



Developed Areas Guidebook

Stakeholder Report Back: What we Heard

June 30, 2018

Project overview

The Developed Areas Guidebook is part of the Municipal Development Plan (MDP). It is the tool that helps create a local area plan, and provides consistent guidance for development and redevelopment in developed communities. It is a how-to guide to be used in the creation of future local area plans, creating consistency in the approach, interpretation and application of common policy across the Developed Areas.

The guidebook facilitates efficiency in the process of creating local area plans, as many of the issues that come up in local area plans are the same – so the guidebook contains these policies in one guiding document. This allows the local area plans to focus on the unique, local area policies developed and contained in the local area plan that cannot be broadly applied to all areas.

The Developed Areas Guidebook is one of three guidebooks that help implement the broad vision of the Municipal Development Plan (MDP). The Developed Areas Guidebook is intended to provide consistent guidance for development and redevelopment, and be used to help create consistency in the Local Area Plan processes.

Engagement overview

The Developed Areas Guidebook project team conducted ‘pop up’ style engagement by partnering up with existing The City of Calgary engagement events that were related in subject matter during May and June of 2018. Online engagement was also conducted from May 17 – June 15, 2018.

What we asked

Respondents were asked the following questions.

The Developed Areas Guidebook provides guiding direction on Local Area Planning and how communities will grow and become more complete communities as they redevelop over time. Does the Guidebook provide the right level of policy to encourage redevelopment, modest intensification, and investment in the Developed Areas? If yes, why? If no, what is missing and why?

For the following questions participants were asked to rank the most important elements to make a new infill development compatible with their neighbourhoods with the following scale: Very Important, Important, Somewhat important, Not important at all.

Elements were: mix of infill development building forms, sensitive scale of building (i.e. building mass, building height), rear yard amenity space, front yard amenity space, balcony amenity space, residential buildings closer to the street to allow for larger rear yard amenity space, and smaller front yard space, soft landscaping (i.e. grass, gardens), hard landscaping (i.e. patios, concrete walks), secondary suites (basement), backyard suites

Participants were then asked the following questions:



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Please tell us your top 3 most important elements and why?

Do you consider your housing needs to be currently met (house size, number of bedrooms, location to work, proximity to support services, affordability)? If so, please identify why. If not, please specify what housing needs you are finding challenging.

Thinking about living in your community long-term, and some of the life changes that might occur [eg growing family, seniors housing, shared living (i.e. living with parents/adult family members), is there available housing that would accommodate your need?

Is there a type/form of infill residential development that you would like to see more of in your community (i.e. single & semi-detached, secondary suites, apartments/condominiums, seniors' residence and assisted/supportive living)?

How can we encourage development of a variety of housing forms that fit into your existing community (i.e. single-detached, semi-detached, duplex, rowhouse, townhouse, secondary suites, backyard suites)?

An appropriate transition of building height, scale and massing between higher and lower intensity development should happen by:

- Stepping down height between buildings
 - Avoiding abrupt changes in building scale
 - Arranging multiple buildings so that height decreases throughout the block
 - Ensuring that buildings of complementary height, scale and massing face each other on facing streets
 - Use of setbacks and landscaping to create space between higher and lower intensity development
- Referring to the information above, is there anything missing? If yes, what is missing and why?

With the following questions, participants were asked to rank the following parking scenarios with the following scale: Very challenging, Somewhat challenging, Challenging, Not challenging at all.

When driving to a restaurant, retail shop, or to busy commercial street, how challenging is would you rate commercial parking stall availability (lack of commercial parking spaces)?

When driving to a restaurant, retail shop, or to busy commercial street, how challenging is would you rate the availability of convenient parking spaces (availability of parking located near destination)

When driving to a restaurant, retail shop, or to busy commercial street, how challenging is would you rate wayfinding (ease of finding available parking)

When driving to a restaurant, retail shop, or to busy commercial street, how challenging is would you rate the ability to find safe parking? (parking is located and/or designed in a way that makes you feel safe)

With the following questions, participants were asked to rank the following parking scenarios with the following scale: Very comfortable, Somewhat comfortable, Comfortable, Not comfortable at all

When visiting a community by vehicle, please rank your comfort level with parking in public stalls:

When visiting a community by vehicle, please rank your comfort level with parking in on-site parking:



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When visiting a community by vehicle, please rank your comfort level with parking in above ground parking:

When visiting a community by vehicle, please rank your comfort level with parking in below ground parking:

When looking to park for a few hours, how many blocks are you typically willing to walk with the following options to select: 1-2 Blocks, 3-4 Blocks, 5+ Blocks

Stakeholders were then asked what are some of the challenges (if any) your community faces for local residential parking?

Please rank the following in order of most to least challenging (1 being most challenging, 4 being least challenging):

On-street space availability

Increased noise, traffic, and congestion due to out-of-community traffic

High volume of residential visitor parking and/or parking for people shopping, eating at restaurants, or parking to go to work

Not enough parking stalls for residents of an apartment building (residential parking spills over into the street).

Are there any challenges not listed? If so what are they?

What we heard

The preference charts and themes presented on pages 3-20 summarize all of the input that was received at the pop up engagement events as well as from online feedback between May 17th and June 15th, 2018.

Charts are included to show the relative levels of support that the proposal as a whole received. The charts are a useful way to see overall trends as well as how strongly respondents felt about each question; however, because participants who felt very strongly about any given option may have placed more than one mark or submitted multiple surveys it is important not to view the chart as a strict “vote” but rather an illustration of general levels of support.

And it is important to be clear about what the general purpose of engagement is and what it isn't to help build a good foundation for everyone involved. As outlined in the Engage Administrative Framework, although we may wish that at the end of a project all of our stakeholders will be happy with the outcome that is generally not realistic. The purpose of engagement is not to make everyone happy, it is to ensure that all voices are heard and considered when making decisions that impact others

Question: The Developed Areas Guidebook provides guiding direction on Local Area Planning and how communities will grow and become more complete communities as they redevelop over time. Does the Guidebook provide the right level of policy to encourage redevelopment, modest intensification, and investment in the Developed Areas? If yes, why? If no, what is missing and why?



