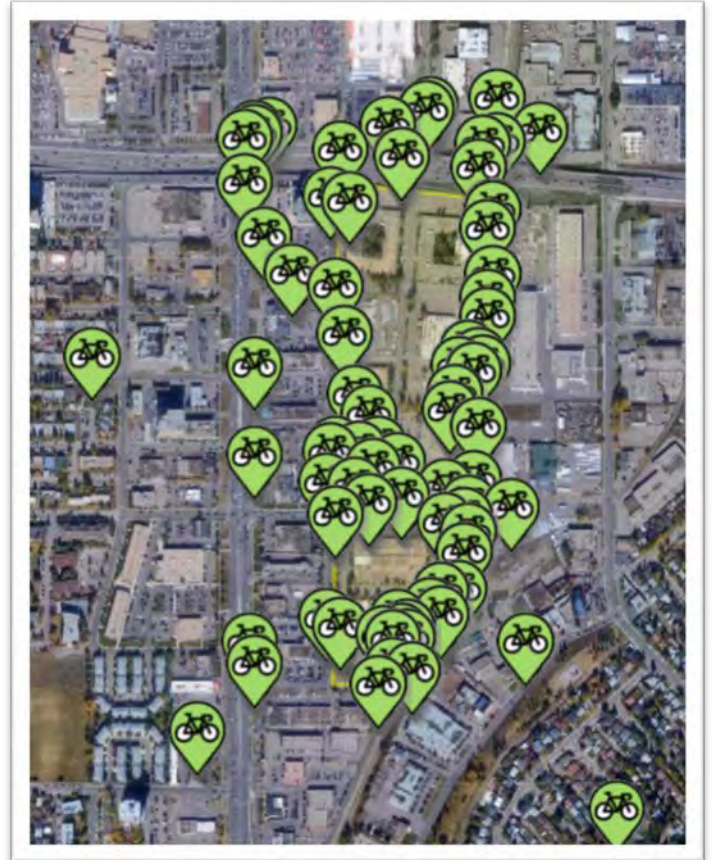
October 2020

## Corridors and Connections

One portion of the survey asked respondents to place pins on a map where they felt that corridor connections were missing. They had options to place pedestrian, bicycle, car, bus, or train pins on the map. The different types of missing connections have been separated out, and trends have been identified below.



Closer inspection of the missing pedestrian links shows that many of them were placed over the busy streets of Glenmore Trail and McLeod Trail SE, as well as the LRT tracks. This is an indication that the site is currently cut off from the surrounding communities by these busy transportation corridors. The placement of pedestrian pins within the site suggest the need for sidewalks and crosswalks, as there are currently very few, to make it a more pedestrian-friendly area.



The missing bicycle links show more distinct trends and corridors running along the LRT line, as well as along Fisher Street, and across 71<sup>st</sup> and 73<sup>rd</sup> Avenues. Similar to the pedestrian map, the bicycle map points to a lack of connections to the surrounding community, with more connections needed across Glenmore Trail, McLeod Trail, and the LRT tracks.

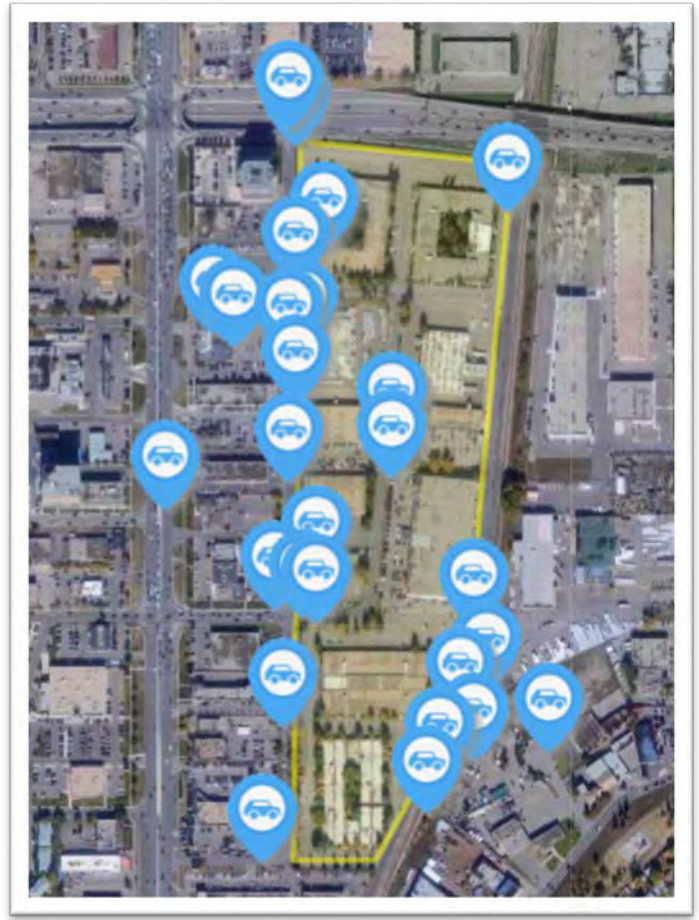
# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020



The most missing bus links were indicated to be along McLeod Trail SE and Fisher Rd SE, in the centre of the site, with a few additional points scattered around the perimeter of the site.



Vehicle connections clustered along Macleod Trail SE and around the SE corner of the site. Which could indicate the need for less traffic congestion along Macleod Trail and better vehicle access across the rail tracks to the S/E portion of Fairview Industrial. Currently, there is no east-west vehicle access across the LRT tracks from Glenmore Trail SE to Heritage Drive SE, completely segregating the project site from the rest of Fairview Industrial.

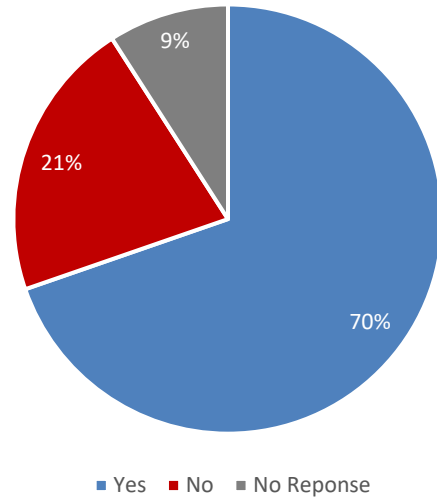
# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020



Would you use a new LRT station in the proposed location?



70% of survey respondents said they would use a new LRT in the proposed location, with the largest proportion of respondents saying they would use it to access amenities around Midtown Station.

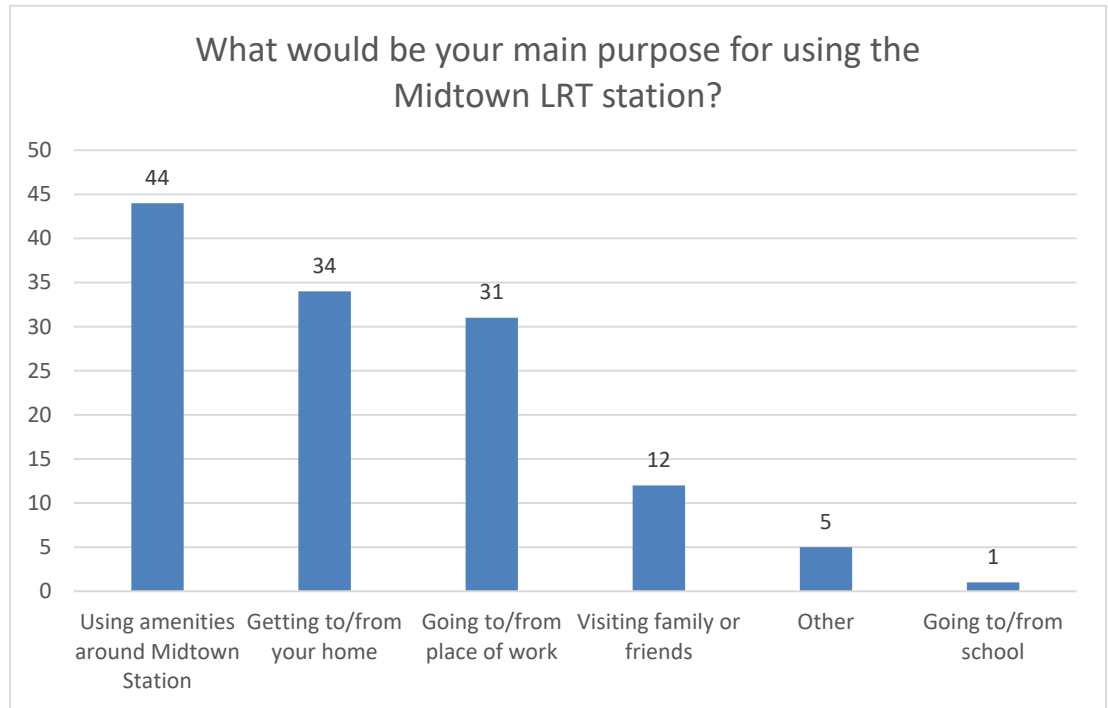
Many survey respondents placed a missing LRT link close to the same spot as proposed by the developer. It is possible that respondents had been primed by materials on the website that indicated that this is a good spot for the new LRT station. However, this is also the same location as many of the missing pedestrian and bicycle links and could provide a connection between the Fairview community and the larger community to the west. Furthermore, as indicated in the following questions, 70% of survey respondents indicated that they would use the LRT in the proposed location.

