



# WEST ELBOW COMMUNITIES

Local Area Planning Project

Phase 2: EXPLORE - What We Heard Report  
Summer 2024



# West Elbow Communities Local Area Planning Project

## Phase Two: EXPLORE What We Heard Report

Report Back – Summer 2024

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## Project overview

The West Elbow Communities Local Area Planning project includes the communities of: Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, North Glenmore Park (north of Glenmore Trail SW), Richmond (east of Crowchild Trail SW), Rideau Park, Roxboro, Scarboro (east of Crowchild Trail SW), South Calgary, Sunalta, and Upper Mount Royal.

Through the local area planning process, we'll work together to create a future vision for how land could be used and redeveloped in the area – building on the vision, goals and policies outlined in Calgary's [Municipal Development Plan](#) and the [Guide for Local Area Planning](#).

The West Elbow Communities Local Area Plan will identify gaps in areas where no local plan currently exists and replace other plans that need to be updated.

## Communications and engagement program overview

The integrated communications and engagement program for the West Elbow Communities provides participants the opportunity to participate in meaningful engagement where we seek local input and use it to inform and successfully achieve city-wide planning goals at the local level. The program allows participants to effectively navigate and access information on local area planning to raise their capacity to productively contribute to the project.

The communications and engagement program for this project has been created to allow participants to get involved and provide their input, which helps City Council understand people's perspectives, opinions, and concerns before concepts are developed. They will consider public input and will report on how feedback has influenced decisions. Public input is an important part of the local area planning process and is one of many areas of consideration in the decision-making process.

Some of the considerations that influenced our overall communications and engagement approach are listed below. Our objective is to provide multiple ways for participants to get involved, learn about, and provide input on the project.

### Phased program

The engagement process for multi-community plans has been designed as a multi-phased approach where we will collect input at key intervals throughout the planning process. This project includes four phases of engagement where:

- In Phase 1 we looked to gain a high-level understanding of the strengths, challenges, opportunities, and threats of future redevelopment in the area from the broader public.
- In Phase 2 we explored where and how growth and change could happen in the area.
- In Phase 3 we will continue to work to further refine the plan and confirm investment priorities.
- In Phase 4 we will share the final proposed plan and demonstrate how what we've heard throughout the engagement process has been considered in the final plan.

### Raising the capacity of the community

Prior to starting formal engagement, we began the project with an educational focus to increase knowledge about planning and development to enable participants to effectively contribute to the process. This included starting the conversation with why growth and redevelopment are important and how local area planning fits into our city-wide goals. We also took a plain language and transparent communications approach in our materials.

### Increasing participation and diversity

Recognizing that planning can be a difficult subject matter to navigate, we have employed different tactics and approaches to increase participation in the project. We also recognized that the West Elbow Communities are made up of a unique and diverse population, and after consulting with local community associations at the project launch, customized our approach to remove barriers and allow for a diversity of participation.

We used multiple methods to share engagement information and reach as many community residents as possible and give them the opportunity to provide feedback:

- **Direct mail:** People within the Canada Post walking routes in the plan area received an engagement booklet in the mail starting May 28, 2024. This engagement booklet contained information on and questions to consider about the area's past, present and future, as well as provide an opportunity to apply to be a member of the West Elbow Communities Working Group. The booklets included a feedback form (with postage pre-paid) to mail responses to the questions posed back to the project team.
- **Engagement Stations:** Working together with community associations in the Plan area, we installed Engagement Stations – similar in look to Little Free Libraries – for people in the community to pick up an engagement booklet. The Engagement Stations were installed before the first phase of engagement and will continue to be used throughout the duration of the project.
- **The City of Calgary Engage page:** Participants could visit [calgary.ca/WestElbowPlan](https://calgary.ca/WestElbowPlan) to review the content included in the engagement booklet and respond to the same questions included in the booklet's feedback form.

We also shared project updates to subscribers via our email subscription list, as well as during our community conversation series which, in addition to info sharing, also gave community members the opportunity to have their questions answered by the project planners.