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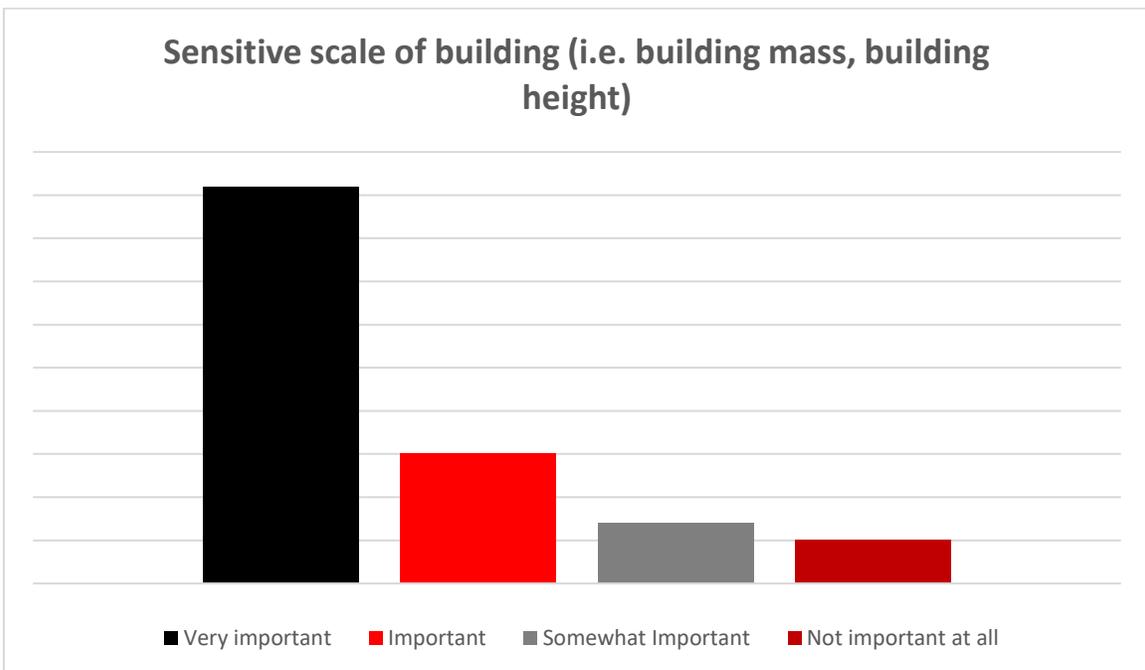
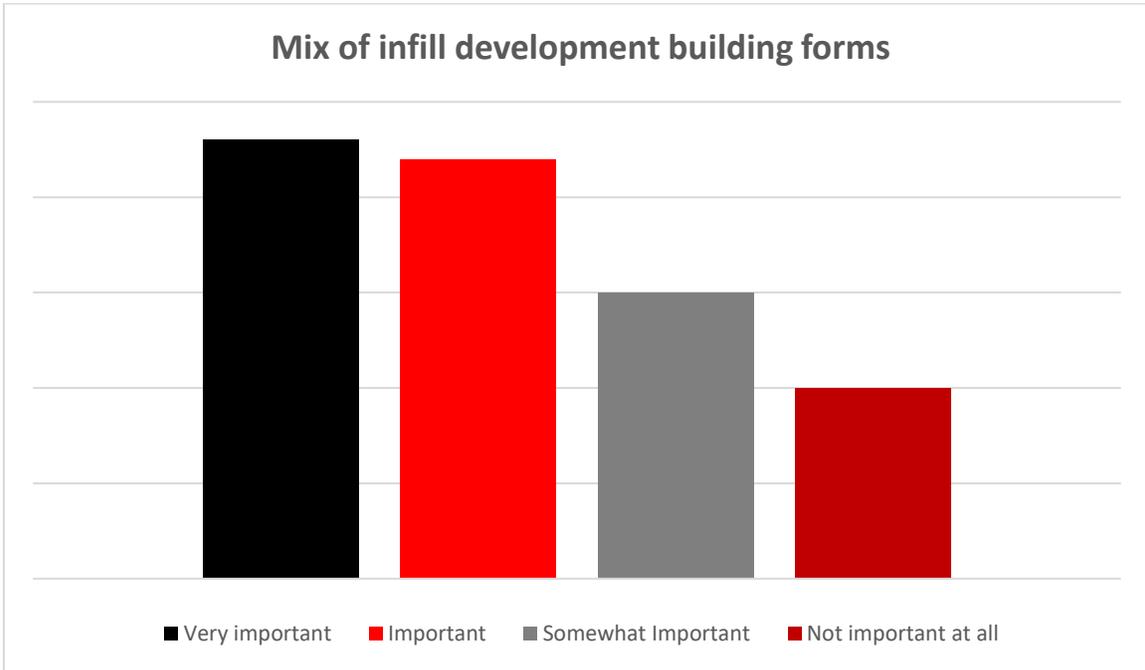
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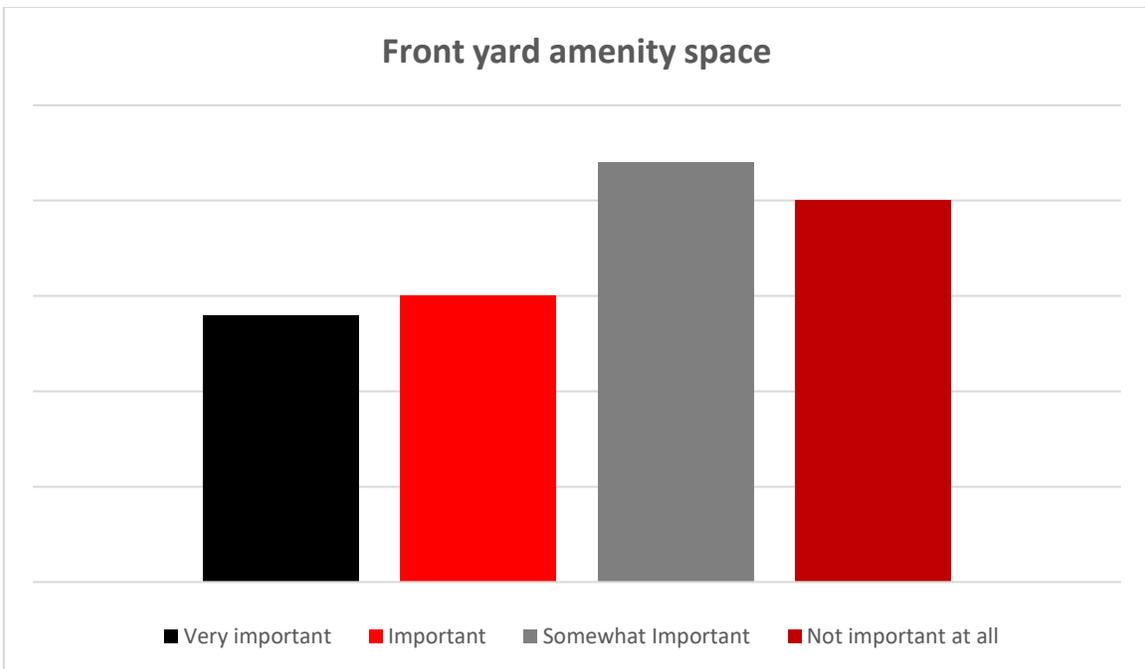
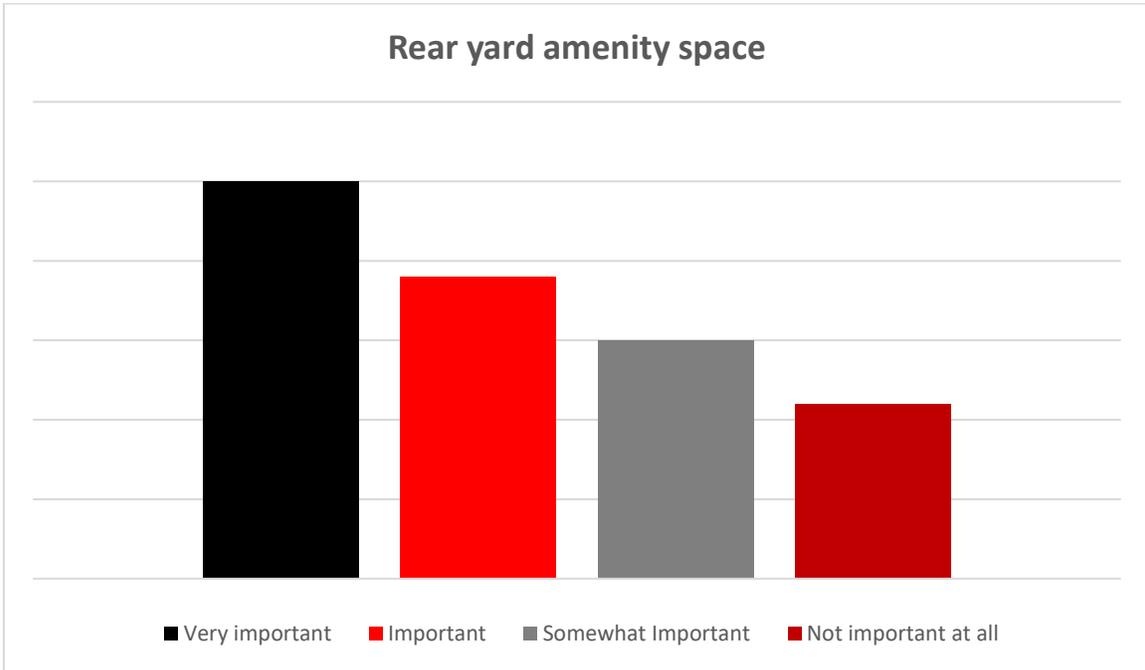
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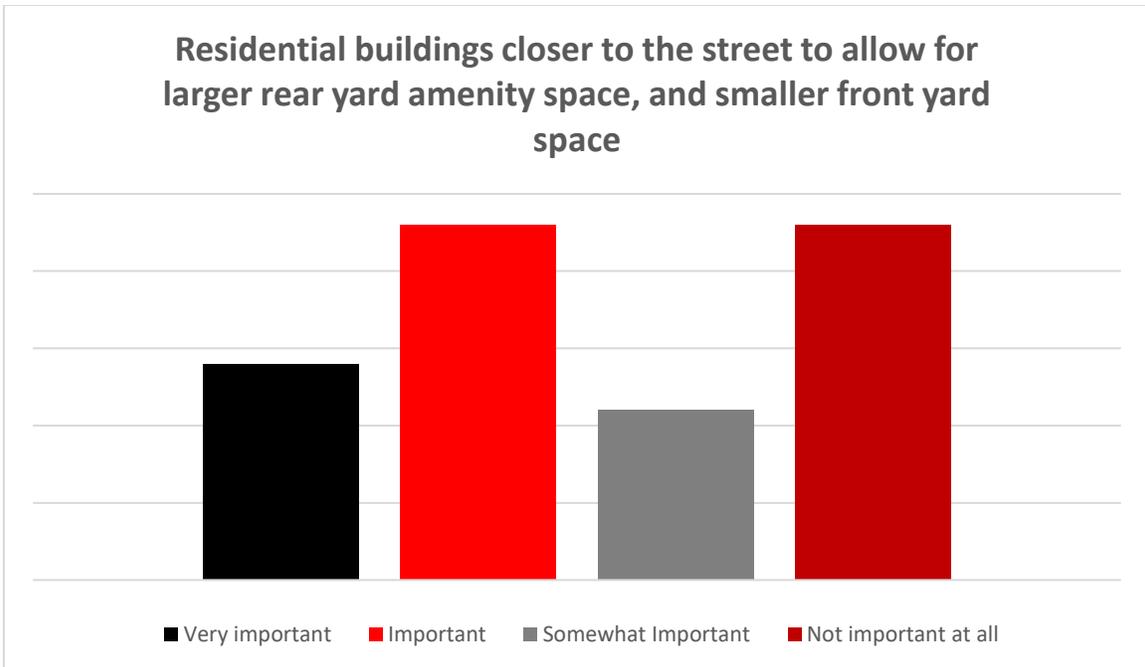
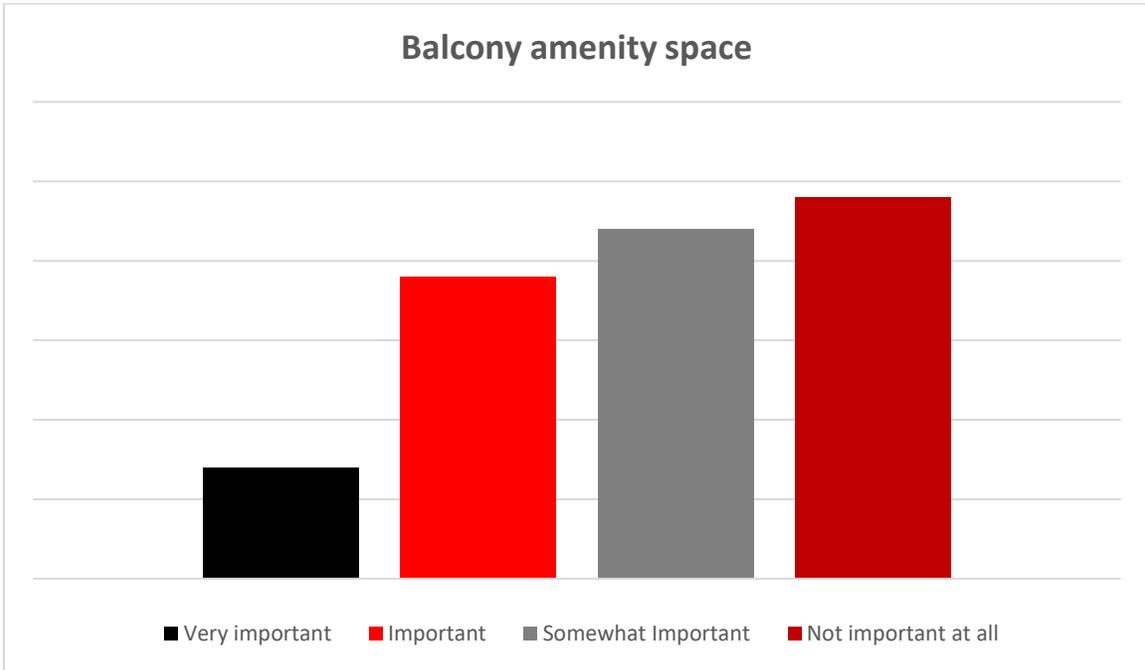
Themes	Sample comments:
<ul style="list-style-type: none"> Citizens were concerned that the language within the document need to be more explicit which would allow for less subjective interpretation 	<ul style="list-style-type: none"> <i>"The language in this document is so loose that I am concerned it will still default to the bylaw maximums - using shoulds vs shalls."</i>
<ul style="list-style-type: none"> Citizens were concerned that the developed areas guidebook is too vague and allows for discretionary exceptions 	<ul style="list-style-type: none"> <i>"No - it is very vague and leaves room for exceptions"</i> <i>"Policy should be short and clear. Lots of policies doesn't necessarily help to achieve the objective."</i>
<ul style="list-style-type: none"> Citizens feel the document is missing a focus on pedestrians a cyclists 	<ul style="list-style-type: none"> <i>"No because in outlining its goal to create walkable vibrant and interactive neighborhoods and encourage all modes of transport to and from it misses how to create that."</i> <i>"It has only 3 mentions of "bike lane" and doesn't appear to even MENTION Complete Streets or the Cycling Strategy. So: no, it's missing cycling and walking, which are allegedly the most important according to the oft-presented "pyramid" diagram from the City."</i>
<ul style="list-style-type: none"> Citizens feel that stakeholder engagement is critical for all stages of development and the Developed Areas Guidebook 	<ul style="list-style-type: none"> <i>"I only have this to say: why aren't guidelines adhered to? What is the point of giving height restrictions when developers always ask and get more? How about developers engage the neighbours first BEFORE designing?"</i> <i>"Yes, but it does not identify how the transition will occur, and does not specifically spell out homeowners as stakeholders in the process."</i>

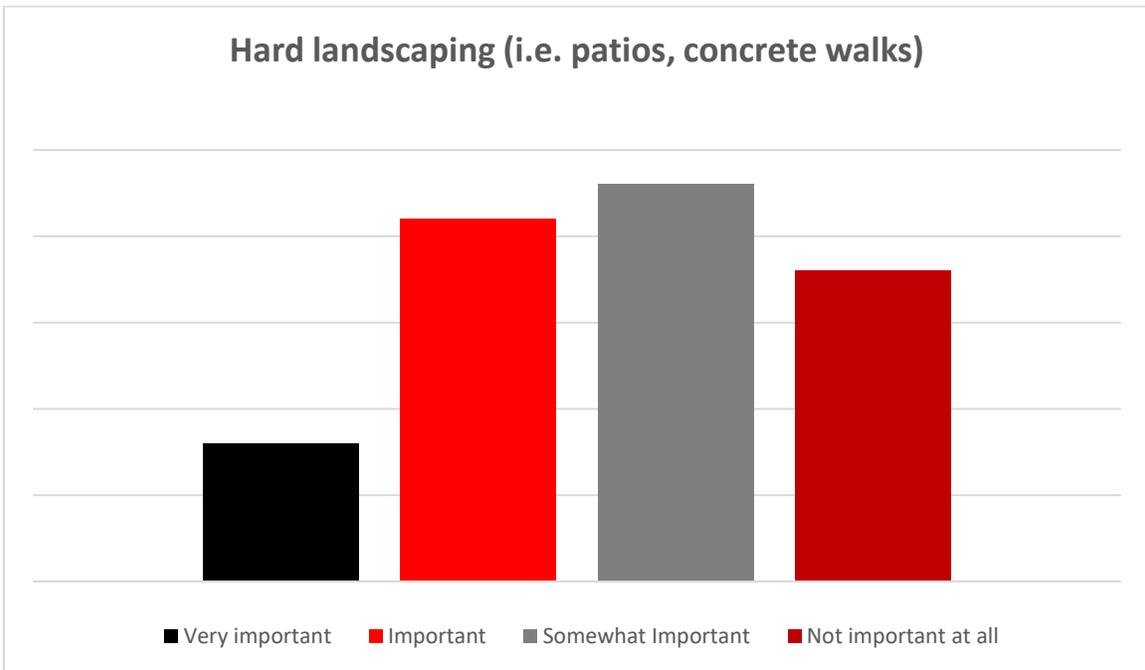
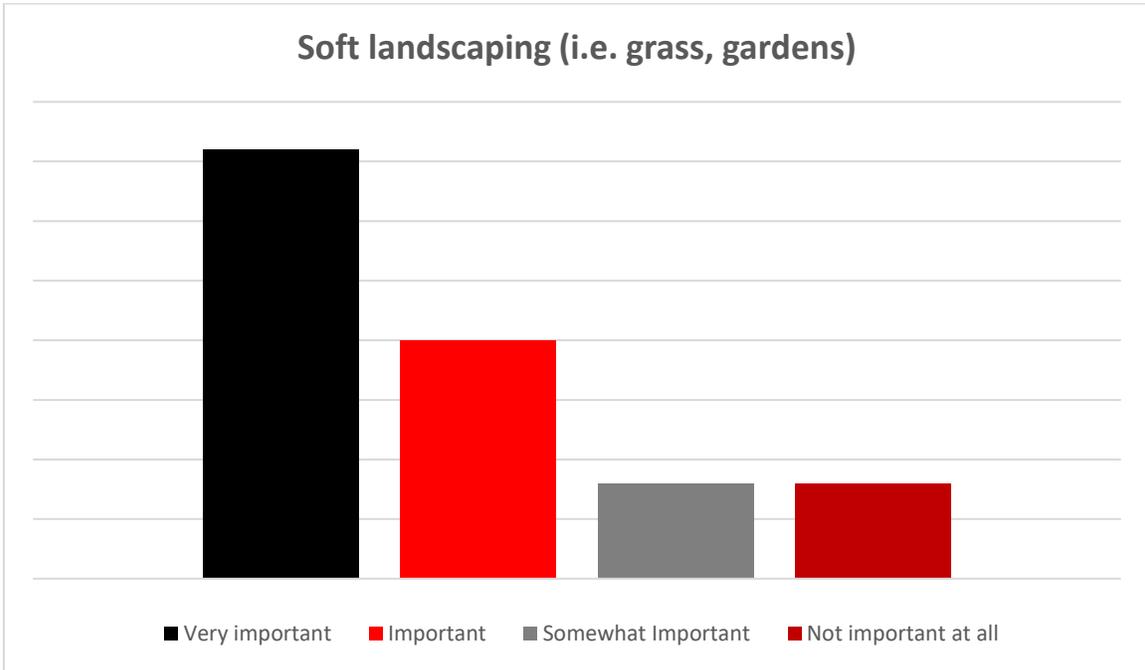
**Please view the verbatim section to read all of the responses to this question as some comments did not have consistent themes.