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

For those that would use the new Midtown LRT station, most responded that they would use it to use the amenities around Midtown.



Those who would not use it were asked for comments on modifications that would encourage them to use it. A summary of the themes of the comments is found below; verbatim comments can be found in Appendix A.

LRT Station Modifications	
Theme	Detailed explanation / example
Better Pedestrian Connectivity	Pedestrian / Bike access to the site from the east would be very appealing.
Stampede/downtown access	The only time that I EVER take public transit is to attend an event in the Saddledome or at the Stampede Grounds. This means that I use the LRT or Bus no more than twice in a year and my ridership will not change in the future.
Crime and safety	Ensure the station and pedestrian overpass do not encourage "loitering"
Will not use	I don't take transit often; I drive
Parking	If there was adequate parking; might use it occasionally to go to events downtown. Currently only use the train a few times a year to go to events at the Stampede grounds and park at Chinook or 39th.
Not necessary	There are two stations close to our community - it is a waste of money to build another and we would have people parking in our neighbourhood when the lot fills.

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

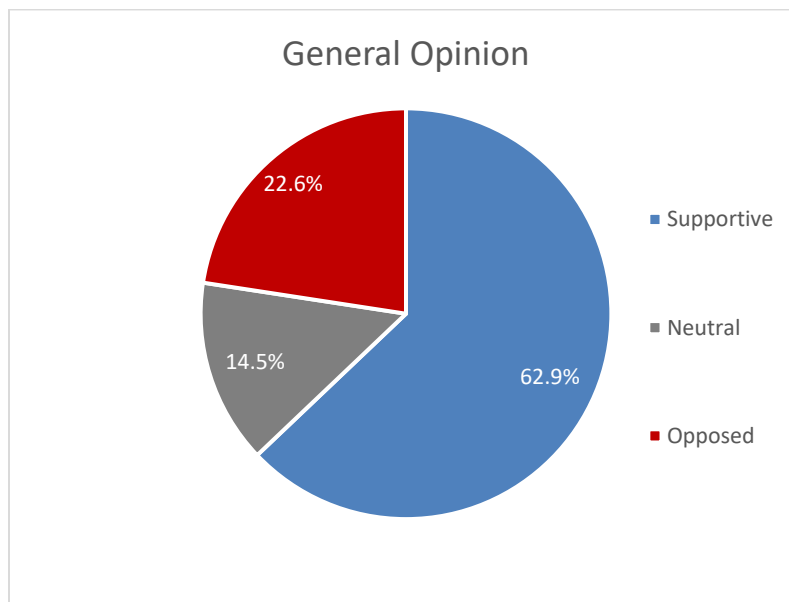
## Final Comments

As previously mentioned, of the people that filled in the survey, 64 people left additional comments. 62 of these comments allowed us to identify their general sentiment toward the project:

- Supportive (for example, “I think it sounds great; this is an area that needs more residential properties and this area is under-utilized. We need to stop building the city out and start building up to beat urban sprawl.”)
- Neutral (for example, “Keeping the pedestrian overpass into Fairview in this plan is extremely important.”)
- Opposed (for example, “Do not need more density in an area that is very crowded / congested at the best of times”)

Of the 62 comments that allowed us to identify their general sentiment:

- 39 (62.9%) are supportive
- 9 (14.5%) are neutral
- 14 (22.6%) are opposed





# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

Comments	
Theme	Detailed explanation / example
Support surrounding uses	It looks like this development would support the surrounding residential areas in a great way.
Revitalization of the McLeod Trail corridor	This development promotes the revitalization of the McLeod Trail corridor.
Pedestrian, bike, scooter connections	Pedestrian, bike, and scooter connections are severely lacking in this area. Communities in the surrounding areas would like more connections to be able to access the amenities in Midtown as well as the rest of the city.
Pro development	"I would be very excited if this were to happen."
Additional amenities	Creating an area similar to the East Village or Kensington with a focus on amenities, alternative transportation modes, and affordable spaces for local and small businesses.
Connectivity to adjacent communities	Must ensure that the development is integrated into the wider community. The pedestrian and LRT overpasses to the existing communities will do so much for the surrounding communities.
Good location	This project is in a great, underutilized location.
Revitalization	This is a great area to redevelop to bring it into the 21 <sup>st</sup> century.
Benefit to surrounding communities if done right	This development is a powerful idea as long as it takes the needs of the surrounding community into account. For example, parking, traffic, and safety concerns; improved pedestrian and commuter connections.
Need for retirement housing	There is a need for retirement housing in this area.
Affordability	Ensure that housing and office/retail spaces are affordable
Opportunity for collaboration with Chinook Mall redevelopment and surrounding development	Hope that there is cooperation between this development and Chinook Mall redevelopment as well as other densification and redevelopment initiatives in the surrounding area to make a more cohesive Midtown.
Need for residential development/densification	This is an area that is under-utilized and needs more residential properties. "We need to stop building the city out and start building up to beat urban sprawl."
Public park	Public park should be included in the scheme that is lined with public roads, not internalized and wrapped with private buildings as if it is a private amenity space.
Flexible space	"Calgary goes through ebbs and flows; it would be great to have flexible spaces that can transition from work/office to residential or to shared workspace depending on the market."
Pedestrian focused/oriented	A pedestrian-focused development with an increased density and mixed-use residential developments will help to support the businesses in the area.
Area is underutilized	Primary industrial uses and low density in this prime location makes this area underutilized. It needs to be redeveloped.
Increase vibrancy of the area	Having a live theatre or music venue, walkable retail with coffee shops and good restaurants would bring vibrancy to the area.
Crime and safety	There is a general concern that the LRT station will bring an increase in crime that needs to be addressed.
Use of City Taxes / Public Funding	Do not want to have any City funds or taxes spent on this development.
Traffic	High density condos would create unwanted vehicles in the surrounding area. There is a desire to see pedestrian traffic increased but not automobile traffic.
Lack of Market Demand/unattainable	The economy is not doing well, and this development is not warranted at this time with the current amount of vacancies.

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

Loss of business	“Our clients look for easy access; the ability to not have to use elevators; privacy; free parking and a calm low-density experience.”
Views	Some residents of Fairview in particular are concerned about the development blocking their views to the west.
Dog parks	There needs to be something for dog owners. Fairview and Kingsland both have small off-leash areas but nothing that would support a significant increase in population. The existing dog parks would be absolutely overrun with dogs.
Capacity of the Community	This is going to cause strain on the community.
Density	The area is already developed enough.
Property tax of adjacent lands	Some questions regarding how development will affect property taxes of adjacent lands.
Building Height	Mixed response to the increase in height and density, with some respondents in favor and some respondents against.
LRT is unnecessary	There are two LRT stations in close proximity to the community, it is a waste of money to build another.
Sense of community	Make sure that local businesses and small businesses can operate to enhance the sense of community.
Alternative modes of transportation	Provide alternate modes of transportation such as bike lanes, +15s, and walking/biking connection to Chinook and Fairview community.
Good design	Good work on the design
Increased business opportunities	The connections to surrounding communities will open up business.

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

## Fairview AGM Feedback

Attendance at the Fairview Community Association AGM was an overall positive experience intended to inform the community and the CA, as well as to answer any outstanding questions.

On the evening of September 14<sup>th</sup>, Stephen Shawcross, Planning Director of IBI Group, and George Reti of Cantana Investments Ltd. made a presentation at the Fairview Community Association's Annual General Meeting. The AGM was held outdoors consistent with COVID-19 protocols and was attended by some 40 residents. The verbal presentation provided an overview and key statistical data of the Midtown redevelopment and was augmented by a series of large-scale graphic panels illustrating various aspects of the proposed concept (see Appendix B). In addition, 15 copies of a 43-page handout were delivered to members of the Fairview executive (see Appendix C). A question and answer session followed the approximate 20-minute presentation and lasted for approximately 40 minutes. Most of the questions focussed on the amenities and services that would be provided by the redevelopment. There were a number of questions about the type of housing and the desire to see some seniors' products (i.e. assisted living). There were also several questions about connectivity and access to the proposed LRT station. In general comments were very positive with a number of attendees expressing delight at the prospect of a direct LRT connection and the perceived enhancement and upgrading of a dated and somewhat tired industrial site. Several attendees expressed a desire to see the development remain as part of the Fairview community for tax purposes and the support it would provide for municipal services and local schools.

