



Main Streets – Land Use 33/34 Avenue S.W.

Stakeholder Report Back: What we Heard
November, 2018

Project overview

The City is planning the future of Calgary's thriving main streets. The Main Streets initiative is going to make policy and land use improvements to the 33/34 Avenue S.W. main streets area, to encourage a vibrant public realm, greater variety of retail and small business, and to increase local services and housing choices. Our team will analyze local input, economic information and infrastructure investments, to make proposed land use redesignations and amendments to the 33/34 Avenue S.W. local area plan.

Your input will inform and influence decisions about growth and land use change in your neighbourhood along the 33/34 Avenue S.W. main street area.

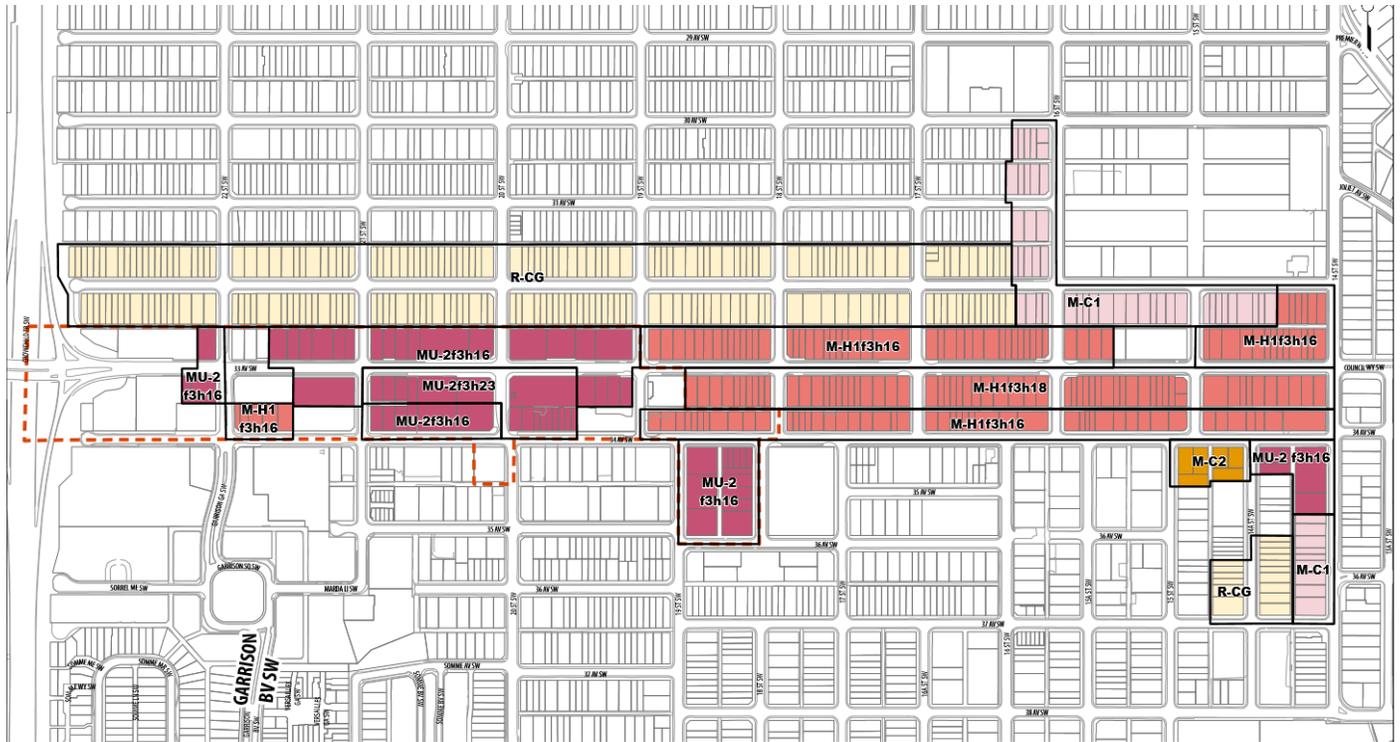
A public workshop in the spring of 2018 provided input on the use of the Developed Areas Guidebook land use categories, the Building Blocks. This input, along with related economic considerations and city-wide and local planning goals, has led to the proposed draft land use district framework (zoning changes). The current "Reviewing Outcomes" phase in the process is an opportunity to review and discuss the planning solutions created by considering all of the input collected during our first session