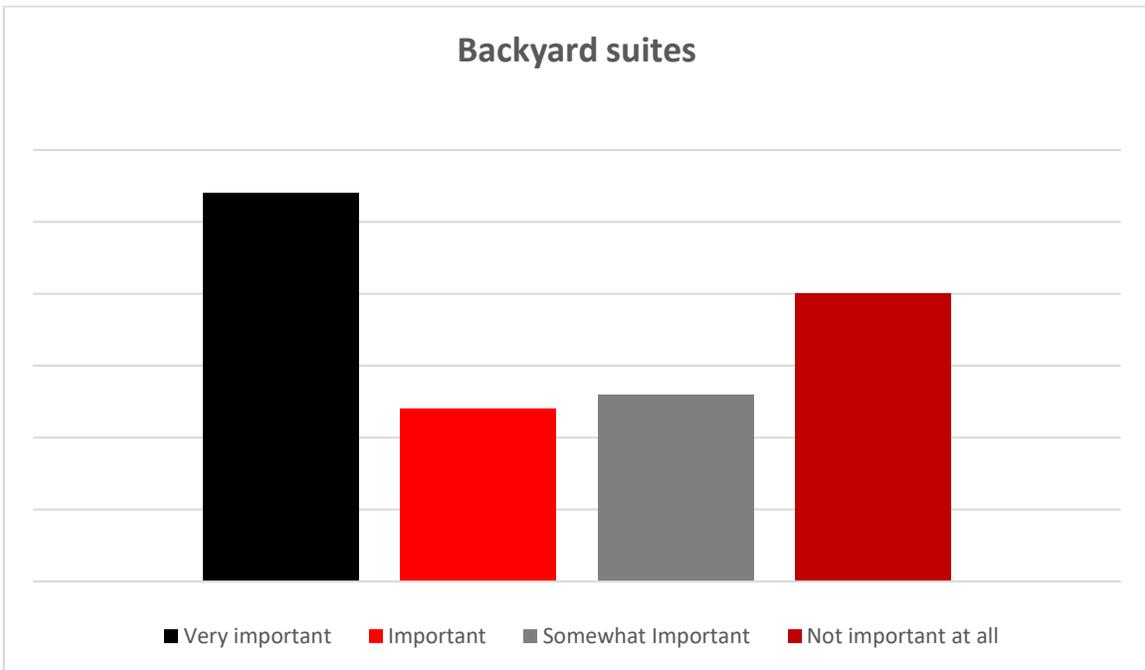
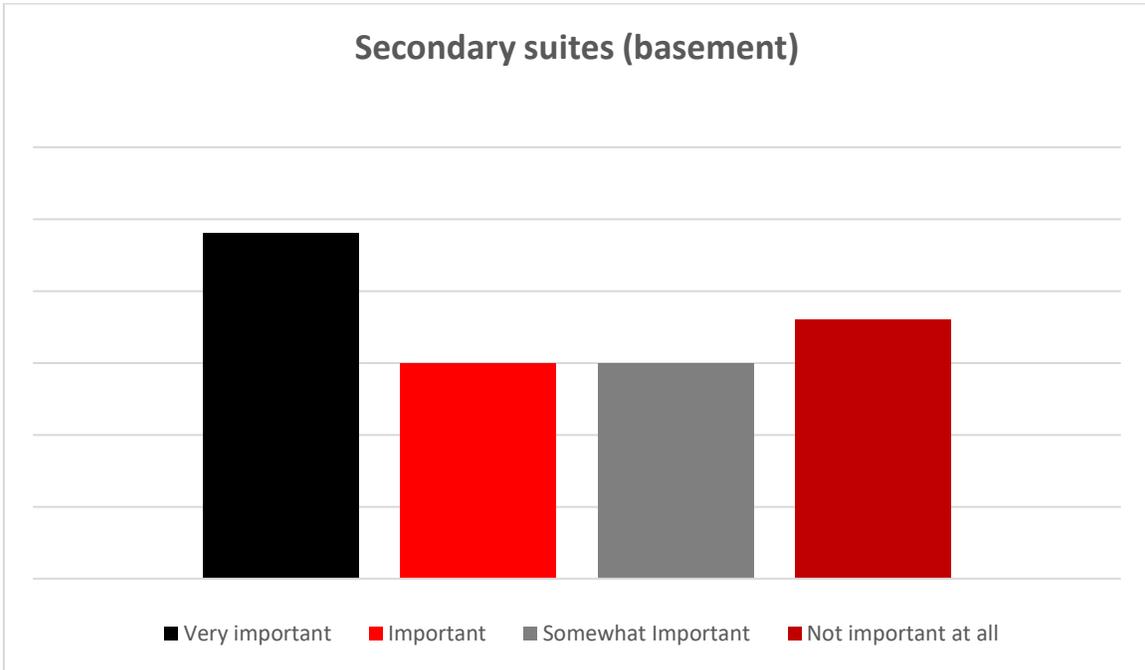
Question: The following questions participants were asked to rank the most important elements to make a new infill development compatible with their neighbourhoods with the following scale: Very Important, Important, Somewhat important, Not important at all.











Please tell us your top 3 most important elements and why?



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Themes	Sample comments:
<ul style="list-style-type: none"> Citizens expressed the importance of scale to context for development 	<ul style="list-style-type: none"> <i>“Scale to context needs to be sensitive - homes built too large for site removing urban forest - too much hardscaping - rear yard space traditional pattern of block to many established communities.”</i> <i>“Buildings must fit the context of the commission getting rid of the direct control designation would help him but then area pencil that followed me just throw away Building size and scale of very important , Neighbourhoods need to look and feel good.”</i> <i>“Scale of new buildings against existing. The existing built form in the developed areas should be valued less over new development”</i> <i>“Sensitive scale so that new development fits in with existing homes”</i>
<ul style="list-style-type: none"> Citizens expressed the importance of sensitivity to context for development 	<ul style="list-style-type: none"> <i>“Sensitivity scale because it should not upset the existing community (eg. a tall high density building in a lower density community).”</i> <i>“Mix of building form, scale sensitivity, move buildings forward to allow larger backyard space.”</i>
<ul style="list-style-type: none"> Citizens expressed the importance of rear yard amenity space 	<ul style="list-style-type: none"> <i>“Backyard space... because everyone needs some green area to live in and create memories in. It helps families with little kids have a safe space to get kids outside playing and adds beauty to life. Buildings closer to street and sidewalks”</i> <i>“Rear yard amenity space for privacy.”</i> <i>“Rear yard space traditional pattern of block to many established communities”</i>
<ul style="list-style-type: none"> Citizens expressed the importance of a mix of development in terms of building types and form 	<ul style="list-style-type: none"> <i>“Mix of development because it should not be all high density”</i> <i>“Diversity for all uses (office/commercial/retail/residential) all wages, stages, ages, rents.”</i>
<ul style="list-style-type: none"> Citizens expressed the importance of softscaping and its benefits 	<ul style="list-style-type: none"> <i>“Soft landscaping because permeable surfaces have an environmental impact.”</i> <i>“Permeable landscaping and pavement (solve water before it becomes a problem), trees (good for physical and mental health in a number of ways)”</i>

**Please view the verbatim section to read all of the responses to this question as some comments did not have consistent themes.



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Do you consider your housing needs to be currently met (house size, number of bedrooms, location to work, proximity to support services, affordability)? If so, please identify why. If not, please specify what housing needs you are finding challenging.

Themes	Sample comments:
<ul style="list-style-type: none"> Affordability was identified as a common challenge for participants who provided feedback 	<ul style="list-style-type: none"> <i>"Not really. Am looking for a place with a third bedroom, in the inner city, and they costs 3 times the price of my current 2 bedroom condo."</i> <i>"Yes...we have a roof over our heads and a place to live. No because it's hard to find a house big enough to house 6 - 8 people that is affordable."</i>
<ul style="list-style-type: none"> The importance of housing near amenities was expressed 	<ul style="list-style-type: none"> <i>"Close to amenities like hospitals, university, transit. There is a great mixture of housing in the community. We are within 15 minutes of everyone in our household work/school."</i> <i>"There are no grocery stores, coffee shops within my community. I have to cross major roads which has limited pedestrian space. Uninviting. I would like to walk places that I have a purpose to go there. Lots of connected pathways but no amenities off of them."</i>
<ul style="list-style-type: none"> Many participants expressed that their current housing needs are being met 	<ul style="list-style-type: none"> <i>"So far so good. We love living in our inner city neighbourhood despite living in a smaller townhouse. We are so far unwilling to swap our location for a yard despite having two kids."</i>

**Please view the verbatim section to read all of the responses to this question as some comments did not have consistent themes.

Thinking about living in your community long-term, and some of the life changes that might occur [eg growing family, seniors housing, shared living (i.e. living with parents/adult family members), is there available housing that would accommodate your need?

Critical Themes	Neutral Themes	Supportive Themes
<ul style="list-style-type: none"> Desire for more seniors homes/ assisted living centres Desire for policy to promote aging within home with assistance of children (E.G. In-law style suites) Desire to be located closer to public transit routes Desire to be located in areas with more of a 	<ul style="list-style-type: none"> Need for a mix of development 	<ul style="list-style-type: none"> Support for neighbourhood having a variety of housing options including affordable housing



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	<p>pedestrian focus (vs. automobile)</p> <ul style="list-style-type: none"> • Desire to be located in areas with more of a cycle focus 		
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Is there a type/form of infill residential development that you would like to see more of in your community (i.e. single & semi-detached, secondary suites, apartments/condominiums, seniors' residence and assisted/supportive living)?

Themes	Sample comments:
<ul style="list-style-type: none"> • Citizens expressed the importance of a mix of development in terms of building types and form 	<ul style="list-style-type: none"> • <i>"We need a balance of inventory across various built forms. The key is location specific and context of the community. In other words we should ensure density appropriately transitions"</i> • <i>"I think allowing secondary suites, with the housing mix we have would provide a better mix within the community."</i> • <i>"All forms of housing are needed, as long as they are located appropriately. High rises should be on main thoroughfares (like 14 St.) and mid-rise within neighbourhoods, with consideration given to existing streetscape."</i>
<ul style="list-style-type: none"> • Citizens expressed a desire for single and semi-detached infill residential development. 	<ul style="list-style-type: none"> • <i>"I would like to see more single-family housing to encourage more young families and utilize the existing school infrastructure. We don't need any more 1 & 2 500sq ft architecturally lacking condos."</i> • <i>"Single or semi."</i> • <i>"No more multiple units (other than semi-detached), more single-family units. Too much congestion, and it is dangerous for children to on their front yard, or to even go for a bike ride. It is turning families away from this neighborhood, as there is growing traffic, safety, crime concerns from residents with such increased density."</i>
<ul style="list-style-type: none"> • Citizens expressed a desire for seniors residence and assisted/supported living 	<ul style="list-style-type: none"> • <i>"Assisted living services in existing housing."</i> • <i>"More +55 to age in place"</i>
<ul style="list-style-type: none"> • Citizens expressed the importance of alignment with community character and scaling to context 	<ul style="list-style-type: none"> • <i>"All forms of housing are needed, as long as they are located appropriately. High rises should be on main thoroughfares (like 14 St.) and mid-rise within neighbourhoods, with consideration given to existing streetscape."</i> • <i>"I would like to see modest infills that fits the neighbourhood architecturally and that respect the "green" heritage of our community."</i>



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**Please view the verbatim section to read all of the responses to this question as some comments did not have consistent themes.

How can we encourage development of a variety of housing forms that fit into your existing community (i.e. single-detached, semi-detached, duplex, rowhouse, townhouse, secondary suites, backyard suites)?

Themes	Sample comments:
<ul style="list-style-type: none"> Citizens expressed the importance of scale to context for development 	<ul style="list-style-type: none"> <i>“Make strong contextual rules. Diversity is great but when it doesn't fit well architecturally people push back. Higher urban design standards are needed - bylaw producing poor forms right now”</i> <i>“Stop allowing developers to utilize the 'density bonusing' to over-build and overwhelm the existing character and scale of the neighbourhood. The ARP was designed over many years and yet the City Planners FAIL to follow the guidelines and instead over-use the 'Direct Control' designation to slap in any design a developer is willing to 'pay' for.”</i> <i>“By making sure the development fits the area. There is a proposal to put tall apartment buildings (15+ stories) in an area that is all houses or at most 3 story apartment buildings. Don't change the feel of the neighbourhood by building random tall apt.”</i>
<ul style="list-style-type: none"> Citizens expressed the importance of public transit being located to developed areas 	<ul style="list-style-type: none"> <i>“Comprehensive planning for a complete community including transit, safe cycling infrastructure and pedestrian planning”</i> <i>I'm excited to see higher density in my neighbourhood, and transit opportunities to support increased density.</i>
<ul style="list-style-type: none"> Citizens expressed the importance of comprehensive planning and compliance with the ARP 	<ul style="list-style-type: none"> <i>“We can fit all this in a neighbourhood providing we are careful and sensitive where we place everything.”</i> <i>“Comprehensive planning for a complete community including transit, safe cycling infrastructure and pedestrian planning.”</i> <i>“Create a development plan AND follow through”</i> <i>“Continue to respect and follow current ARP”</i>

**Please view the verbatim section to read all of the responses to this question as some comments did not have consistent themes.