Attendees were invited to respond to the on-line survey and provided with the website address. They were also encouraged to contact the City file manager and/or the consultant with any issues and concerns. Overall the timbre of the information session was very upbeat, one of the most positive the consultant has attended in recent memory.

Members of the engagement team also offered to attend the Kingsland, Meadowlark, and Chinook Park, Kelvin Grove, and Eagle Ridge (CKE) AGMs. The Kingsland and CKE Community Associations were not interested in having representatives attend in order to limit the size of their meetings but said they would reach out with any questions or concerns if they arose. We never received a response from the Meadowlark Park CA.

## Digital Workshop with Fairview Community Association

In mid-November, the IBI Group Planning and Landscape team will be combining the input from the online engagement with their knowledge and expertise during a digital charette with the Fairview Community Association to refine ideas for the public open spaces.

# Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

## Next Steps

The results of this engagement process will be used to inform revisions to the Midtown Station Land Use & Outline Plan and design concepts. Once complete, the revised plans will be submitted to the CoC for further review and feedback prior gaining formal approval through a public hearing of Council.

Conversations with Canada Post, CP Rail, ENMAX and other stakeholders are ongoing.

## **APPENDIX A - Verbatim Comments**

## Verbatim Comments

Verbatim comments include all written input that was received through the website and any other forms of engagement, including phone calls, emails, and attendance at community meetings.

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (name removed).

### How do you use the site today?

Doctors office

Live

One or two restaurants; otherwise a derelict section of the city

Resident of Fairview

### What are the strengths of the existing site?

Not much there

It's not very good site anymore. It needs to be redeveloped for 21<sup>st</sup> century city density.

Few/no strengths

No strengths

There are no strengths

### What are the weaknesses of the existing site?

It's ugly.

No green space.

Underutilized for its location.

This works exceeding well for us as is.

Looks terrible and low income.

Parking

Incredibly industrial; perceived to be not safe at night.

None

Business closed down

Transients

### In terms of opportunities for redevelopment on the site, what would you like to see in the future?

None of the above.

Restaurants with outdoor seating/connection.

With the central location it is a good site for mixed use-residential; office; retail; but density needs to be managed; infrastructure in area can't handle it.

A thing that will make my property value go up.

Cobble stone walkways – walkability (as opposed to streets) markets.

Bike path along the train ROW/maintenance road. Bikes need a route in this area; and utilization of a maintenance road would be ideal. Potential connection from 42 Ave to this development.

Children playgrounds; family hangout areas; outdoor event area; green space for walking; parks for picnic; LRT station; office space; green area near office space; one or two connections to the surrounding community; glass sealing in facilities for indoor hangout in winter (similar to TD mall in Downtown); +15 connection to chinook.

None of the above. I do not agree with this proposal.

Pedestrian connectivity east-west across Macleod.

Better and safer pedestrian access and improved transit access.

Dense High rise Living

Active seniors and disabled persons gathering place

24-hour amenities (restaurants; bars; etc.)

Destination for secondary cultural facilities outside of the primary ones downtown

If installing a pedestrian connection for Fairview; need to include a plan for making that pedestrian commute safe and inviting from the transit station to Fairview. Walking through generic parking lots will not suffice. The underpass at Glenmore was just closed for this same reason.

Leave as is

You better include the shooting center and the climbing center and limericks

People

None. Currently utilizing for recreational purpose

Restaurants; swimming pool; theatre

**What amenities are missing in this area that you would like to see included in the proposed design?**

There is nothing missing in this area.

More office wide.

Silly location on the corner of two major roads with no redeeming qualities. Leave well enough alone.

Office space; LRT connection; Transit connection; senior living; community event areas; city event areas.

I do not agree with this proposal. This is a business area and not a residential area.

Dog park

Arts related spaces. It would be great if gallery space; art studio space and arts education space could be incorporated into this area. It would be wonderful to have an arts hub in this city.

creative housing for young people and seniors...NOT business as usual

Nothing

None

**How important are the following themes to you: (Please rank the following where 1= this is not important to me; and 5= this is very important to me) (Importance is indicated in brackets)**

It is important to leave this very important and quiet office area alone. It is why we are here. (5)

Adequate parking and a plan to deal with increased traffic to; and through; the surrounding local communities. (5)

Public transportation (5)

Seniors and disabled people are often forgotten (5)

Peace and quiet (5)

Keep the climbing center and the shooting center (5)

Ease of traffic congestion (1)

Surface Parking (1)

Crime deterrence (5)

Security (5)

**Would you use a new LRT station in the proposed location?**

**a. If so, what would be your main purpose for using the Midtown LRT station?**

Going to the stampede grounds; downtown for events. Taking the LRT to the Airport!!! An art to the airport should be a priority.

Easier access to downtown.

Getting to/from the downtown cores amenities.

Going downtown

I only use the C Train to do activities on my days off (go to flames games; go to the bar downtown etc...)

I would not use it.

**b. If not, are there any modifications we can make that would encourage you to use it?**

Do not want to have city spend fund on anything to do with this project. If you can fund it without any public dollars; go ahead; but if you are trying to get a handout from the city I do not agree with any development.

Pedestrian / Bike access to the site from the east would be very appealing.

If there was adequate parking; might use it occasionally to go to events downtown. Currently only use the train a few times a year to go to events at the Stampede grounds and park at Chinook or 39th.

Consider better pedway to Kingsland NW corner and encourage developer to add good owner condo or mixed use density.

If there was a grocery store I would most definitely shop at it.

The only time that I EVER take public transit is to attend an event in the Saddledome or at the Stampede Grounds. This means that I use the LRT or Bus no more than twice in a year and my ridership will not change in the future. NO FORM of public transit works with my job.

Ensure the station and pedestrian overpass do not encourage "loitering"

Too far. We are closer to heritage station. Not applicable to us.

I own a home in Kingsland; but am currently living away from Calgary. When living in Kingsland; I took LRT frequently and found the area between Heritage and Chinook to be a gap. Another LRT would be useful.

Pool and recreational facilities

More greenspace; trees

No; I drive

I don't take transit often

Fairview is already within easy walking distance of both Chinook Station and Heritage Station; this makes no sense to me and would cost tens of

millions of taxpayer dollars at a time when austerity is in order.

Needs to have a public space worth accessing like a major park. Need to improve Macleod Trail interface

If there were cool things to do around Midtown

Parking

Connect it to fairview some how

There are two stations close to our community - it is a waste of money to build another and we would have people parking in our neighbourhood when the lot fills.

This basically reads as a tower in the park scheme aka last-century planning. If you draw a line from the LRT station to the pedestrian bridge connection proposed in the north through the midblock - that should be an internal main street for the site. A public park should be included in the scheme that is lined with public roads - not internalized and wrapped with private buildings as if it is private amenity space. No surface parking. A bike trail should be developed along the LRT tracks that leads to downtown.

None.

Both existing LRT stations; Chinook and Heritage are readily accessible. Not certain another is needed.

We have 2 perfectly good LRT stations 3 km apart from each other that currently work for the area. Additional LRT will not improve the current system.

Pedestrian bride from Fairview across tracks to nee midtown Area; definitely please!

LTR equals crime. It would be giving crime a direct route in and out of our community



**What are thoughts about the proposed development? Are there any other comments you would like to share with the project team?**

- Think big picture and long term; how will this look in 10; 20; 50 years down the road. Think how can this plan enhance all the nearby communities such as Fairview and Acadia. Make sure that this improves our Fairview neighbourhood. Ensure that if parks are created that it does not become a place where homeless people live. The current LRT station has always had many homeless people hanging about. Please make it a safe place. Do something for fairview; by tying in our neighbourhood. have the neighbourhood flow into this new development.
- I live in Fairview; and enjoy the lack of traffic that comes with this locale. High density condos would only create more very unwanted vehicles in the area. Calgary needs parks and greenspaces - NOT more high rises. There are enough vacancies.
- Dislike it intensely if you are seeking any public funds for this unneeded development.
- I'm looking for office space now and live the location but the current space and the general area is not attractive or conducive to my clients coming in.
- I feel supportive. It looks like it would support the surrounding residential areas in a great way.
- Sounds like a great improvement to the local area.
- I am supportive of the proposed development in the area. I see this as promoting the revitalization of the McLeod Trail corridor. In addition a pedestrian focused development with an increased density of mixed use residential will be supportive of bu...
- Concern about safety. There is a lot of criminal activity from the crowd around Chinook LRT and surrounding the Dream Centre on Macleod Trail. I would be concerned they would move into the newly proposed park/urban areas if so I would not go there.
- Amazing!
- As a resident of Fairview; I am super excited about this development; I hope it moves ahead with lots of connections over the existing railway to connect the Fairview neighbourhood to this development. We do not have great services; amenities or restaurants
- Love it. Would just like better pedestrian access to the development across the tracks.
- Pitter patter let's get at er. I think it would be great to have it built up.
- Exciting
- Looks good.
- I would be very excited if this were to happen. I would hope that the space would included many restaurants/bars and shops - this would be more of an amenity space for me.
- I live in the Fairview community and would be excited to see additional amenities; retail; restaurant/breweries located in walking distance with pedestrian and bike friendly access.
- Should look at a dedicated raised pedestrian/bicycle/electric scooter track connecting to the nearby deerfoot meadows commercial district which is too close to ignore. Electric scooters popularity will explode; has already; and that is an innovative transportation method.