Engagement overview

The City held a public open house on September 22 and 25, 2018 to ask citizens what they thought about the proposal. For those unable to attend the open house, an online feedback form was open September 25 – October 16, 2018 to allow citizens to review the overall proposal and provide input. The public open houses had a combined attendance of roughly 142 participants. The project received a total of 79 submissions of feedback.

What we asked

Stakeholders were presented the following map and then asked the following questions:



Legend
 R-CG M-C1 M-C2 M-H1 MU-2 Marda Loop ARP Boundary

1. The Developed Areas Guidebook is a recent Council approved policy that provides general planning approaches to much of the inner city, this allows programs like Main Streets to focus on planning considerations unique to a community. Can you identify anything applicable to most established communities, or anything specific to the Marda Loop area, that is needed in communities to support new development that fits in with the community and helps to enrich community character as it evolves.
2. The proposed **MU-2 Mixed Use - Active Frontage** sections along 33 Avenue and 14 Street SW could allow a range of building height from four (16m) to six (23m) floors. This will be consistent with the current zoning maximums for height or heights consistent with policy direction and informed by stakeholder input. MU-2 requires that the main floor be commercial use. Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations and building heights.
3. The proposed **M-H1 Multi-Residential - High Density Low Rise District** sections along 33 and 34 Avenues allow a building height of four (16m) to five (18m) storeys and a maximum Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and range of uses over the current residential district to allow more flexibility for mixed use buildings. Tell us what you think of the proposed M-H1 Multi-Residential - High Density Low Rise District locations and this range of building height?



4. The proposed **M-C2 Multi-Residential - Contextual Medium Profile** sections along 34 Avenue SW could provide a range of multi-residential housing options, including apartment buildings of four to five storeys.
Tell us what you think of the proposed location of the M-C2 Multi-Residential - Contextual Medium Profile area? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

5. The proposed **M-C1 Multi-Residential - Contextual Low Profile** sections along 14 and 16 Streets and 32 Avenue could provide a range of multi-residential housing options, including apartment buildings of three to four storeys.
Tell us what you think of the proposed locations and length of M-C1 Multi-Residential - Contextual Low Profile areas? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

6. The proposed **R-CG Residential - Grade-Oriented Infill** areas are being considered as a transition area from the higher intensity options along 33 Avenue and 14 Street. As well, this area can provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options. Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

What we heard

1. The Developed Areas Guidebook is a recent Council approved policy that provides general planning approaches to much of the inner city, this allows programs like Main Streets to focus on planning considerations unique to a community. Can you identify anything applicable to most established communities, or anything specific to the Marda Loop area, that is needed in communities to support new development that fits in with the community and helps to enrich community character as it evolves.

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • Safety concerns associated with increased traffic flow 	<ul style="list-style-type: none"> • Importance of new development alignment with community character and maintaining the 'neighbourhood feel' • Desire for increased infrastructure to support bicycle transportation 	<ul style="list-style-type: none"> • N/A



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	<ul style="list-style-type: none"> • Parking concerns • Engagement process concerns relating to ensuring citizen feedback is heard and considered 		
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**Note there were relatively few comments provided to this question. Please read the verbatim section to gain a full understanding of the feedback.

- The proposed **MU-2 Mixed Use - Active Frontage** sections along 33 Avenue and 14 Street SW could allow a range of building height from four (16m) to six (23m) floors. This will be consistent with the current zoning maximums for height or heights consistent with policy direction and informed by stakeholder input. MU-2 requires that the main floor be commercial use. Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations and building heights.