An appropriate transition of building height, scale and massing between higher and lower intensity development should happen by:

- Stepping down height between buildings
- Avoiding abrupt changes in building scale
- Arranging multiple buildings so that height decreases throughout the block
- Ensuring that buildings of complementary height, scale and massing face each other on facing streets
- Use of setbacks and landscaping to create space between higher and lower intensity development



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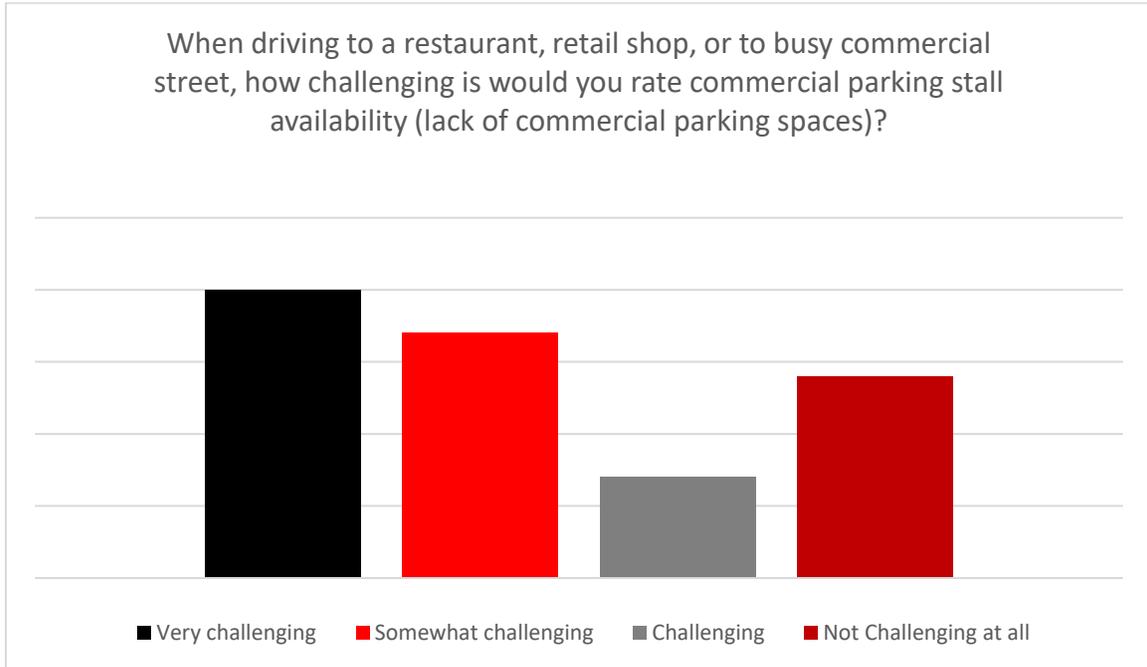
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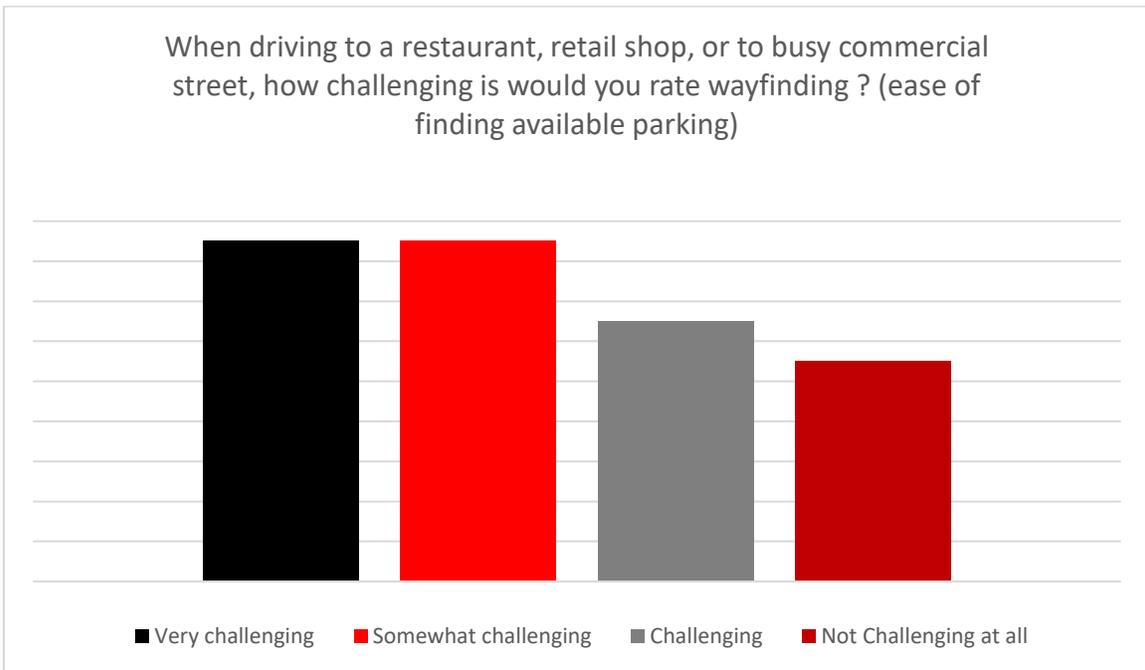
Referring to the information above, is there anything missing? If yes, what is missing and why?

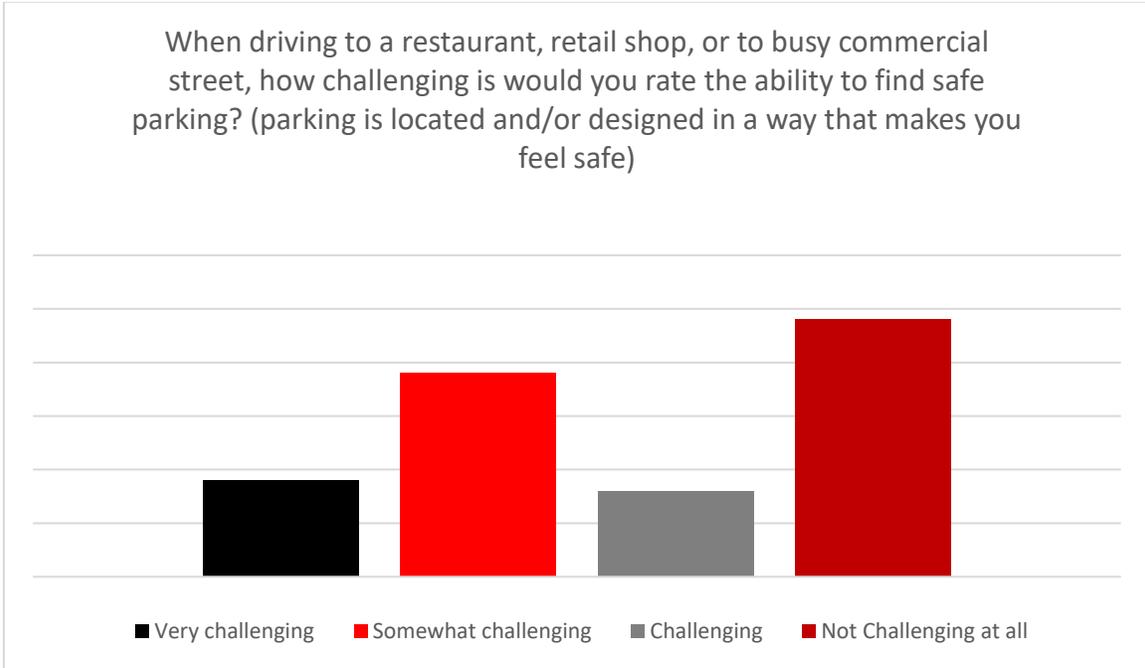
Themes	Sample comments:
<ul style="list-style-type: none"> Citizens expressed the importance of scale to context for development 	<ul style="list-style-type: none"> <i>“Yes there is something missing, how about not violating all height restrictions by pushing for 6+ story condos on busy streets that already have traffic and parking issues.”</i> <i>“Huge thing is avoid abrupt changed in building scale. Have been seeing that a lot and it makes the area look like it didn't have a plan.”</i> <i>“I am concerned about walls that are occurring in Townhouses that are interfacing with single family homes. This is taking a backyard in the single family home that is not private anymore. This is a long term concern. This is a massing issue that needs some greater thought”</i> <i>“Huge thing is avoid abrupt changed in building scale. Have been seeing that a lot and it makes the area look like it didn't have a plan.”</i>
<ul style="list-style-type: none"> Citizens expressed the importance of sensitivity to context for development 	<ul style="list-style-type: none"> <i>“Demonstrate how design of new build references context of the block - roof lines are a huge sore point - modern roof can mirror traditional and still be modern. Upper storey massing needs addressed.”</i> <i>“The architecture of any new development should be complimentary to the character of the area - that is not saying a new condo has to match a 100 yr old home - but it should be complimentary to the heritage of a neighbourhood done through use of color and material selection. “</i>
<ul style="list-style-type: none"> Citizens expressed the importance of softscaping 	<ul style="list-style-type: none"> <i>“Trees. Trees need to be everywhere. Smartly planted (soil volume, drainage, lighting conditions, etc).”</i> <i>“Use lots of greenery,grass etc to make it beautiful”</i> <i>“Mandatory greenspace/lawns to create spacing/setback.”</i>
<ul style="list-style-type: none"> Citizens expressed the importance of community engagement within the process 	<ul style="list-style-type: none"> <i>“How about developers engage the neighbours first BEFORE designing?”</i> <i>“Yes, but it does not identify how the transition will occur, and does not specifically spell out homeowners as stakeholders in the process.”</i> <i>“There is not engagement when decisions have already been made!!!!!!”</i>

**Please view the verbatim section to read all of the responses to this question as some comments did not have consistent themes.