- I am in full support; creating an area similar to east village with focus on medium/high density buildings and offices with amenities and outdoor hangout and playgrounds for children. Make sure family feel safe and secure to bring children and enjoy the area. provide alternative modes of transportation accesses such as bike connections; +15 to chinook mall; and walking/biking connection to fairview community. make sure space is available and affordable for local businesses and small businesses to enhance sense of community.
- Why is there interest in redeveloping this area at this time when there is so much vacant office space available downtown? The Alberta economy is flat (dead) and this development is not warranted at this time. Who is going to move in?
- I would move from this area and never return. How sad. Our business operates exceedingly well here. Wonderful parking; easy access; entry to our office from the front door which is so important. I oppose this development. A C-train? I would not want to be within 500 metres of easy access to a C-train and you are putting it on top of us. This project would cause us to lose business. Our clients look for easy access; the ability to not have to use elevators; privacy; free parking and a calm low density experience. It is why we are here.
- Great work on the design; excited to see this come to fruition; the pedestrian overpass to existing communities will do so much for the wider area. Great job to all involved in the project!
- We are concerned about the "fair view"- is there a ground- level drawing we could see from Kingsland; Haysboro or fairview's directions?
- You need to add something for dog owners. Fairview has a tiny offleash park and so does Kingsland but nothing that would support this volume of new people. If the new people walk over the proposed pedestrian over pass to the Fairview dog park; it will be absolutely over run with dogs.
- Great concept. Not sure this is feasible in current economic conditions
- Project looks ok but no new LRT station connected to Fairview. LRT Stations bring crime! No thanks!
- The current industrial/commercial developments cut off Fairview from the LRT and Macleod Trail (particularly as it pertains to pedestrian/ cycling access)
- This is great! It would turn an area that is in a great location but underused due to lack of connectivity into a hub where people want to visit and live. The Pedestrian connection from east of Macleod over the tracks in that area would open up so much business.
- Limitation to the height of the high rises.
- I absolutely love it. Revamp that area
- I think this developmental is a powerful idea; as long as it takes the needs of the surrounding communities into account. The corridor from Heritage to Chinook along McLeod is horrible if you are a pedestrian or a commuter and I believe that; if parking; traffic and safety concerns are taken into account; this proposal could benefit the surrounding communities; as long as the proposed construction does not become a figurative; and literal; wall along the west side of McLeod Trail. I can see positive results for all the communities involved if this is done right. I look forward to seeing and hearing more regarding this.
- I am okay with it so far

- This is going to cause strain on a community. London towers attempted this and failed.
- We've lived in Fairview for 30 years; will retire soon but would love to stay in the area as we age. Retirement residences would be of great interest to us. There are many in these Heritage communities that would be interested in this type of opportunity
- Would love pedestrian access to Fairview community
- Excellent. I hope this gets built soon
- I like it; I think the only problems will be vehicle and the strip of ugly malls between Macleod and the proposed development.
- "Inner" city shopping areas definitely need an upgrade/face lift.
- I love Fairview because it is the community that no one knows about. I very much want to see pedestrian traffic increased so that we can have a connection to the LRT. I do not want more automobile traffic coming through our community.
- It's already developed enough
- I am completely behind this project. Great place to redevelop to the 21st century
- I think this vision is fantastic and exactly what our city needs. First and foremost I would hope to see cooperation between the Midtown Station development; the Chinook Mall expansion/redevelopment; and future densification initiatives in the surrounding area in order to formulate a more cohesive 'Midtown' for our city.
- The pin drop for the corridor suggestion doesn't work. A bike lane going north/south along Fairmount Dr / Center Street would be very well used. It is already frequently used but it is very industrial and so is not very safe; but there is room to make bike lanes. This would also tie in to the overpass going to the midway station.
- Great idea!
- Seems like a pipe dream from the \$100 oil era
- I think it sounds great; this is an area that needs more residential properties and this area is under-utilized. We need to stop building the city out and start building up to beat urban sprawl.
- We originally purchased our home 28 years ago on the west side of Fairview Drive overlooking Flint Park. We paid a premium for this property (approx 8 to 10% more than the east side of Fairview Drive) so we could enjoy the relatively unobstructed view to the west. We, as well as many of our neighbors; have been undergoing extensive (and expensive) renovations in an effort to take further advantage of our view (larger windows; bigger decks etc). If this project were to move forward; all of these expenses will have been for nothing.
- Is this going to effect neighbouring community property tax?
- All for it!
- Access to Fairview via road & pedestrian pathway would be great.
- While I understand the concern for business owners in the area; the area does need to be revitalized; this plan shows great potential.
- Do it.
- No high rises. There is enough vacant buildings in Calgary as well as existing residential buildings - use the money to build recreational facilities and to help these owners improve the outside appeal of existing buildings.
- Calgary goes through ebbs and flows; it would be great to have flexible space that can transition from work/office to

residential or to shared workspace depending on the market

- Do not need more density in an area that is very crowded / congested at the best of times
- This is an interesting proposal that leverages proximity to Chinook Centre and the south LRT line. Please consider the following potential opportunities:
  - Create safe and comfortable walking/cycling links along the south side of Glenmore Trail from MacLeod Trail S eastwards across the LRT/CPR tracks along the site over to Fairmount Drive SE.
  - Create a safe and comfortable cycling link along 75 Avenue SW from the site to the Glenmore Reservoir pathways.
  - Create a safe and comfortable walking/cycling link beneath Glenmore Trail between the site and 1A Street SW (behind the Home Depot).
  - Improve conditions for walking and cycling along Fairmount Drive SE; Flint Road SE; and 78 Avenue S beneath MacLeod Trail S
- Many people are concerned with Crime resulting from the new train station. I somewhat agree with them; because the 39th avenue; Chinook; Heritage and Southland stations are all HOTBEDS for overdoses; homeless camps and petty crime. However all those stations are ghost towns after dark because there is nothing to attract anyone there. They are just a platform surrounded by an ocean of parking and businesses that close down at sunset. If the midtown station truly becomes integrated into the community and is a bustling hub surrounded by condos and businesses then perhaps that will deter illegal activity? However if it becomes yet another C train platform surrounded by an ocean of park and ride

spots it will inevitably become an attractant for crime. In fact; there should be very little to no parking at all at this station because it is supposed to be a TOD and if Fairview Residents want to use the station; it is a short walk for most of the community.

All these problems could also be offset by enhanced transit peace officer presence; checking c train riders for tickets; eliminating blind spots for people to hide and do drugs etc..

- I am concerned that Calgary cannot support such a large development from a structure point of view; i.e sewers; roads; electrical without the city (tax payers ) having to foot the bill to modify those. Also from an environmental point of view; we already have depleted water systems; large scale developments (inside the city and on the fringes) are putting great amounts of stress on our water system.
- This is awesome; that area is so run down and congested right night.
- Keeping the pedestrian overpass into Fairview in this plan is extremely important
- Love it!!
- With increased use of transit I worry about the issue with increased homeless people around that area. It is already becoming bad enough with walking in traffic and stopping traffic as well as the increase drug use in the area.
- Would be awesome!
- Too tall. Do not exceed 5 stories.
- I like it. I think the area could be used for so much more than it is. But not at the expense of having more crime in our neighborhood. I would need to see serious attention to keeping crime down before supporting the project.
- Love the idea of bringing vibrancy to this area. Having a live theatre or music

venue; walkable retail w coffee shops and good restaurants would be a welcome addition.

- Concerned about high density congestion; traffic; noise; parking issues and increased crime in our neighborhood

- Would love to see something like this - a modern kensington type area for the SE. with some day and night life - would likely spur development on underutilized lands on the other side of the LRT line as well.