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • Do not support increased density • General lack of support for the proposed height of development • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • Safety concerns associated with increased traffic flow • Parking concerns • Engagement process concerns relating to ensuring citizen feedback is heard and considered • Shadowing concerns 	<ul style="list-style-type: none"> • Importance of new development alignment with community character and maintaining the 'neighbourhood feel' 	<ul style="list-style-type: none"> • General support

**Note there were relatively few comments provided to this question. Please read the verbatim section to gain a full understanding of the feedback.



3. The proposed **M-H1 Multi-Residential - High Density Low Rise District** sections along 33 and 34 Avenues allow a building height of four (16m) to five (18m) storeys and a maximum Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and range of uses over the current residential district to allow more flexibility for mixed use buildings. Tell us what you think of the proposed M-H1 Multi-Residential - High Density Low Rise District locations and this range of building height?

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • General lack of support for proposal • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • General lack of support for the proposed height of development • Safety concerns associated with increased traffic flow • Parking concerns 	<ul style="list-style-type: none"> • Importance of new development alignment with community character and maintaining the 'neighbourhood feel' 	<ul style="list-style-type: none"> • General support for the proposal

**Note there were relatively few comments provided to this question. Please read the verbatim section to gain a full understanding of the feedback.

4. The proposed **M-C2 Multi-Residential - Contextual Medium Profile** sections along 34 Avenue SW could provide a range of multi-residential housing options, including apartment buildings of four to five storeys. Tell us what you think of the proposed location of the M-C2 Multi-Residential - Contextual Medium Profile area? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • Do not support increased density • General lack of support for proposal 	<ul style="list-style-type: none"> • Importance of new development alignment with community character 	<ul style="list-style-type: none"> • N/A



	<ul style="list-style-type: none"> • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • General lack of support for the proposed height of development • Safety concerns associated with increased traffic flow • Concern that length should not be increased, but rather decreased 	<p>and maintaining the 'neighbourhood feel'</p>	
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**Note there were relatively few comments provided to this question. Please read the verbatim section to gain a full understanding of the feedback.

5. The proposed **M-C1 Multi-Residential - Contextual Low Profile** sections along 14 and 16 Streets and 32 Avenue could provide a range of multi-residential housing options, including apartment buildings of three to four storeys.
Tell us what you think of the proposed locations and length of M-C1 Multi-Residential - Contextual Low Profile areas? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • General lack of support for proposal • Do not support increased density • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase 	<ul style="list-style-type: none"> • Importance of new development alignment with community character and maintaining the 'neighbourhood feel' 	<ul style="list-style-type: none"> • N/A



	<ul style="list-style-type: none"> • General lack of support for the proposed height of development • Safety concerns associated with increased traffic flow • Parking concerns 		
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**Note there were relatively few comments provided to this question. Please read the verbatim section to gain a full understanding of the feedback.

6. The proposed **R-CG Residential - Grade-Oriented Infill** areas are being considered as a transition area from the higher intensity options along 33 Avenue and 14 Street. As well, this area can provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options. Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

	Critical Themes	Neutral Themes	Supportive Themes
	<ul style="list-style-type: none"> • General lack of support for proposal • Do not support increased density • Concern for increased traffic flow and congestion and a desire for concurrent updated transportation infrastructure in order to accommodate this increase • Safety concerns associated with increased traffic flow • Parking concerns 	<ul style="list-style-type: none"> • Importance of new development alignment with community character and maintaining the 'neighbourhood feel' 	<ul style="list-style-type: none"> • General support for the proposal • Aligns with the character of the community

**Note there were relatively few comments provided to this question. Please read the verbatim section to gain a full understanding of the feedback.



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.

Question 1: The Developed Areas Guidebook is a recent Council approved policy that provides general planning approaches to much of the inner city, this allows programs like Main Streets to focus on planning considerations unique to a community. Can you identify anything applicable to most established communities, or anything specific to the Marda Loop area, that is needed in communities to support new development that fits in with the community and helps to enrich community character as it evolves.