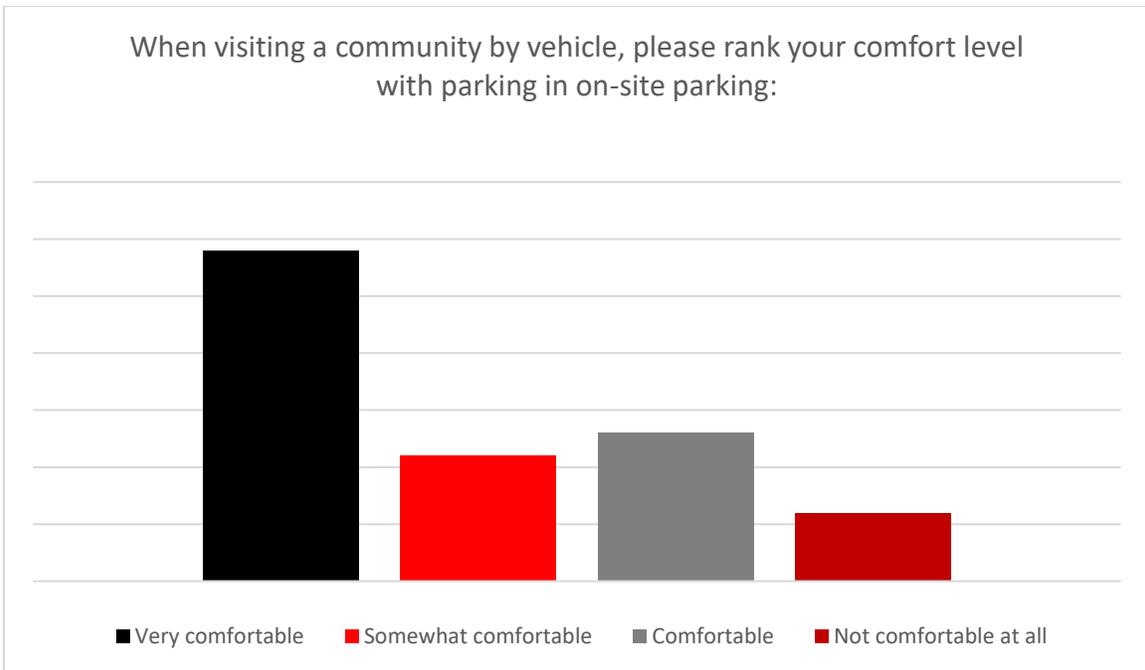
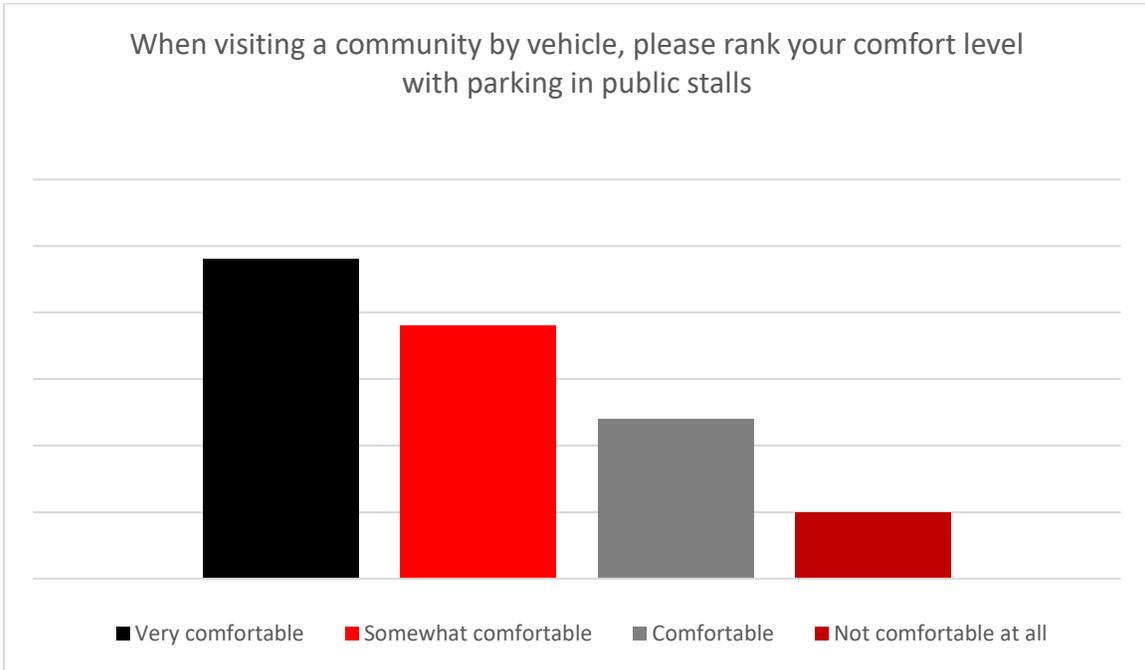
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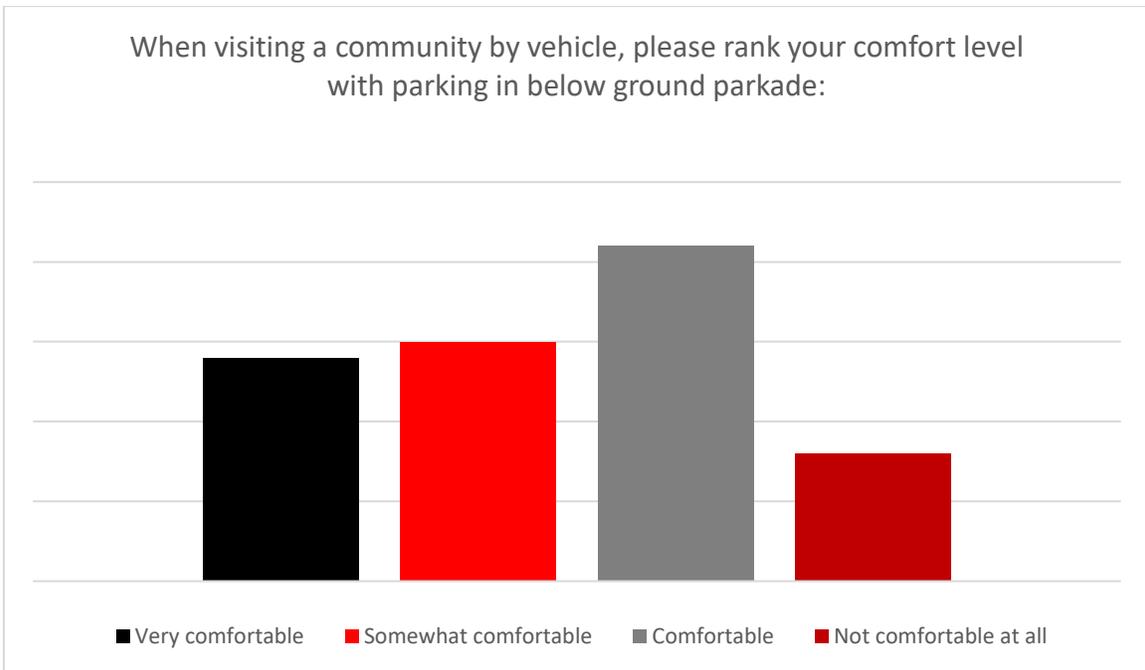
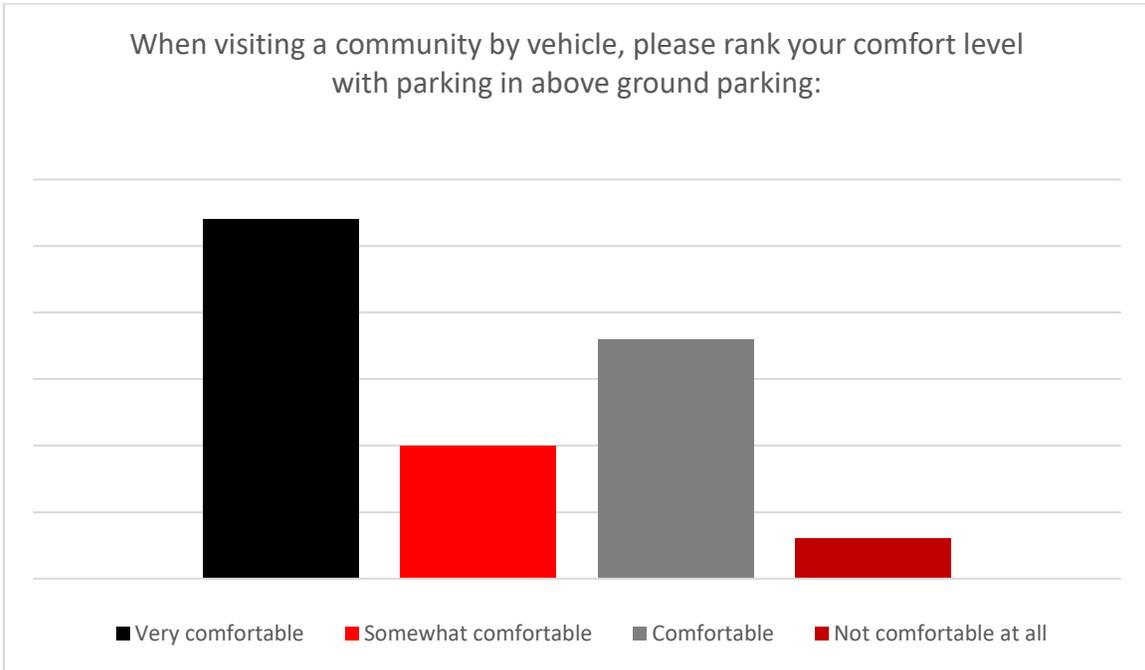




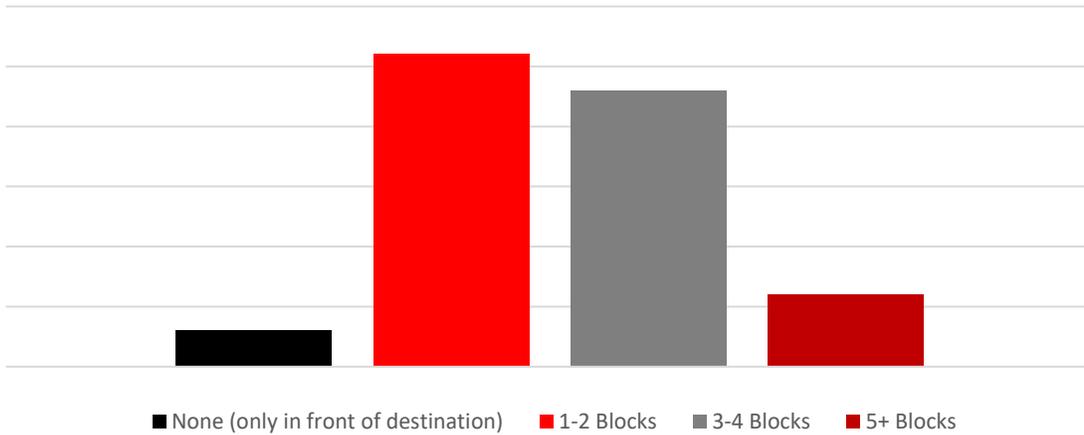


With the following questions, participants were asked to rank the following parking scenarios with the following scale: Very comfortable, Somewhat comfortable, Comfortable, Not comfortable at all





When looking to park for a few hours, how many blocks are you typically willing to walk with the following options to select: None, 1-2 Blocks, 3-4 Blocks, 5+ Blocks



What are some of the challenges (if any) your community faces for local residential parking?





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Are there any challenges not listed? If so what are they?

Themes	Sample comments:
<ul style="list-style-type: none"> Citizens expressed challenges associated with resident-only parking 	<ul style="list-style-type: none"> <i>“Too much resident-only parking reinforces idea that people own the street and creates challenges for businesses.”</i> <i>“The present residential parking permit process is street or location specific and does not easily allow for parking planning on a neighborhood wide basis.”</i> <i>“The electronic residential parking permit system means we no longer know when vehicles are illegally parked in the neighbourhood. Enforcement is solely on a complaint basis and now there is no way to know if a complaint is warranted.”</i>
<ul style="list-style-type: none"> Citizens expressed concerns over lack of on street parking with multi-unit residential development 	<ul style="list-style-type: none"> <i>“When you redone for RCG and then only build one garage, the pressure on parking increases. Most of these townhouse people load the garage with boxes and then park on street. I can’t park on my street ever!”</i> <i>“Yes - the City keeps selling all the available parking in our neighbourhood for housing and then allowing developers to shirk their responsibility to provide parking”</i>
<ul style="list-style-type: none"> Adequate parking near desirable destinations is of high value 	<ul style="list-style-type: none"> <i>“Out-of-community traffic using up all street parking and local residents are unable to find parking within a 1/2 block of their homes. Specific parking for areas like Peace Bridge should be considered by the City BEFORE adding new infrastructure”</i> <i>“Great locations within cities should have a parking issue - People are attracted to that location. Calgary does not have parking issues at all in my mind.”</i>

**Please view the verbatim section to read all of the responses to this question as some comments did not have consistent themes.

Next steps

City Staff are seeking input from citizens, communities, industry, and other stakeholders on the proposed DRAFT amendments to the Developed Areas Guidebook. You are asked to provide comments through the feedback form. Feedback will close on June 11. Feedback will be reviewed and considered, and further amendments will be drafted through the end of June. A *DRAFT FINAL* circulation will occur June 25 for final comment.



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Verbatim Comments

The following is a record of the feedback received through in person and online engagement.

Please note: Personally identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions, the intent of the submissions remains.

Please tell us your top 3 most important elements and why?

- Westbrook ctrain station is a blight. No where to comment about it on the city website. Massive crime wave in the surrounding area. No police in sight. Very dangerous.
- Ensuring buildings abide by maximum height/story restrictions so that shadows from condos do not cause all plants in infill backyards to die.
- Landscaping, Variety, Front Yard Amenities
- Mix of development because it should not be all high density, sensitivity scale because it should not upset the existing community (eg. a tall high density building in a lower density community), rear yard amenity space because everyone should have some.
- Scale to context needs to be sensitive - homes built too large for site removing urban forest - too much hardscaping - rear yard space traditional pattern of block to many established communities
- Respect for heritage of community, respect for existing ARP that doesn't allow for every deviation a developer wants, and respect for quality of community life over developers' demands for more profits at community expense.
- Focus on sensitivity to the neighbourhood. Too many developments are being approved without proper community engagement and are ending up at the SDAB where the onus is put on the neighbours and community to illustrate how the development does not fit.
- City centre needs to be rezoned for highrises.
- Massing Height and roof form
- Poor wording - what choice is there if I do NOT want buildings closer to the street than existing houses?
- Privacy, proportion, parking
- sensitive scale, rear yard amenity space, soft scaping to keep things pedestrian scale and pedestrian friendly
- Buildings must fit the context of the commission getting rid of the direct control designation would help him but then area pencil that followed me just throw away Building size and scale of very important , Neighbourhoods need to look and feel good
- Scale: I think that dramatic size increases are hard to handle and the density should be slowly increased. Ie in a bungalow community, two stories first, three stories in 15 years, 4 stories later on etc, slightly higher at edges of community.
- 1. Traffic and noise studies. Density done wrong is a nightmare, just look at any "student housing" neighborhood in urban centers.