**APPENDIX B – Fairview AGM Presentation  
Panels**



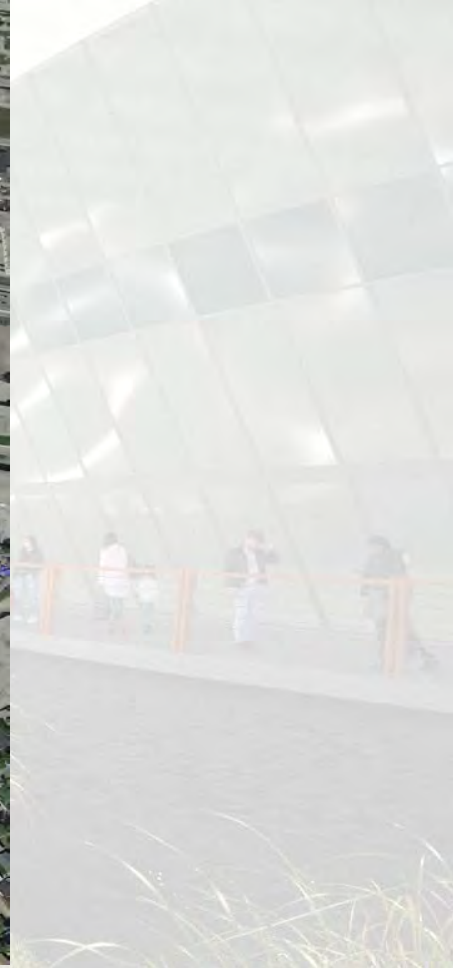
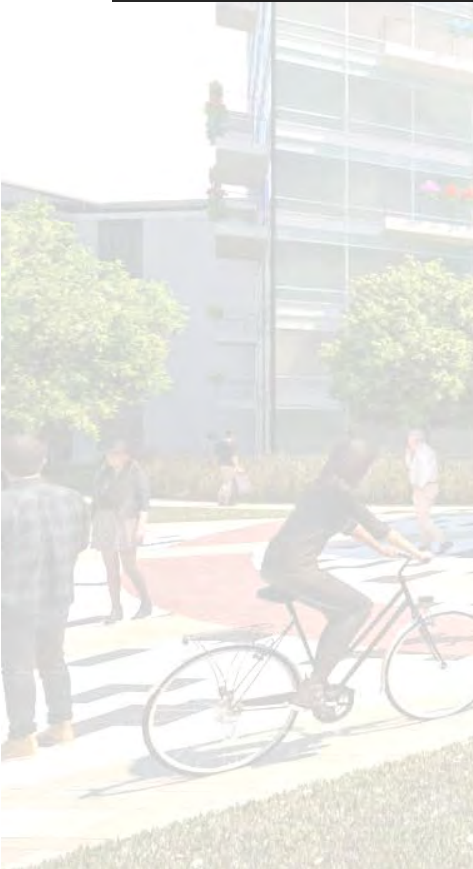
# Midtown Station Land Use Redesignation and Outline Plan Fairview Community AGM

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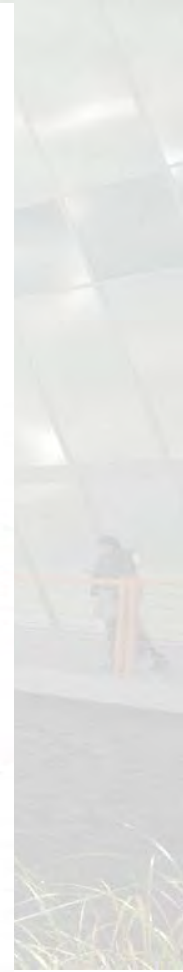
Prepared for Cantana Investments Limited  
September 14, 2020

# LOCAL SETTING





# CONCEPT PLAN (FEBRUARY 2019)



# CONCEPTUAL MASSING



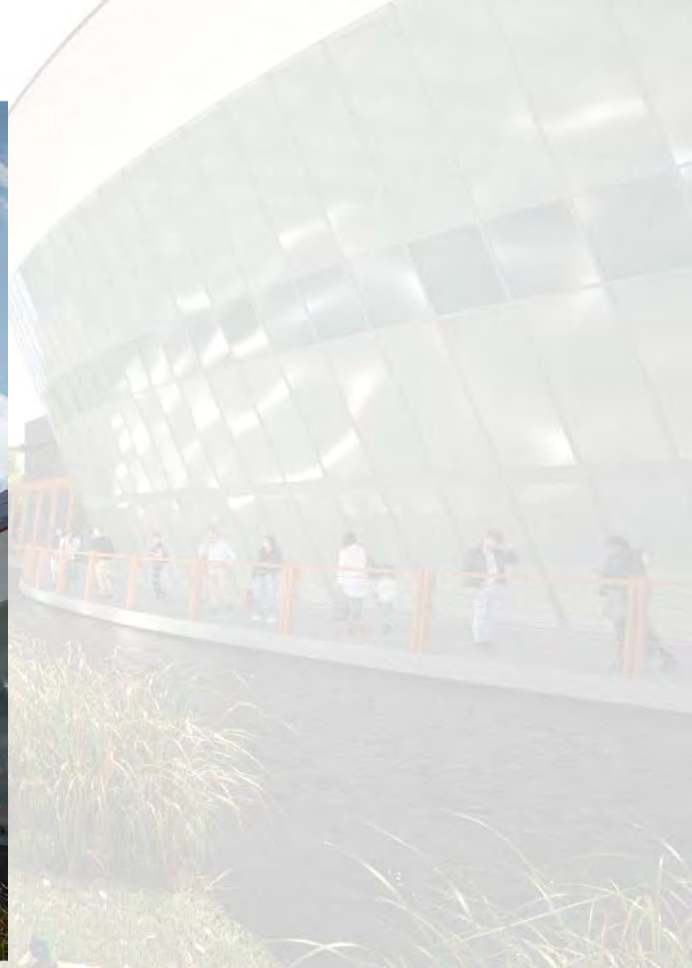
# PUBLIC SQUARE IN NORTHERN PORTION OF DEVELOPMENT