- As a resident of the community, I am opposed to these zoning changes. They are destroying the community by increasing multi-family housing in established areas that currently have single-family housing.
- Why is it so hard to get a traffic signal or stop sign? This should be a regular (first) step to slow traffic, create a more pedestrian-feel. Especially along 33rd and 34th.
- With increased density we need increased investment in public realm including green space, better transportation options including improved transit service and protected bike lanes
- For a start, listening to the residents would be nice. As per the "unanimous
- Well, listening to residents would be a nice start but judging how that has gone, I doubt that will happen.
- Better traffic control and access to main roads (Crowchild/ 14th Street). While I am not against density, traffic in Marda Loo is unbelievable. One/ two cars get through the lights at 20 St and 33 Ave. Access to Crow. needs improv. Or 2 lanes 33rd Ave.
- I can tell you that we don't need two cannabis shop on one street.
- Why are we not following this??? <http://www.calgary.ca/PDA/pd/Documents/arp-asp/arp/marda-loop-arp.pdf?noredirect=1>
- This is a very confusing and broad question! If I understand it maybe a consistent zoning and neighborhood character.
- The developers need to be forced to build units that can grow as people settle. This 2-5 year temporary housing doesn't create neighbourhoods. Well planned parking and family units.
- Maybe no allowable donations to councillors from developers? Listening to residents could be a good start too.
- More safe accommodation for pedestrian and bicycles
- I would like to see new speed bumps and new traffic calming measures put in place along 32nd Avenue SW to slow down drivers using 32nd as a shortcut avoiding 33 & 34 Avenues. Also...I think more crossing signals would also help pedestrians in Marda Loop.
- Parking and increased traffic is a concern. It is already difficult to drive through 33rd ave



- Marda Loop has been devastated with the systematic destruction of its built heritage, a lot of it modest and working class in origin for bland infills and condo buildings with over manicured lawns destined for a majority white, anglo, nouveaux riches.
- Parking , overseeing construction companies following rules respectful of community, traffic calming - reduced speed, more stop signs, lights to allow flow ie turning lights, pedestrian walks , better lit , businesses that meet needs of community

Question 2: The proposed **MU-2 Mixed Use - Active Frontage** sections along 33 Avenue and 14 Street SW could allow a range of building height from four (16m) to six (23m) floors. This will be consistent with the current zoning maximums for height or heights consistent with policy direction and informed by stakeholder input. MU-2 requires that the main floor be commercial use. Tell us what you think of the proposed MU-2 Mixed Use - Active Frontage locations and building heights.

- This zoning should be restricted to 34 Avenue and 33 Avenue and should be reduced to a lower density. There should be no requirement that the main floor be commercial.6
- Height is fine (it could even be a little higher in some cases). Love the mixed-use and creating a cluster of higher density to make the area more active. I would switch the east end of 33rd to this from M-H1
- Concerns over traffic. It's already incredibly congested.
- This is fine and consistent with current development
- Have you reviewed the input from the proposed (and now APPROVED) development at 34 and 19? There was almost NO support, yet it was unanimously approved. Listen, MARDALoop DOESNT WANT 6 stories!!!
- Again, this will increase density in an area that is already at a standstill. I am against this without better options. Building MUST have UNDERGROUND parking - NO parking available on 33rd/34th already! Hard to see past parked cars coming off 19th st/34
- There is already so much congestion on 33/34 Avenues and 20th Street. 14th Street at 38th Avenue backs up 8 blocks DAILY with commuters, impeding the #13 bus every day.
- Agree that most should have an active ground floor. Unsure on the heights, 23m will cast shadow year round on the heart of 33 Ave corridor and hurt any patios. A lost opportunity to preserve sunlight to the north sidewalk. Suggest spacing the heights?
- The buildings are too high. The builders are not willing to build parkades to accommodate the tenants and commercial use. The developers have been allowed to run wild with no consideration for the neighbourhood or the sense of community. STOP BUILDING!!
- WAYYYYY too high, WAYYY to dense. Nice use of "stakeholder input" is that developer speak
- This Mu2 makes me nervous as this is a community for families not downtown which is for single people and if we go above 4 floors we are saying that we don't want families living here. Which explains why the suburbs are still growing out.
- Too high density for planned traffic flow and parking
- The "flower boxes" at intersections should be located significantly before the intersection otherwise the driver may sense a visual obstruction and the tendency will be to blow past the flower boxes which may cause the driver to go beyond the stop bar.
- I am concerned about the building heights. I believe it should be kept at 3-4 stories.