- Scale (mass & height), back yard suites (laneway housing), these have the most impact on the neighbors
- No RCG rezoning in established residential neighbourhoods.
- Important to not allow complete lot coverage and paving over. Lots of creative solutions and innovative products to avoid a concrete jungle need to increase density to control the sprawl but in a thoughtful way that is planned comprehensively not as hoc
- These questions are ridiculous. No room for interpretation. Neighbourhoods like Marda Loop & Killarny are infill disasters. Too much densification that cannot be supported by community infrastructure. I couldn't handle
- Visually fitting in. I moved from my last neighborhood because all the infills dwarfed original homes and didn't fit in. Too many cars parked on streets as well.
- Backyard space... because everyone needs some green area to live in and create memories in. It helps families with little kids have a safe space to get kids outside playing and adds beauty to life. Buildings closer to street and sidewalks
- Scale of new buildings against existing. The existing built form in the developed areas should be valued less over new development
- Secondary suites both backyard and in house...good for seniors to remain in home if someone can rent basement...renters can shovel walks...
- Diversity for all uses (office/commercial/retail/residential) all wages, stages, ages, rents
- Mix of building form, scale sensitivity, move buildings forward to allow larger backyard space.
- In Altadore, encourage more single family dwellings. Stop allowing builders to input 4-7-20 suites. Too congested/traffic, especially during peak times, parking is difficult (especially with kids/groceries), dangerous for kids playing with speeding cars.
- Soft landscaping - concrete does nothing to reduce heat in summer, capture carbon or groundwater.
- Higher density design, is increasingly important to provides housing closer to the city center. Paying attention to setbacks and building height is important to accommodate existing architecture. Driveways, and backyards should have little/no influence.
- Max hard fill and min soft fill (for drainage) and overall character /styling of housing
- soft landscaping, scale of buildings
- Townhouses next to Single-Family should be located on busier streets with side streets dedicated to Single-Family or duplex
- Living in a pedestrian friendly neighbourhood should mean that comfortable pedestrian environments are created/enhanced to reduce car traffic. Hard and soft landcaping is important. The ability to have suites should be encouraged to mix-up housing types.
- Infills, secondary suite, backyard suite because these can very much change the character of the neighborhood that I bought into. They can also lower property values of existing owners.
- If replacing a single home with several, allowing for a smaller front yard is important so that the private yards can have more space.
- Secondary suites, backyard suites.
- Mixed infill developments



- Mixed infills. Smaller front yards with houses closer to street. Ive always been an advocate for asian style zoning for infills and ground floor business. And houses closer to street is more aesthetic and lines the street better with trees
- For Hounsfeld Heights Briar Hill the most important elements are maintaining the "single family" and "large lot" nature of the core of the community while encouraging more innovative uses around the periphery
- Community as direct neighbours of a development site were there for a reason - developers are given too much latitude and permission to break up/down a community! Tendency in our community is to lie about concept for approval then do whatever they like.
- Keeping small town feel in neighbourhoods with density in appropriate areas
- Sensitive scale so that new development fits in with existing homes, soft landscaping to maintain pedestrian interface, rear yard amenity space for privacy.
- Squashing us in like New Yorkers is. It Calgarian - we own vehicles we need parking for visitors family and friends - we are not an island - We support the building of infills but not for desification!
- Backyard suites - but do not require them to have a parking spot.
- Size of development, keep the size to 2000 ft max. Houses should be farther from the lot lines, they become too close together and create a fire hazard and other problems. Keep backyards and no suites above garages. This creates overcrowding and parking
- Almost all of the infills in the inner city start with the total stripping of all trees and other vegetation from the lot. Size of buildings s/b limited and planting of new trees made a requirement. Canopies are a main character of older areas.
- Infills are SO critical to gentle densification of this city - but we have a great affinity for privacy as well. Soft landscaping is better for the urban soul.
- Any green space, gardens, parks. yards. They need to be "kept up nicely" and become more interactive in hopes of engaging all of the community. Illegal suites need to be made legal, providing bylaws are met
- I wish my inner city community was zoned to allow to infills R2
- Allow r2 infills in upper montgomery
- Secondary suites and redevelopment rules that avoid suburban sprawl where we cannot afford to build infrastructure
- MORE r2 should be blanket allowed from r1 lots
- 1. Mix of form so it's affordable. Families start in Renfrew but can't justify the price/sqft for another bedroom and move away. 2. Setbacks waste space. We should have build-to lines. 3. Suites (any kind) provide more housing options.
- Infills should not be oversized to adjacent houses, keep large front and rear yards with soft landscaping
- Soft landscaping because permeable surfaces have an environmental impact. Frontyard and sensitive scale to maintain the neighbourhood character and lessen negative impact on neighbouring properties.



- Permeable landscaping and pavement (solve water before it becomes a problem), trees (good for physical and mental health in a number of ways), and setting high standards for redevelopment, and allow a high intensity to take place, in appropriate locations
- No apparent reference to tall apartments and retail/office/apartment
- Less mass on lots unless increasing density. Mix and variety maintain interesting character of neighbourhood. As a way to sensitively density, provide affordability.
- Mix of development is good in a high density area but what people do with their own yard space is not as important. Parking will be a big issue in the future.

Do you consider your housing needs to be currently met (house size, number of bedrooms, location to work, proximity to support services, affordability)? If so, please identify why. If not, please specify what housing needs you are finding challenging.

- Far from Police Station
- Yes because our income was enough to buy a large new house, relatively close to work and support services.
- Yes
- I live in an established, older community that has all the services I require within walking distance and my community is diverse and friendly. I do not want to end up in a gentrified suburb which is what the City is trying to turn my neighborhood into. Focus efforts to 'intensify' the suburbs as they cost the most City \$\$ to service & least taxes
- Yes
- Yes
- Yes. Older infill single family in an established area.
- With the steady increase in taxes in the City, nothing is affordable any more. Would be nice to have some small scale local retail like coffee shop for example.
- Yes I am OK but as they add density to my neighbourhood the units are small and not conducive to families I live in Sunnyside
- It was difficult to find an infill that wasn't HUGE. We have so much more space than we needed.
- Yes
- Yes. We carefully chose our home in our price range. Do not allow RCG rezoning in established residential neighbourhoods. Parking!!
- No proximate rapid transit or cycling connections but density increases lead to traffic and parking problems
- Housing needs are just fine.
- Yes I'm happy except for affordability
- Affordability is a challenge. As a young professional I work two jobs to pay our living expenses.



- Yes...we have a roof over our heads and a place to live. No because its hard to find a house big enough to house 6 - 8 people that is affordable.
- Yes but I am admittedly privileged and can afford what I need
- No...too big of a house....walks to shovel and grass to cut.....i am a senior....
- NW and SW doe not have enough employment (eg office/industrial) Commute downtown or East of Deerfoot.
- No - we are in a semi-detached and want to put in a secondary suite but are not allowed.
- They are met. Live in an established neighbourhood with river access, parks, pathways, recreational facilities, schools, shopping, and restaurants. Close to amenities like hospitals, university, transit. There is a great mixture of housing in the community. We are within 15 minutes of everyone in our household work/school.
- More single-family homes, with 4 upstairs bedrooms, and bigger backyards for kids to play would cater to growing families. Builders popping up smaller multiple-suites, with this type of demographic/traffic, it is starting to discourage families from moving in.
- Yes
- Not really. Am looking for a place with a third bedroom, in the inner city, and they costs 3 times the price of my current 2 bedroom condo.
- There are no grocery stores, coffee shops within my community. I have to cross major roads which has limited pedestrian space. Uninviting. I would like to walk places that I have a purpose to go there. Lots of connected pathways but no amities off of them.
- I needed to build a new house in the inner city that was larger to ensure I could have my family and they could age in the home over the next 15 years.
- Yes, a wide variety of housing already in Marda Loop and new builds don't really fit the gap. Affordability is a bit of a myth for the area and will never exist as new builds are more expensive than existing housing.
- My needs are met as there is nothing else I need.
- So far so good. We love living in our inner city neighbourhood despite living in a smaller townhouse. We are so far unwilling to swap our location for a yard despite having two kids.
- Yes.
- Yes and no. We have too much space. But are too far out of the downtown (coachhill) which we commute to sometimes 3x a day. We live far way from work which is not ideal. And just everything about the suburban aesthetic bothers me. Walking around here is lame. So we are planning to move around Sunnyside where it's beautiful.
- Housing needs are met
- Yes, less than 1000 sq. Older Inner city bungalow with front + back yards. Walking or transit to anywhere. Trees. Long-time stable community and neighbours. Being transitioned to tax castles with very many fewer inhabitants and absent owners. Community connection and support breakdown. City employee stated my tax base too low to consider my input!
- Yes though we are concerned about the level of density of City of Calgary is trying to mandate into our neighbourhood in the future



- Maintaining the house is more and more of an issue with increased property taxes and high cost of water distribution (need to charge for the usage, not the distribution and sewer); limited retail amenities to walk to near us.
- My house is small but adequate. It just needs to be newer.
- Yes. I do not need 3000 sq.ft to be happy. But light and a natural surrounding are important to me.
- Yes - have downsized, and best decision ever to reflect changing life stage! Sought and found work that accepts flexible work styles, including working from home.
- Yes
- In high density areas Parkade are necessary or greater investment in transit the make it a desired choice
- "no"
- Too pricey in Calgary, not enough r2 in key areas to allow lower prices in outer areas,
- Upper Montgomery should be 100% r2, yet it is 0%
- You claim to want inner city density but don't allow it"
- Not quite. We have enough square footage but our basement has a low ceiling so we can't add a fourth bedroom, which would make it easier for our family to visit, and perhaps in the future live with us.
- Yes
- Yes.
- I do. More 3 and 4 bedroom apartments would be beneficial to having families in the inner city.
- Yes - affordability
- Yes however it is now threatened by changes to the ARP that were not part of the ICA draft. I currently rent a single dwelling home with southern exposure on a quiet cul de sac nex to where the LRT station will be. Where I have pets and can garden.
- Yes there is a mix of housing in IGW that fits the feeling and culture of the neighbourhood.
- Affordability an issue
- yes, I live in a semi-detached and have everything I need, including walkability and mature tree (maintained by builder)
- More senior accommodation would be great to have
- Yes we specifically purchased a tear down house to build new home with legal secondary suit
- N/A. House owners

Thinking about living in your community long-term, and some of the life changes that might occur [eg growing family, seniors housing, shared living (i.e. living with parents/adult family members),is there available housing that would accommodate your need?

- No Senior Housing around my area or condos
- Yes.
- Yes



- Current house is very small - would be great if rules were relaxed to allow for secondary housing above the rear garage for future use for a parent or child
- Yes my neighbourhood has a variety of housing options, including affordable housing.
- Yes
- Don't know
- Yes.
- Yes.
- The condo I live in now can accommodate me for quite some time into my old age it is fully accessible and one floor when I need assisted living there is little and I neighbour The condo I live in now can accommodate me for quite some time into my old age it is fully accessible and one floor when I need assisted living there is little in my neighbourhood
- Yes, I live in Windsor park and there is a great mix of housing.
- Yes
- Yes
- Yes but need transit and safe cycling and ped infrastructure investment
- What is sad to see is the bungalow being knocked down as it means with this new development your only choice of senior living is in a condo. Two and three stories are hard on seniors.
- Yes my own home can have a basement suite for my mother
- I would like more opportunities for seniors to continue living in their areas. I feel my beighborhood is okay for this.
- Yes
- Yes
- No there is few...we need to be able to walk to c train as don't drive. Impossible to find
- No. more apartments, townhouses, assisted living, please!
- Yes. Single family homes, condos, seniors living, and assisted care facility all in the neighbourhood. Children now older one at U of C and one at MRU. Employment opportunities in the community for them as they grew up.
- We need more single-family dwellings, as families continue to start and grow. Less multiple units. With more new properties being built in Altadore, there is a property tax revenue increase for the city. Individual home taxes should be decreased as it seems like a revenue push allowing builders to put up 4-7-20 units!! It is a bit crazy for the amount we pay in Altadore, for tiny little lots, as compared to other neighborhoods with beautiful lake amenities etc. (eg. Lake Bonavista, huge lots, tons of Amenities...lake, Trico etc. And a fraction of the cost of living compared to Altadore taxes. A decent sized lot in Altadore would cost a fortune in taxes!
- Yes
- Not enough housing selection with in-law style suites, my primary consideration right now.
- yes, not sure about the seniors residents though there are some near my community
- For me it will be having kids that want to live in the same location from Day Care to University
- Yes.
- More seniors accommodation is needed in Haysboro
- There is all of this and more in my neighborhood.
- A laneway suite would dramatically improve our ability to care for our elderly parents.
- I don't support a culture that puts our elderly into facilities with rules that look more like a hospital than a home. As long as i have an extra room ill keep my parents with me. And as our elderly become unable to drive and because transit sucks, our elderly will just be stuck in the suburbs with



nothing to stimulate them. They'll die in their homes. That's the city you have built. Oh but the children can play in the streets that's great! (Sarcasm..)

- Single Detached Housing in the Inner City
- Yes if I stay in place but am concerned that taxes will eventually cause us to leave (fixed income in an area where supper development is OK - same old aging story.
- Detached and semi detached and reasonable secondary suites all welcome! We have tons of condo and seniors housing already.
- All are available here
- More seniors residents, Midfield park area would be great for this, but keep the residence affordable! Not everything inner city should be expensive. More assisted and supportive living.
- To the best of my knowledge there are no assisted/supportive living accommodations in Renfrew but there are in our next door neighbour Bridgeland
- Our city's occupants' past (current?) obsession with "single detached" has led to such conformity, and severe lack of diversity. My community desperately needs more variety of housing options to accommodate ALL members, especially housing for seniors. Secondary suites are an excellent affordable option - but the process is still so onerous
- More low-rise condos (e.g. townhouse, 3-4 storey buildings) that are suitable for aging with fewer stairs but access to outdoors. Highrises are not good for gardening, the most popular pastime for seniors. Emergency evacuation of seniors on higher floors is a concern.
- Yes
- No- we live in a one bedroom and n ability to accommodate family members unfortunately
- Absolutely not, no r2, no apartments (no condos, no senior centres), not are ALL needed in ALL communities, but too much r1 in high desire communities, ex upper Montgomery
- In the future, we might build a backyard suite. Renfrew doesn't have much for seniors residences or assisted/supportive living.
- Yes.
- I don't plan on living in my community long-term (I plan on buying in the inner city). I live in Dover, and there is an inadequate supply of good-quality townhomes, backyard suites, and apartments, and a high concentration of prime redevelopment lots which could accommodate those forms.
- Yes
- If my street is redeveloped I will not be able to remain living in Inglewood or Ramsay's giving up my pets and gardening. I currently walk to work downtown and take transit in winter. I have been searching for housing options when I am forced to retire (no pension).
- Yes
- Yes
- Yes - primarily some of the newer multifamily going into IGW (nearby to Ramsay where I currently live)
- Edmonton Trail is barely walkable Tue/Wed uphill from 2nd Ave. A Blvd. would have been better than the sidewalk curb we have now.
- Europe is developing single person homes - not condos but single person houses. This provides options for both young and senior independent living.