# INTERIOR PARKS AND OPEN SPACE NETWORK



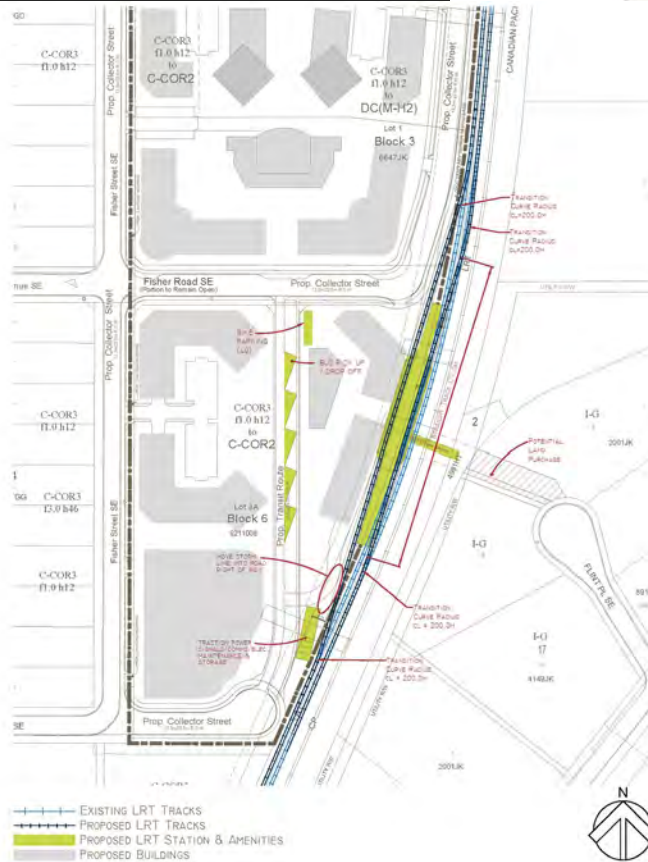
# CENTRAL AMENITY BUILDING



# ACTIVE RETAIL WITH ENHANCED PEDESTRIAN CHARACTERISTICS ALONG FISHER STREET



# MIDTOWN STATION LRT STATION: CONCEPT 1A



# **APPENDIX C – Fairview AGM Information Handouts**





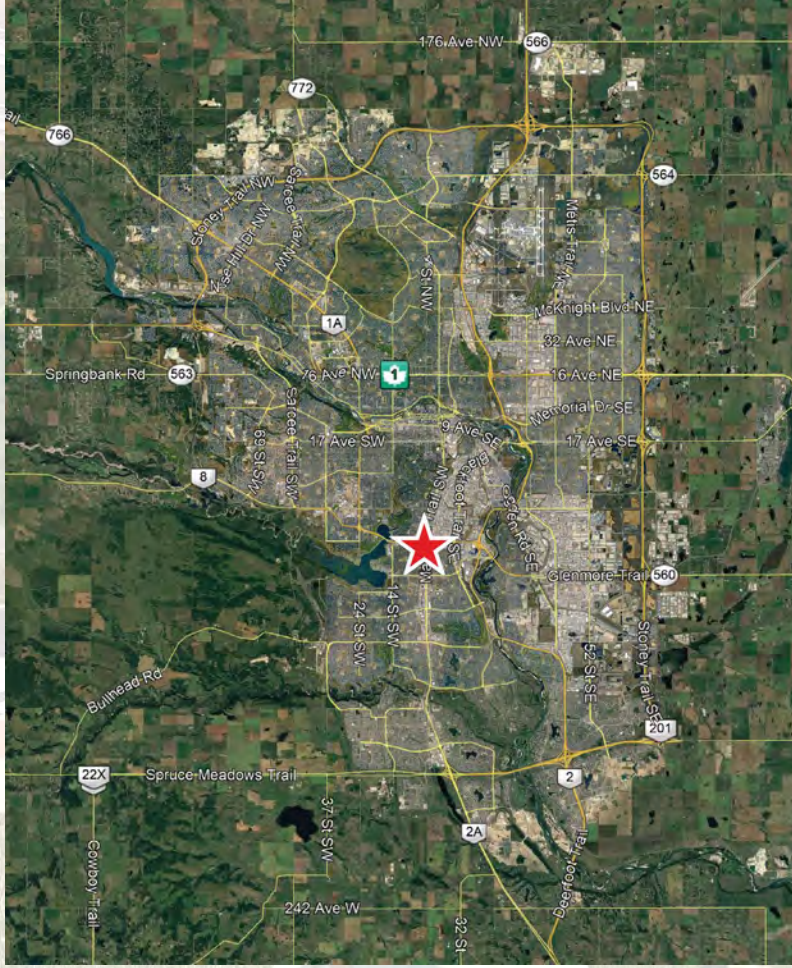
# Midtown Station Land Use Redesignation and Outline Plan Fairview Community AGM

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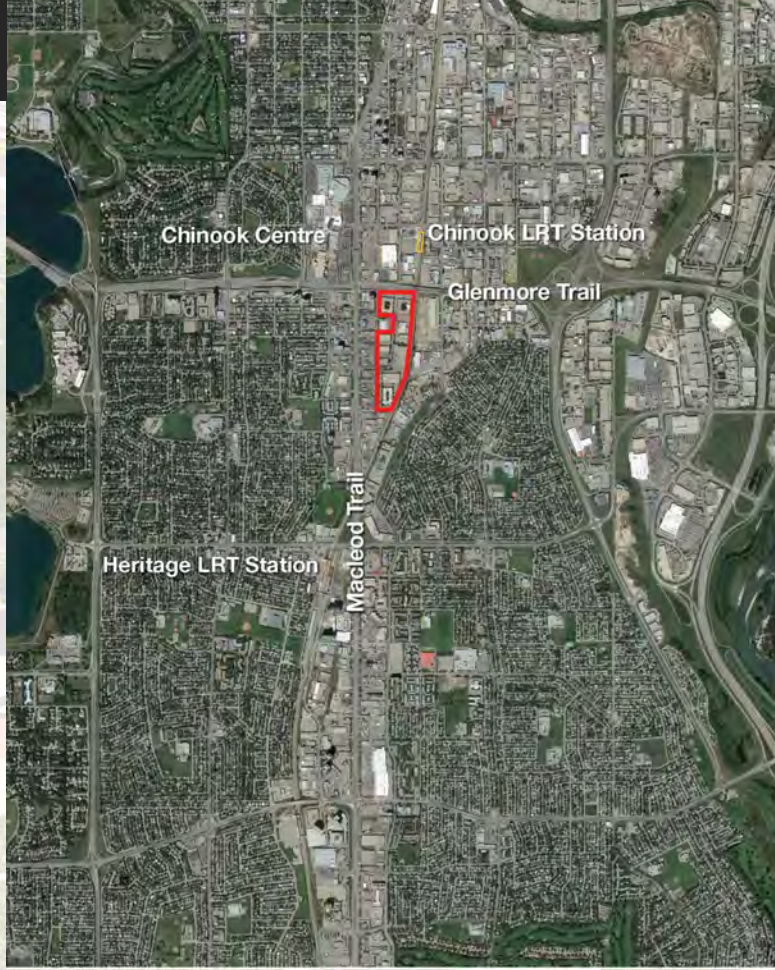


Prepared for Cantana Investments Limited  
September 14, 2020

# CITY CONTEXT



# REGIONAL SETTING



# LOCAL SETTING



## SITE DESCRIPTION

- The site area is approximately 12.26 ha (30.29 ac), which includes portions of the proposed closure of Fisher Street.
- Canada Post currently exists on a 0.809 ha (2.00 ac) site located in the Northern Western boundary and is not part of this application.
- The current land use is C-COR3 with an FAR of 1.0 and a potential density of 113,755 m<sup>2</sup> (1,224,450 ft<sup>2</sup>).
- The existing site coverage is 38% in 10 office, industrial, showroom/warehouse and flex-retail buildings constructed between 1969 and 1971 with surface parking lots.



## PROJECT VISION

- The site is envisioned as a vibrant, 24/7 urban village, featuring an array of iconic, high-density residential towers, mid-rise apartments and stately townhomes; modern office buildings in a campus-like setting; and convenience and specialty retail, hotels, restaurants and bistros.
- The residential components are proposed to be aligned along a generous central open space spine, featuring active and passive recreational pursuits, water features, arbours and trellised gardens, and a recreational facility/clubhouse providing swimming, racquet sports and all the latest fitness pursuits for a healthy lifestyle.
- A key component of the development is the construction of a new LRT platform in the vicinity of 71st Avenue SE, providing a stop equidistant between the existing Chinook and Heritage stations.
- The concept plan also envisions a pedestrian connection to the LRT from the Fairview community immediately to the east.

- The development is characterized by active street fronts along Fisher Street and 71st Avenue SE where retail uses will occupy the ground floor with office and residential above.
- 71st Avenue is envisioned as the community High Street, terminating in a generous public plaza fronting the LRT station which is proposed to be incorporated into the adjacent buildings.
- A restaurant is proposed within the plaza, spilling out to enliven the public space.
- In the central portion of the site, terminating axes have been created along the open space spine between the hotel/conference complex in the north and the community recreational facility in the south.
- The open space spine is enhanced with gardens, bosques of trees and a meandering water feature



- Buildings throughout the development are “proud” to the street forming a street wall which oscillates between 6 and 12 storeys.
- Visual step backs are proposed at the 4 storey height to help frame the pedestrian experience within a pedestrian-scale space.
- In general, building heights step down from north to south and have been oriented to maximize views and minimize overshadowing of the interior portions of the site and surrounding area.

# CONCEPTUAL MASSING



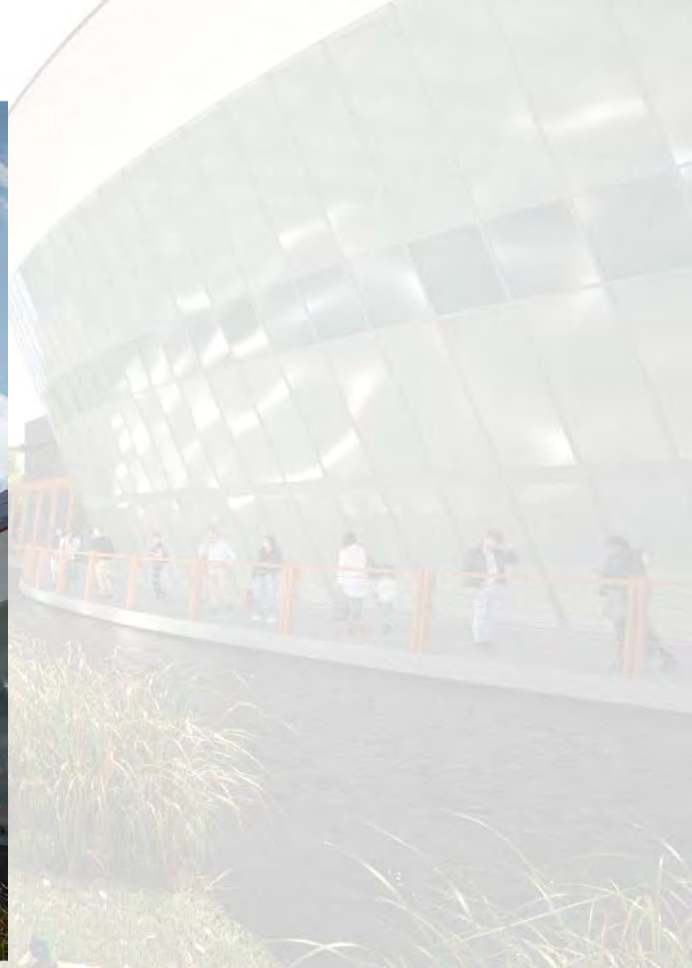
# PUBLIC SQUARE IN NORTHERN PORTION OF DEVELOPMENT