- Absolutely not. It matters not what the current zoning maximums are when such building heights are set to wreck havoc on the visual lay of the street, light penetration, proportions and aesthetics of neighbouring buildings.
- Strongly oppose this rezoning and the pace of development. How could do many projects be approved stripping the community of so many virtues

Question 3. The proposed **M-H1 Multi-Residential - High Density Low Rise District** sections along 33 and 34 Avenues allow a building height of four (16m) to five (18m) storeys and a maximum Floor Area Ratio (FAR) of 3.0. This is an increase allowed height and range of uses over the current residential district to allow more flexibility for mixed use buildings. Tell us what you think of the proposed M-H1 Multi-Residential - High Density Low Rise District locations and this range of building height?

- I am opposed to these changes. The zoning is excessive and will reduce the quality of life in the neighborhood. If any changes are approved, they should be restricted to 33 Avenue and 34 Avenue.
- I think this whole area can be a bit higher and with optional retail. I get the idea to create a retail cluster on the west end of 33/34th, but don't see why it can't have a bit more retail/cafes on the strip on the other end.
- Traffic. The area is already incredibly congested.
- Would prefer to see 4 storeys maximum since there are a number of new single family homes in this area that would be negatively impacted by 5 storeys. Prefer even more mixed use options, not allowing larger commercial space here seems short sighted
- NO! Traffic is horrible. Streets are narrow, there is good character now. Dont mess with it. Please abide by the existing redevelopment plan. this is not a good 5 story area.
- Issues again with parking, traffic and safety. Crossing at 19th street /34 ave is a game of chicken, as is pulling out with your car. No parking to be found on 34th due to already high density / no garage units.
- Again, there is already ZERO parking, and WAY TOO MUCH CONGESTION on this street! I think it's great they added a bike lane to 20th Street but I am too afraid to use it with all the traffic at 33/34 Aves.
- Seems good.
- Density can be a good thing as long as the buildings are well planned to allow for community and family building. If tenants only have 1 parking stall they are going to leave once their family grows. Don't annoy the current neighbours. Don't build up DOWN
- Horrible. how is 18m considered low rise
- Transforms residential community into walled community. Is this what Calgary needs?
- No increase in heights is needed.
- See above. These proposed building heights are in ridiculous antagonism with the existing architecture and would create dimmed and hermetic spaces.
- Strongly disagree . Many of us moved into the neighbourhood not for the chaos and loss of traditional homes



Question 4: The proposed **M-C2 Multi-Residential - Contextual Medium Profile** sections along 34 Avenue SW could provide a range of multi-residential housing options, including apartment buildings of four to five storeys. Tell us what you think of the proposed location of the M-C2 Multi-Residential - Contextual Medium Profile area? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