Is there a type/form of infill residential development that you would like to see more of in your community (i.e. single & semi-detached, secondary suites, apartments/condominiums, seniors' residence and assisted/supportive living)?



- Single
- Single and semi-detached.
- Laneway housing
- Enjoying the addition of row houses and increased density appearing in my neighbourhood. more people in the area means that hopefully more stores and amenities will follow
- I would like to see more single-family housing to encourage more young families and utilize the existing school infrastructure. We don't need any more 1 & 2 500sq ft architecturally lacking condos.
- Apartments/condominiums, seniors' residence and assisted/supportive living
- Family friendly and appropriate scale and roof form
- NO
- Single or semi.
- housing cooperative
- I live in Sunnyside we have A great deal of variety. As long as the Planning commission has the option of direct control there is no point in speaking to much of this we had a very unfortunate experience with this no one was listening
- More row housing, more infill with garage at front to maximize private yard space, more smaller condo buildings.
- No RCG rezoning!! Get them out! If we have townhouses with possible basement suites we end up with a higher density than mid level density.
- We have the full mix of infill but would like to see an updated comprehensive plan. We have an antiquated plan and all development is ad hoc amendments
- Less Row houses
- Detached homes
- No
- Lane way units
- Seniors res
- All of the above except single.
- Bungalows allow for aging in place with single story living. While infill residential development is great in renewing the community and increasing density, there needs to be value recognized in keeping some of the older bungalows as well.
- No more multiple units (other than semi-detached), more single-family units. Too much congestion, and it is dangerous for children to on their front yard, or to even go for a bike ride. It is turning families away from this neighborhood, as there is growing traffic, safety, crime concerns from residents with such increased density.
- No
- More affordable, townhouse units or four-plexes without such high condo fees.
- We need a balance of inventory across various built forms. The key is location specific and context of the community. In other words we should ensure density appropriately transitions
- I think allowing secondary suites, with the housing mix we have would provide a better mix within the community. Instead, we are building large blocks of apartments that reduce pedestrian and resident comfort in neighbouring areas
- Assisted living services in existing housing.
- I think that with the rate that duplexes are going up, densifying the neighborhood, it is fine for now.



- Secondary and laneway suites! They allow for the current character of the community to remain fairly similar, and gives homeowners of older properties more options rather than just infill development.
- Having a back yard is great. But i live so far away nobody can come drink at it, and if they do there's no transit to efficiently get them home. So i hate single detached homes, I hate suburban living. Sure put more condos out here but id rather live in a condo in the inner city. Don't subject our elderly to dead/lifeless areas
- Single Detached Housing
- Less "monster" development - more human scale family considerations. Community plans that focus on the needs of women and children - not cars and development. Thoughtful design for living not transportation would be nice. Many more natural landscape features - urban farms. Living not geared to get to the office. Once covered in food gardens , fruit
- Single and semi detached and townhomes in reasonable locations with design to blend with community.
- housing cooperative
- Single homes, how about some bungalows. Affordable ones. Bungalow community for adults, seniors, also affordable ones.
- I would like to see modest infills that fits the neighbourhood architecturally and that respect the "green" heritage of our community. Currently, anything goes. We are exhausted by requests for land-use changes, relaxations etc. with each infill bigger, wider, taller than the one before. There is no such thing as a streetscape anymore in Renfrew.
- Secondary suites add affordable and gradual density, without the onslaught mass of a high rise condo. As my, and surrounding, communities slowly age, it would be great to stay in my community if assisted/supportive living were options. If more folks stay, then our community survives!
- All forms of housing are needed, as long as they are located appropriately. high rises should be on main thoroughfares (like 14 St.) and mid-rise within neighbourhoods, with consideration given to existing streetscape.
- I would like the City of Calgary to stop using the terms "assisted living" and "affordable housing" as soft words to discretely allow poverty intensification in the inner city neighbourhoods.
- More +55 to age in place and pedestrian safety
- "r2 is far better than basement second suite or backyard suite, those later 2 degrade a community,
- mostly go r1-> r2 rejuvenate,
- and allow some second suites but also apartments or condos"
- I would love to see Calgary-versions of brownstones within the developed area. Ideally this would be free-hold instead of condo because that lowers the price. That seems to be the next incremental step. They're still ground-oriented and low-level (under 6 story's), don't waste front or side yards, and are consistent with residential neighbourhoods.
- Co-housing and live/work space for artists.
- Townhomes, backyard suites, legal secondary suites, 6+ story development along primary transit corridors.
- Semi Detached
- Laneway homes, coop housing (Ramsay site is dilapidated and stairs), affordable seniors housing that permits pets and have yards, tiny living community.
- Secondary suites, row housing, low rise.
- Semi Detached



Developed Areas Guidebook

Stakeholder Report Back: What we Heard

June 30, 2018

- Yes - more laneway, secondary suites, sensitive row housing on busier streets and at edges of community.
- The density across the neighbourhood
- Important to maintain heritage style of historical Bridgeland Riverside. I like the idea of maintaining original property and building on back land new additions.

How can we encourage development of a variety of housing forms that fit into your existing community (i.e. single-detached, semi-detached, duplex, rowhouse, townhouse, secondary suites, backyard suites)?

- Don't. I don't want to encourage too much high density and secondary suites.
- Make strong contextual rules. Diversity is great but when it doesn't fit well architecturally people push back. Higher urban design standards are needed - bylaw producing poor forms right now
- Improved transit to my inner city neighbourhood would be a great benefit as it densifies. Currently transit does not run often, causing more cars in the area and therefore more complaints about parking with the density
- stop only building small units in high-rise condos with one bedroom or one + den, which is all that developers seems to want to build and all get approved.
- Stop allowing developers to utilize the 'density bonusing' to over-build and overwhelm the existing character and scale of the neighbourhood. The ARP was designed over many years and yet the City Planners FAIL to follow the guidelines and instead over-use the 'Direct Control' designation to slap in any design a developer is willing to 'pay' for.
- Minimise massing, will get lots of community support for all housing types/forms
- Discourage huge multi-unit developments
- Stop approving four plexes that are repeatedly rejected by the SDAB. Residents want owners not renters.
- Reduce massing, respect our restrictive covenants
- I think you're doing it already.
- Encourage? No townhouses in established residential neighbourhoods. RCG is so stupid!
- Comprehensive planning for a complete community including transit, safe cycling infrastructure and pedestrian planning
- We can fit all this in a neighbourhood providing we are careful and sensitive where we place everything.
- Small bits of them and not rezoning large areas to encourage over building
- I'm excited to see higher density in my neighbourhood, and transit opportunities to support increased density.
- By making sure the development fits the area. There is a proposal to put tall apartment buildings (15+ stories) in an area that is all houses or at most 3 story apartment buildings. Don't change the



feel of the neighbourhood by building random tall apt. Buildings. I love living in a big city that doesn't feel big in my day to day life.

- A local area plan that further refined this document to indicate where new infills of a higher density should be going. Right now it's all these one off spot rezoning applications and that doesn't provide us with certainty
- Folks in Lake B do not want it...but you can educate
- Make it easier and cheaper for developers than doing greenfield development. Right now there is a perverse incentive to sprawl due to the hoops developers have to jump through in established neighborhoods.
- Continue to respect and follow current ARP, provides level playing field and clarity for development. Hold developers accountable for quality development. If having problem with compliance on site, don't give DP/BP on another site until they can satisfy the standards of building.
- Stop pushing increased density, it is affecting the quality of life for residents, when sometimes you have to park a block away to get to your own house, with carseats/kids/groceries/backpacks etc. it is frustrating!
- You tell me
- Subsidies?
- Similar contextual rules no matter the built form.
- Spot Zoning, Blanket zoning is not picking up on specifics of a community
- Create a development plan AND follow through. The Marda Loop ARP was published in 2014 and basically declared obsolete by 2016. Residents thought there was a vision for growth and accepted it. However buildings proposed now fully exceed the guidelines. Residents try to discuss our concerns but are ignored or called NIMBY.
- There is no way, because they all downgrade the neighborhood I bought into. They change the character and lower property values.
- I am pretty sure no more encouragement is needed since it already has all of the above.
- Preference should always be given to increasing density, and new development should comply with Calgary's stated emissions goals.
- Totally relax zoning laws. Instead of having urban/commercial suburban/residential zoning, mix them all together and then we will have vibrant diverse communities, where people can work and live, spend less time commuting and more time with friends and family. Bring business into culdesac. Storefront instead of 2 car garage.
- More innovative housing forms are encouraged around the periphery of the neighborhood and in areas that for varying reasons are not seeing a sufficient level of revitalization naturally occurring
- Encourage sustainable community development through wide use of building materials, power sources, home orientation, size.... outlaw toxic building materials (plastic anything). Encourage community building sessions and education. Showcase the healthy way to build, collect water... discourage executive style homes and development.
- Secondary suites MUST be included in density calculations! They contribute significantly to congestion, etc in an area, and the density is not supported by infrastructure or Councillors



- How about we discourage 3 story side by sides. They are too tall. I also do not agree with back yard suites, creates too much density. Some roof styles on side by sides in Renfrew have very poor water drainage systems. The roof is like a large v on the sides and water spills over. Poor design creates problems for existing properties.
- I think that if developers were required to build with respect for the neighborhood in both design, landscape and size, people would be more open to change in their community.
- Mayor Nenshi's leadership has provided opportunity not only tolerate, but to embrace, 'variety' of ALL types - of housing forms, of renters and homeowners, of transit and private vehicles, etc. Keep communication going both ways - - keeping new developments transparent via open houses etc. have been such a wonderful addition to the city process
- There is more than enough optional housing stock in my neighbourhood.
- Discourage tall buildings that take away sunlight - shade studies and sunshine creates happiness and densification in outer 60s 1970 neighbourhoods not the core
- by allowing r2 in upper montgomery,
- Make it easy for the community to push for upzoning to four floors and cornerstores in places where it makes sense. Make character home retention part of developed areas (once the original home is removed, there's no reason to fight to keep people out of the neighbourhood). If that fails, zone everything as multi-family and let the market decide.
- There is already all of those, except for backyard suites which need to be able to be built.
- Apply best-practice planning principles, even in face of community opposition. Continue to work with communities to ensure good outcomes.
- I welcome row houses and townhomes. We need more family centred housing as our school districts struggle with enrollment. High rise towers do not address this. City planners do not address this. Affordability for families and seniors is very limited.
- A 16 story tower does not fit. The March 2017 proposed ARP document guidelines.
- Your guess is as good as mine
- Laneway suites as a way to maintain older bungalows.
- Building guidelines to stay consistent
- Helps maintain heritage building.

Are there any challenges not listed? If so what are they? (Referring to parking questions)

- Westbrook LRT station is a crime hub. Security?
- This portion of this survey doesn't really make sense and should include discussion of other modes of transport too
- Lack of transit and safe bike pathways, which forces use of vehicle
- Not enough bike racks, poor bike lane signage, inadequate bike safety from cars, preference given to cars over all other forms of getting around.



- Out-of-community traffic using up all street parking and local residents are unable to find parking within a 1/2 block of their homes. Specific parking for areas like Peace Bridge should be considered by the City BEFORE adding new infrastructure
- No
- You've not once mentioned *how* people walk to or from parking nor anything at all to do with cycling or transit availability (which can easily alleviate parking "concerns" by reducing the number of cars)
- The hostility of Council and Planners towards open-air parking lots; High-density projects approved without considering parking; The assumption that Transit can cover shortcomings; no multi-modal thinking (C-train parkNride, parking for bike paths)
- When you redone for RCG and then only build one garage, the pressure on parking increases. Most of these townhouse people load the garage with boxes and then park on street. I can't park on my street ever!
- Lots of cars and traffic, insufficient amounts of parking, lots of speeding and driver aggression, lots of dangerous driving. Need lower speed limits and increased enforcement of traffic laws. Need transit and cycling infrastructure alternatives
- We don't really have any at this time but will have issues with noise once the ring road is complete and south land and Anderson connect.
- Ensuring parking required on private property remains parking
- Folks parking on st for lrt in lake bonavista...illegally park...educate them to take feeder bus...residents police them...
- Bike racks can be hard to find outside of BIAs or BRZs or the Centre City. Charge a fee for residential parking permits (cost recovery +10%) Separate out on-site parking in tax assessments and payments/bills as line item including in single-family house
- Too much resident-only parking reinforces idea that people own the street and creates challenges for businesses.
- We have a number of commuters who park to cycle downtown, meet up to go to the mountains, or to go to the hospitals or university. During street cleanup while it was advertised that parked cars would be ticketed and towed commuters still parked.
- It really depends what the busy street is when finding parking challenging.
- These questions are very poorly worded and "how challenging is would you rate" does not make sense. Also the last question I had to pick 4 options and I only find 1 of those a challenge in my area so your survey results will be off.
- As Elbow Drive starts to see more infills - 4 plexes with access only off the alley and no street parking I believe there will be more parking issues. When one of those units has a BBQ where will their guests park? Two blocks down on a side street?
- Great locations within cities should have a parking issue - People are attracted to that location. Calgary does not have parking issues at all in my mind
- Large vehicles parking along narrow and busy thoroughfares
- Transit!! Residential buildings should have exactly the amount of underground for their people. If city parkade rates weren't so high, people wouldn't park in residential areas to skip the fee. \$4-5/hour is too much
- The present residential parking permit process is street or location specific and does not easily allow for parking planning on a neighborhood wide basis.