# INTERIOR PARKS AND OPEN SPACE NETWORK



# CENTRAL AMENITY BUILDING



# ACTIVE RETAIL WITH ENHANCED PEDESTRIAN CHARACTERISTICS ALONG FISHER STREET

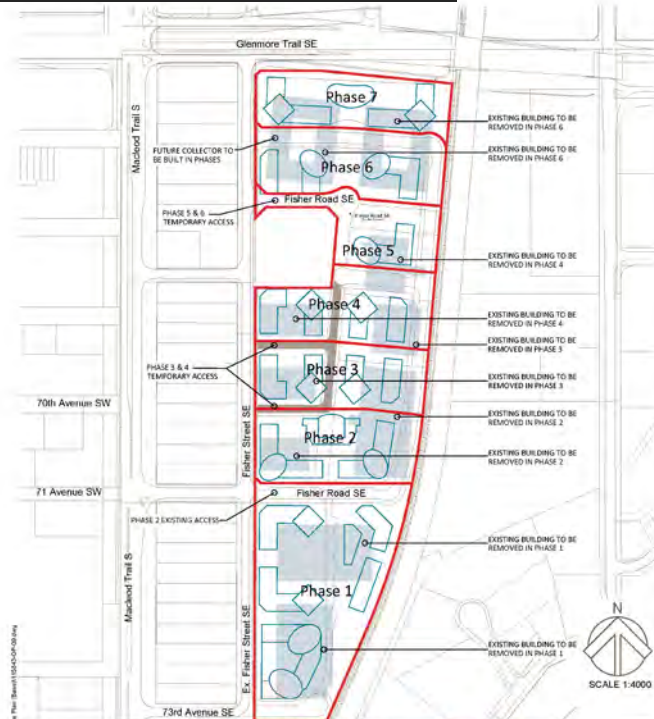


## PROJECT STATISTICS

Midtown Station, as proposed, will include transit-oriented high density residential development, office, retail, hotel, community facilities, and public open space, and will include:

- Residential: 5,977 residential dwelling units;
- Retail: 16,877m<sup>2</sup> (181,662 ft<sup>2</sup>) of retail use;
- Office: 20,722ft<sup>2</sup> (223,055 ft<sup>2</sup>) of office area;
- Hospitality: 41,978 m<sup>2</sup> (451,857 ft<sup>2</sup>) of hotel use;
- Community Facilities: 2,265 m<sup>2</sup> (24,383 ft<sup>2</sup>);
- Total Gross Floor Area: 52,457 m<sup>2</sup> (5,646,436 ft<sup>2</sup>);
- Built Form: 24 buildings ranging in height from 1 storey to 42 storeys;
- A new LRT station (name Midtown Station); and
- Pedestrian connections to surrounding amenities and communities.

# SITE ACCESS / CONSTRUCTION PHASING PLAN



3/11/2016 12:41:00 PM 11/15/2016 10:00:00 AM

Phase	Pedium			Tower			Total Gross			Buildings (GFA) Added, by Phase			
	m2	sq ft	x Floors	m2	sq ft	x Floors	Floor Area	Residential	Office	Retail	# of Units	REMOVED, BY PHASE	
1	11,995	129,113	596,632	2,624	28,244	564,889	1,501,521	1,143,208	67,174	65,911	1,428	12,789	137,690
2	7,040	75,778	470,921	1,374	14,790	295,792	795,988	990,634	54,919	737	9663	104,012	56,467
3	4,280	46,069	434,367	1,312	14,122	367,178	781,545	642,941	10,686	801	5246	60,321	30,221
4	4,280	46,069	434,367	1,290	13,455	349,587	704,194	626,152	10,686	783	5004	60,321	30,221
5	1,920	20,990	125,938	687	7,295	221,984	347,762	295,614	369	369	369	369	369
6	4,002	43,077	320,979	1,374	14,790	443,688	764,647	432,264	8,857	8,857	789	13,442	123,161
7	9,316	100,276	699,761	2,364	25,446	587,997	1,487,738	1,308,875	95,116	30,603	2,199	44,744	481,820
	42,863	461,373	3,382,965	10,985	118,241	3,231,215	6,642,866	5,241,718	223,055	181,662	7,106	44,744	481,820





# CHINOOK CENTRE +15 CONNECTION



# PROPOSED +15 CONNECTIONS



For Illustrative Purposes Only

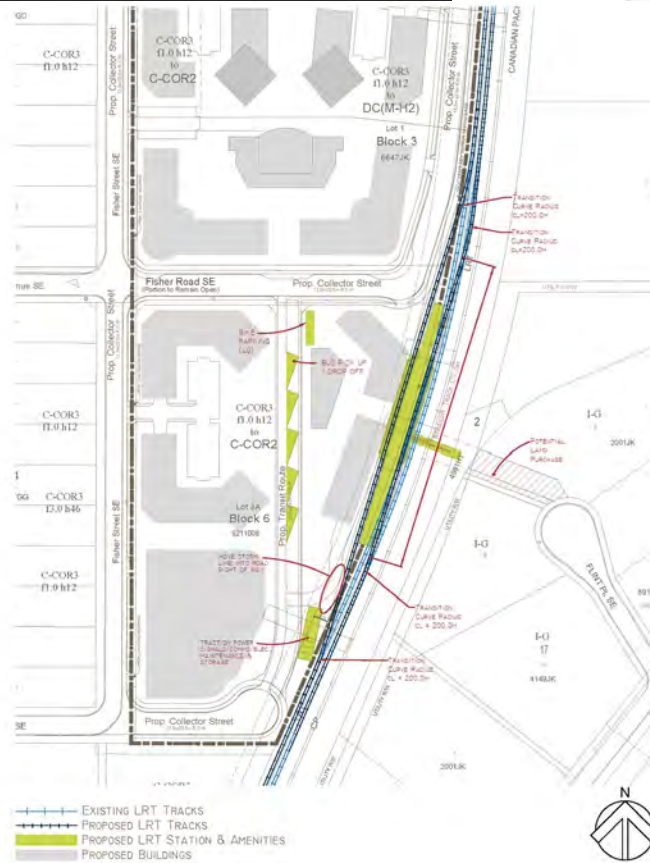




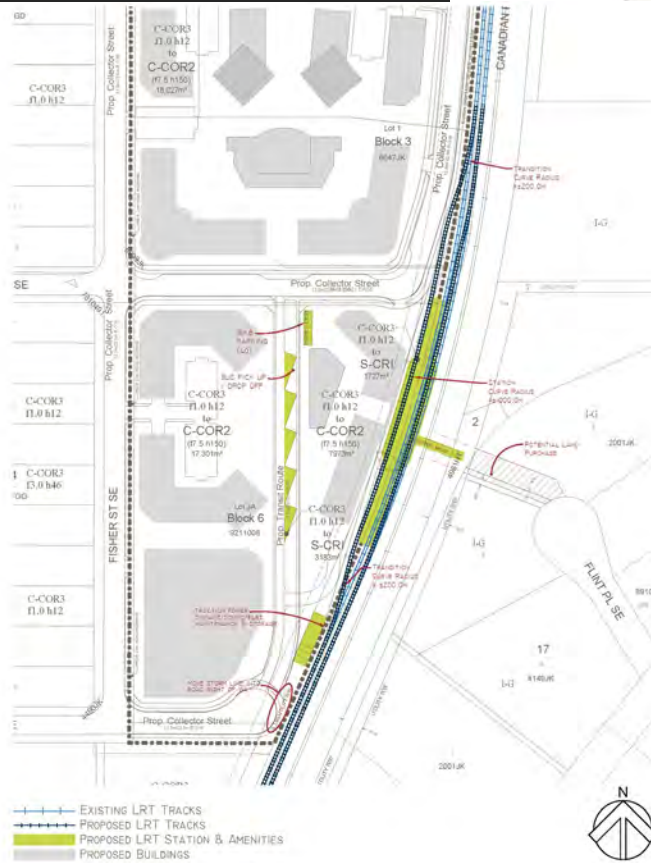
# Midtown Station LRT Station Functional Plan

Prepared for Cantana Investments Limited  
by IBI Group  
May 2019

# MIDTOWN STATION LRT STATION: CONCEPT 1A



# MIDTOWN STATION LRT STATION: CONCEPT 1B



## ESTIMATED CAPITAL COSTS OF POTENTIAL INFILL STATIONS CLASS 5 - \$MILLIONS

Location	Civil	Track & Way	Rail Systems	20% Contingency (additional for working in active train right-of-way)	Total Cost Estimates
Northland Drive NW	\$18.2	\$1.2	\$7.3	\$5.3	\$32.0
50 Avenue South	\$8.9	\$4.2	\$3.3	\$3.3	\$19.7
Fisher Park/ Midtown Station	\$9.0	\$4.5	\$3.5	\$3.4	\$20.5

The estimates are based on Class 5 in the Corporate Project Management Framework and have a variance of +100% and -50%.