- These changes should be restricted to a very small area that currently has heavy vehicle traffic. I should NOT be extended to other areas.
- Fine, good spot.
- Traffic. The area is already congested
- Seems to be more or less consistent with existing but would prefer the maximum height to be 4 storeys so that new single family homes in the area are not dramatically impacted
- No! There has been massive infill development already, why change this to MC1?? keep as existing
- I'm a bit sad that Calgary is always in a "destroy the old", build cheap new. Loss of character and greenspace
- Again, the only thing being addressed here is density and increasing your property tax revenue. 33 Ave in both directions at rush hour comes to a standstill - poor access to/from Crowchild. 34 Ave is terrifying to turn onto NO visibility with parked cars
- Stop building these 5 story glass boxes. The finishes are chosen by the developers to look like mini East village. Match the heritage of Garrison Woods/ Marda Loop. The high story town houses have high neighbour turn over. People don't like too many stair
- Not good. Way too dense, traffic concerns.
- Encourages claustrophobia, discourages open community
- 34th ave multiresidential should be kept to a minimum - just one block between 20 and 19
- Nothing over 3 storeys should be envisaged. What is the obsession with densifying a neighborhood whose original charm lay in the clustering of small, low-lying individual houses? It is an unimaginative destruction of the historical character and makeup.
- There is so much vacancy not sure who will live in these places

Question 5: The proposed **M-C1 Multi-Residential - Contextual Low Profile** sections along 14 and 16 Streets and 32 Avenue could provide a range of multi-residential housing options, including apartment buildings of three to four storeys. Tell us what you think of the proposed locations and length of M-C1 Multi-Residential - Contextual Low Profile areas? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

- 16th street and 32 Ave see to be very out of place in this map? They are part of the private area of the neighborhood. Townhomes or other types of connected homes with residential height seems a better fit.



- The zoning should NOT be changed, particularly for 16 St. This area currently has a playground and any increase in the density will increase traffic, cause parking problems and be a safety hazard for pedestrians. I am totally opposed to these changes.
- Traffic. The area is already congested
- There to four storeys is a more appropriate height
- Bad! No more multi!!
- As long as these buildings have parking and the city and improve car movement on 14th Street (one lane N/S outside of rush hour and people always seem to leave their car parked during peak hours which impedes traffic flow)
- How are we going to accommodate all the extra traffic of these multi use buildings when we can't even get through the neighborhood as is.
- Keep the buildings are low as possible 2 stories is good. We don't need a mini downtown. A 50ft lot with 8 units is too many. Maybe 4. Row houses are good with a larger set back. Too many stairs and families don't want them with strollers or aged people.
- Sad to see marda loop being destroyed.
- 2-3 storeys more appropriate than 4. Why focus on park, not extend to non-park areas?
- See above
- If these buildings are to resemble the drab, identical, ill conceived buildings going up everywhere, it is a disservice to re-imagining what's possible. Rowhouses that respect history, materials, proportions and place are necessary.
- Disagree

Question 6: The proposed **R-CG Residential - Grade-Oriented Infill** areas are being considered as a transition area from the higher intensity options along 33 Avenue and 14 Street. As well, this area can provide more opportunity for grade oriented housing in the community. This district could provide a range of low density, grade oriented housing options. Tell us what you think of the proposed locations and length of R-CG Residential - Grade-Oriented Infill? (i.e. Are there other locations? Can the length be increased? Are any of these locations not good?)

- This option would be preferable to the other options which would cause excessive density.
- Traffic concerns
- Great. Better to have these planned for than popping up all over as spot rezoning
- YES finally something that will actually fit the area.
- This seems like a good option.
- This is more appropriate for the neighborhood
- Unsure on this as additional row housing is preferred. Community associates does not seem to have a position on these due to community opposition
- This seems to match with some of the historical row houses currently in Garrison Woods. A far set back as possible and 2 car parking needed per unit.
- 33rd and 34th are being over developed with streets that can't accomodate increased parking and traffic needs - this a real problem. The problem will overflow to streets surrounding this area as people look for more parking and less congested roads.



- I am confused because you have already allowed a R-CG spot zone change on 2403 28th avenue which is not what your plans show where they should be. So how can we trust you with this new plan. This is now the third change of zoning in a year.
- NO MORE charcoal coloured INFILLS! They attract racially and socially homogeneous populations, are a visual blight, destroy everything that once made this inner city neighborhood interesting, colourful and vibrant.
- Low density please