- It is not clear if you mean our own neighborhood now, other neighborhoods, or the envisioned plans for our neighborhood. Also, please check grammar of the statement " how challenging is would you rate..."
- While new commercial development has been forced to provide parking, they charge for the parking and people are unwilling to pay, so street parking becomes even harder to find. The parking they are forced to provide needs to be free for clients!
- We are concerned with over populating the inner city neighbourhoods
- When providing input to the City which would you prefer?
- Why are you only concerned about parking? If complete communities are designed to be multi-modal there should be the equivalent questions about cycling, walking, and transit.
- Cannot make the previous question work. Biggest problem is losing parking in front of my own home.
- The electronic residential parking permit system means we no longer know when vehicles are illegally parked in the neighbourhood. Enforcement is solely on a complaint basis and now there is no way to know if a complaint is warranted.
- NONE in my community Montgomery near Big mall, univ & hospital
- Yes - the City keeps selling all the available parking in our neighbourhood for housing and then allowing developers to shirk their responsibility to provide parking
- Wheelchair access
- Parking in ZONED communities is too restricted
- This survey / webpage is HORRIBLE I have done it over 8 times, it keeps jumping to thanks (submitted)
- This whole survey / webpage is HORRIBLE as if you press return for a new line it says thanks submitted, very hard to fill out this is my 10 th try. I feel parking is ruined city center by bike paths, get rid of them 100%, parking MOST communities is fine,
- I'm not sure how much of our lack of on-street space and how much of our speeding is due to residents or visitors. I'm not sure that it matters one way or the other.
- Construction vehicles, parking in residential area detours.
- We can and must include car to go bays as every development with more than 75 units decreases parking spots. Encourage transit. However these type of builds tend to attract increased rates of renters without a vested interest in their neighborhood long term and single people who will not be able to transition into family living in Inglewood and lack of available family styled homes (row, town home, single dwelling, etc). As it stands the lack of effort and the new ARP suggests that long term Inglewood is headed towards an extension of the Beltline. As fewer single dwelling homes are built, enrollment drops in the school. CSB will likely close one of the schools and that property will be redeveloped for single apartment dwellers. Hence the 4 land bridge option the City is interested in. Eventually IGW will becoming another Burnaby a community people just drive through.
- That there is available visitor permit parking.
- Construction vehicles, detours, visitor parking
- I honestly don't have parking issues, we have parking on our property for 2cars and permit parking for guests is never a problem.
- Apartment building need to build enough parking for their own homes. Apartment tenants tend to take up parking in adjoining blocks
- Multi-residential lots should limit the number of parking permits available per unit (i.e. 4 unit home = 4 parking permits only; not 2 permits per unit)



Developed Areas Guidebook

Stakeholder Report Back: What we Heard

June 30, 2018

- The heritage of Bridgeland buildings is very important to me. I think that knocking down WWII era buildings - replacing C.P. historical buildings will deprive our community of an enriched historical interest for future generations.

An appropriate transition of building height, scale and massing between higher and lower intensity development should happen by:

Stepping down height between buildings

Avoiding abrupt changes in building scale

Arranging multiple buildings so that height decreases throughout the block

Ensuring that buildings of complementary height, scale and massing face each other on facing streets

Use of setbacks and landscaping to create space between higher and lower intensity development

Referring to the information above, is there anything missing? If yes, what is missing and why?

- What is missing is anywhere for Calgary residents to comment about the Westbrook LRT station crime distribution center.
- Yes there is something missing, how about not violating all height restrictions by pushing for 6+ story condos on busy streets that already have traffic and parking issues. 33 Ave SW
- Not that I can think of.
- Demonstrate how design of new build references context of the block - roof lines are a huge sore point - modern roof can mirror traditional and still be modern. Upper storey massing needs addressed.
- Yes. Missing is that density isn't achieved only through height. In Europe, where cities are considered beautiful, density is achieved with buildings not exceeding 4 or 5 floors. Some of the densest cities are low rise exclusively.



- The architecture of any new development should be complimentary to the character of the area - that is not saying a new condo has to match a 100 yr old home - but it should be complimentary to the heritage of a neighbourhood done through use of color and material selection. Greenspaces should be maintained as much as possible. Get rid of hardscapes
- City centre should be high density.
- Height step down should be more aggressive
- There's absolutely nothing about how people might walk or cycle around, near or through such developments.
- Using chamfer on rooflines to create visual interest and reduce massing
- No.
- Mandatory greenspace/lawns to create spacing/setback. The owner of a "shoebox" apartment needs this space and the municipal Parks Department absolutely cannot keep up. Applies to 3+ storey projects, so their structure isn't "looming" over neighbors or the street. townhouses/apartments that come right up to the sidewalk are bad
- Sunlight is blocked. Longer shadows on smaller buildings. Who owns the sunlight? So much for solar. Do not add 1m to RCG rezoning. So stupid.
- Design and amenities sensitive to transition location ie. No roof top patios overlooking low density
- Huge thing is avoid abrupt changed in building scale. Have been seeing that a lot and it makes the area look like it didn't have a plan.
- This is a good idea.
- Use lots of greenery,grass etc to make it beautiful
- No. But there needs to be a local plan for communities so it's clearly laid out where these transitions are abs for how many lots it goes
- Decreases
- Similar architectural scales to existing community should be respected. However if that scale is being respected, different architectural styles should be encouraged.
- I am concerned about walls that are occurring in Townhouses that are interfacing with single family homes. This is taking a backyard in the single family home that is not private anymore. This is a long term concern. This is a massing issue that needs some greater thought
- Seems about right. Except what about lowering of property values of property immediately adjacent to new high density development?
- Build future structures with possible ctrain infrastructure in mind so that mass transit can accommodate mass housing.
- We have such a beautiful community now. I would hate to see it ruined by increased traffic, no parking, more noise, congestion, and possibly crime increases.
- use shadow studies for layout of buildings to reduce overshadowing
- The City doesn't enforce height limitations so who cares? Stop wasting money trying to make Taxpayers believe that what they care about matters!!!!
- This sounds so prescriptive - and while designed with good intentions it doesn't lend towards a market driven approach of either need or capacity to build a certain scale of building. Built form

needs to have guidelines but be responsive to the market. Over prescribing the look of a community will hinder the natural vibrancy in design output.

- Privacy between neighbours in front yards and in backyards.
- Not allowing 3 story homes.
- "Poorly worded
- Mess of a tab"
- Yes - effectively enforcing these policies!
- Look at winter and people slipping in shaded areas to avoid falls- winter strategy is needed
- "this is NOT necessary, have some sharp transitions and have some gradual, BOTH are fine,,, 50 stories to 4 or 10 to 1,,, no need to gap it, there are more important other issues that should be addressed,
- lower mount royal flood zone homes to park, give up north hill
- downtown much safer, very degenerate dangerous after 6
- clean it up"
- Sounds reasonable to me.
- Maintaining setback on buildings next to each other. This is very important for houses next to MFR.
- Trees. Trees need to be everywhere. Smartly planted (soil volume, drainage, lighting conditions, etc).
- Developments must also consider existing developments. Contextually sensitive to existing developments.
- Recognize that not every neighbourhood adjacent to City core needs high-rises. Recognize and value each neighbourhood in its own right. Inglewood is eclectic, artistic, musical, with many aging hippies. Gentrification is not welcomed, density with a mindful manner is.
- Alignment of orientation contextually with existing development sensitive.
- Height restrictions on building that back on single family homes.
- Therefor Edmonton Trail does not need anything taller than 6 stories.
- Perhaps certain streets should be classed as heritage streets and are the houses are untouchable for remodelling or known downs i.e. renovation/ preservation.

Does the Guidebook provide the right level of policy to encourage redevelopment, modest intensification, and investment in the Developed Areas? If yes, why? If no, what is missing and why?

- I'm not sure. Policy should be short and clear. Lots of policies doesn't necessarily help to achieve the objective.
- The language in this document is so loose that I am concerned it will still default to the bylaw maximums - using shoulds vs shalls. Are the infill guidelines being absorbed into this guidebook? "Scale of infill" section insufficient 3.1.3 "Contextual" and heritage sections need to be a lot more specific and detailed than they are.
- No - it is very vague and leaves room for exceptions



- No, absolutely not. It's full of weasel words & jargon: In some circumstances, the policies in this Guidebook will be expanded upon in the local plans when local context is needed to provide additional guidance. In most circumstances, this Guidebook provides the common policies and direction in a consistent manner that applies to most areas.
- No. This policy does not encourage MODEST intensification (which isn't a real word but an urban planning term). The existing policy is forcing inner city neighbourhoods to 'intensify' without sufficient input from the community or the adjacent properties which are directly affected. Urban planners are not focusing on what's best for the community.
- No the guide books do not do enough to capture what is currently in the Local ARP's. I do not want to see the local APP's scrapped for a DA guidebook that will not fit the community. It unwinds 20 years of community engagement and work
- It has only 3 mentions of "bike lane" and doesn't appear to even MENTION Complete Streets or the Cycling Strategy. So: no, it's missing cycling and walking, which are allegedly the most important according to the oft-presented "pyramid" diagram from the City.
- Yes, but it does not identify how the transition will occur, and does not specifically spell out homeowners as stakeholders in the process.
- No, specific information about specific neighbourhoods might be interesting. I have questions about my area and don't know where to go to get them answered.
- No! Get the RCG rezoning idea out of this thing. People are fleeing to the suburbs to get away from this ridiculous ideal. Established communities should not be punished by poor planning elsewhere.
- But let's be honest the reason why we had to update it was because developers were not following it. Quick fix is to just rezone then nobody can complain. The question is will the city stick to this plan. Today had to witness city tagged trees cut down because the developer just paid a fine. How can we believe the guidebook when this happens.
- Need more ungroomed natural spaces. Less concrete required in the parks. Once the land is gone it's gone
- Yes
- "Transportation; how does the land use impact streets? eg street widening, sidewalk width, cycle
- City facilities standards for new/more investment eg schools, daycares? playgrounds, libraries, rec centres, pools, police, EMS, meeting spaces/halls, community gardens, senior centre Maybe specify per capita numbers? Communicate quantitative benefits"
- Do something about the Westbrook LRT station please. It is a horrible eyesore and filled with people using drugs and drinking mouthwash.
- There seems to be so many layers of policy that it is hard to know what takes priority i.e MDP, ARP, complete Streets, Main Streets. What happens when policies conflict or confuse....
- "Yes and no.
- No because in outlining its goal to create walkable vibrant and interactive neighborhoods and encourage all modes of transport to and from it misses how to create that. Communities like Sunnyside have it. But the ideal community depicted only exist in Asia, where communities are diverse in business and living."



- I only have this to say: why aren't guidelines adhered to? What is the point of giving height restrictions when developers always ask and get more? How about developers engage the neighbours first BEFORE designing?
- If we could click on a particular area in a map of Calgary and it would open a window that would describe what is going on, that would be good. Please tell me the monstrosity of brown poles sticking out of the ground at the junction of Glenmore Trail and Highway 8 is not Nenshi artwork.
- This is absolutely and positively ridiculous! The City doesn't care what Taxpayers want and there is not engagement when decisions have already been made!!!!!!
- The guidebook works well assuming a grid system. However, in many established neighbourhoods this grid isn't existent so applying some of the concepts isn't functional towards creating a complete community. Also, there are a limited number of designated 'main streets' and perhaps a second designation for roads that are secondary corridors needs.
- "I haven't read all 38 pages, I just downloaded it, where can I comment in a week?"
- I suspect NOT.
- Many communities still don't allow lot rezoning to r2 from r1.
- I was staunch anti infill homes 35 yrs ago.
- Now, I think they should be automatically approved anywhere in the city.
- Upper Montgomery
- inner city, near univ & hospitals yet no r2"
- Needs a way to be more actionable, in other words how do we build for the future and avoid development that does not consider change for the next 50-60 years. Under current guidelines and proposed, bad developments with poor urban design will continue to be approved provided they meet general planning principles, but we to think bigger picture.
- This concept has potential but there is not enough control in place to recognize the individual needs and character of each community. There is too much room for poor planning and development. This system seems to benefit the city and the developers. Perhaps a set of guidelines that sets out general goals and also what not to do.
- 1. ARP should represent long term plan for neighbourhood - meaning 25 yrs. Not 100 years as stated by Chris. ARP's should be renewed at least at 25 years. 2. Density and height etc should reflect expectations for the next 25 yrs.