# FINANCIAL IMPACTS

		PHASE 1 >>>								PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	TOTAL
		2020	2023	2024	2025	2026	2027	2028	2029	2030-32	2033-35	2036-38	2039	2040-42	2043-47	2023-47
<b>LAND DEVELOPMENT COSTS (1)</b>																
Residential	\$M	0	0	66	66	66	66	66	66	197	197	197	66	197	322	1,567
Commercial	\$M	0	0	8	8	8	8	8	8	21	7	7	0	6	213	300
Retail	\$M	0	0	2	2	2	2	2	2	12	2	2	0	2	7	41
Community Facilities	\$M	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Infrastructure	\$M	0	7	0	0	0	0	0	0	4	3	3	1	3	9	30
LRT Station	\$M	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20
<b>Total Development Cost</b>	<b>\$M</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>253</b>	<b>215</b>	<b>210</b>	<b>67</b>	<b>208</b>	<b>550</b>	<b>1,964</b>
<b>TOTAL PROJECT COSTS</b>																
<b>CITY REVENUES</b>																
Dev. Approval Fees	\$M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-site Levy Established Area	\$M	0	0	1	1	1	1	1	1	3	3	3	1	3	7	25
Tax Base	\$M	1	1	1	2	2	3	3	4	14	19	22	8	27	60	170
<b>Total City Revenues</b>	<b>\$M</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>17</b>	<b>21</b>	<b>25</b>	<b>9</b>	<b>30</b>	<b>67</b>	<b>195</b>
<b>DEVELOPMENT INTENSITY (2)</b>																
People		0	0	550	1,100	1,650	2,200	2,750	3,300	4,950	6,600	8,250	8,800	10,450	13,149	0
Jobs		895	639	785	932	1,078	1,225	1,371	1,517	1,776	1,853	1,924	1,945	1,879	2,931	0
People + Jobs / ha		73	52	109	166	223	279	336	393	549	690	830	876	1,006	1,312	0
Development-based jobs(3)		0	39	480	480	480	480	480	480	486	439	439	425	436	467	497

## OTHER FACTORS

- Tax Base
- Land Assembly
- Community Integration





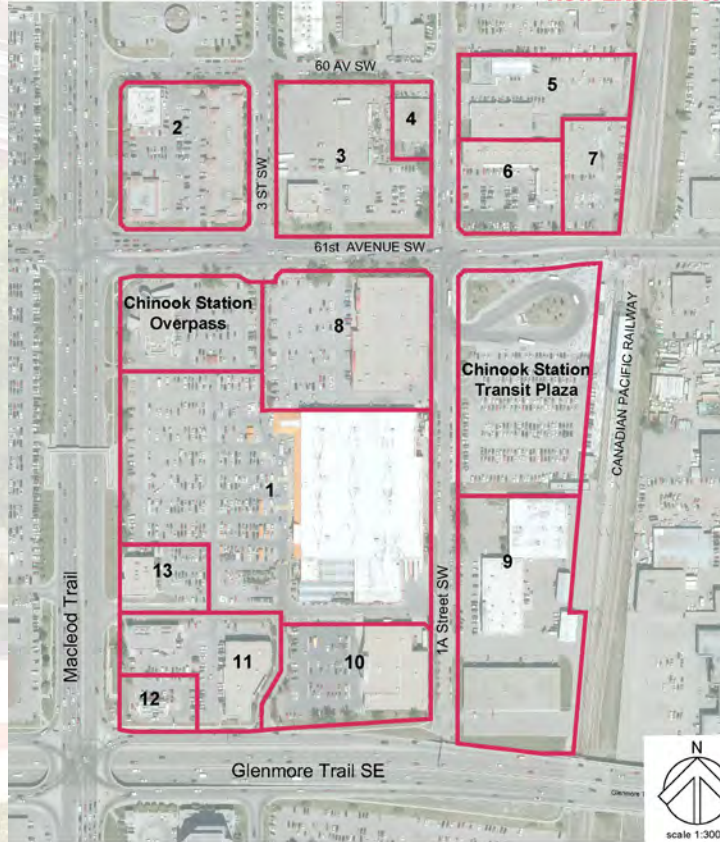
## TAX BASE

- The business plan for Midtown Station envisions a mid-to-long term development timeline through a phased approach that will retain existing economic activities on site, gradually transitioning to the proposed new uses.
- In this sense, the existing fiscal base will continue on as the base is increased through the construction of the new buildings, thus making this development initiative different from a greenfield site in that it will be providing a significant tax base from day one.

- The key differentiating factor of the proposed Midtown Station is land ownership. Midtown Station is controlled by a single owner, Cantana Investments Limited, thereby facilitating the development initiative being guided by a unified vision and having ready flexibility to promptly respond to emerging opportunities in the market.
- The developer behind Midtown Station has a longstanding presence in the Calgary market with multiple successful developments in its record.
- Cantana Investments Limited is ready to make significant commitments (i.e., assume funding for the proposed LRT station) to realize a unique development vision that aligns with the City's framework for TOD implementation.
- Conversely, the Chinook Station Area Plan is comprised of multiple owners. There are over 580 separate titles within the defined Station Area Plan.

- There are 15 different owners, all with different development objectives and abilities with greatly differing timelines and financial expectations, not to mention fiduciary and legal obligations to existing tenants.
- Needless to say, land assembly to facilitate the City's vision will be a monumental, if not impossible, task.
- In addition, one-off development in a piecemeal fashion will not allow for the development of a comprehensive and contiguous development.
- In contrast, Midtown Station has a much greater chance of fulfilling the City's vision for TOD sites.

# LAND OWNERSHIP



- |                                   |                                    |                                    |                                   |
|-----------------------------------|------------------------------------|------------------------------------|-----------------------------------|
| <b>1</b> Home Depot Holdings Inc. | <b>4</b> Northern Lights Sales Co. | <b>7</b> Calgary Co-op Association | <b>10</b> 1431582 Alberta Ltd.    |
| <b>2</b> Developments West Corp.  | <b>5</b> MW Natural Products Inc.  | <b>8</b> Staples Canada ULC        | <b>11</b> Opus Properties Corp.   |
| <b>3</b> Ontrea Inc.              | <b>6</b> 434305 Alberta Ltd.       | <b>9</b> Superior Investments Ltd. | <b>12</b> Biltmore Equities Corp. |
|                                   |                                    |                                    | <b>13</b> 1625170 Alberta Ltd.    |

- Midtown Station, as proposed, represents an innovative initiative to integrate employment and residential uses along the Macleod Trail and southeast LRT corridors, creating a midtown intensification node and integrating the communities of Fairview, Kingsland, Haysboro and Acadia through enhanced transit, pedestrian and vehicular links.
- Midtown Station, along with redevelopment of Chinook Centre and development of the Chinook and Heritage TODs, will provide the catalyst for the transition of the Macleod Trail corridor from an extended, car-centric, monolithic, retail strip to a fully-integrated, vibrant and pedestrian-friendly urban environment.
- The interface with the existing community is along Fisher Street where it is envisioned that the project will precipitate redevelopment of the adjacent lots to street-oriented, mixed-use development.

## COMMUNITY INTEGRATION

- It is anticipated that the proposed overpass to the LRT station from Flint Place SE will enable residents of Fairview to utilize the various transit and related services on the site, and conversely, residents of Midtown Station to access the pathways, open spaces and related amenities situated within Fairview.



## IBI GROUP MAJOR REDEVELOPMENT PROJECTS

- Toronto City Lands(City Place)
- Liberty Village
- False Creek
- Coal Harbour
- Quarry Park
- University District
- Garrison Wood
- Candlestick Park Hunter Ship Yards





# CITY PLACE (TORONTO)



# LIBERTY VILLAGE



# AVENUE ONE (FALSE CREEK)



# AVENUE ONE (FALSE CREEK)



# CARINA AND CALLISTO AT HARBOUR GREEN



# QUARRY PARK









# UNIVERSITY DISTRICT



# GARRISON WOODS / GARRISON GREEN / CURRIE BARRACKS



# CANDLESTICK PARK HUNTER SHIP YARDS