### Inclusive process

We work to create an inclusive engagement process that considers the needs of all participants and seeks to remove barriers to participation. We do our best to make engagement accessible and welcoming to all, despite resource levels or demographics that might prevent some from being included in the process. Our aim is that, at the very least, all participants in the Plan area are aware of opportunities to participate and know that we are interested in hearing from them.

### Participation interests & intensity

Our engagement program has been created to cater to the different participation interests and intensity that participants are willing to commit to a project. This includes having a variety of communications and engagement tactics available so that people can get involved at the level that best meets their needs.

### West Elbow Communities Working Group

One of the foundational pieces of our program includes the development of a multi-community participant working group (designed to accommodate those with more committed interests and more time to offer to the project) where we can have more technical conversations, dive deeper into planning matters and build off the knowledge gained at each session.

Through a recruitment process, 43 members from the broader community, local community associations and the development industry were selected to participate in a dialogue on the broader planning interests of the entire area. Throughout the project, the working group participates in one pre-session exercise and eight to nine sessions where they bring different perspectives and viewpoints to the table and act as a sounding board for The City as we work together to create the West Elbow Communities Local Area Plan.

### West Elbow Communities Heritage Guidelines Working Group

Heritage assets are privately owned structures, typically constructed before 1945, that significantly retain their original form, scale, massing, window/door pattern and architectural details or materials. Through a recruitment process, a Heritage Guidelines Working Group was assembled to provide feedback on Heritage Guidelines, so that new development complements identified heritage assets within the West Elbow area, sometimes known as character homes.

31 members from the broader community, local community associations, heritage advocacy groups and the development industry were selected to participate in a dialogue on the Heritage Guidelines for the area. The Heritage Working Group will participate in four to five focused workshops over approximately 12 months.

### Working with the Community

Throughout our engagement program, we use multiple tactics so that community members can be aware of the Local Area Plan and can participate in a variety of ways. We achieve this with:

- Walking tours
- Community association touchpoint meetings and community committee meetings, Planning and Development Committees, as requested
- Engagement Stations
- Discussions with interested groups and community members as requested



## Phase 2: EXPLORE Overview

Phase 2 occurred in Spring 2024 and focused on creation and refinement of the second chapter of the Local Area Plan. Engagement was focused on where and how growth and change could happen in the area. Phase 2 public engagement focused on two topics:

### Topic 1: Draft Vision and Core Values

The draft vision and core values reflect the big ideas, hopes and priorities for the area's evolution. Participants were able to review the Plan's draft vision and core values which were developed out of Phase 2 engagement with the public, working group and West Elbow Communities area community associations. In this phase of engagement, contributors could provide input on what they might add or change to the draft vision and core values.

### Topic 2: Potential Focus Areas for Moderate- to Large-Scale Growth

Moderate- to large-scale growth represents homes and businesses that are four storeys or more in height. These can be completely residential or mixed-use with both residences and businesses. Participants were able to review a draft Potential Focus Areas for Growth Map and provide feedback on what they might remove, change or add. This map was also provided as an engagement tool on the project webpage and in the mailed-out engagement booklets.

### Additional Feedback: Draft Chapters

An initial draft of chapter 2 the local area plan was made available for review and feedback. Contributors also had the opportunity to review and provide feedback on a refined draft chapter 1.

## Phase 2: EXPLORE Objectives

- Educate participants about the importance of growth, change and redevelopment with opportunities to learn more and comment on different types of growth and change that communities experience over time.
- Continue to create awareness and ignite interest and familiarity with local area planning and The City's planning process.
- Consult with the working group as a sounding board with a focus on connectivity of communities, transition areas and opportunities for future growth.
- Provide a variety of opportunities for people to learn about the project and share their feedback, attend an information session or open house and to speak with project staff.

### Engagement spectrum of participation

The City of Calgary's [Engage Policy](#) includes a Spectrum of Strategies and Promises related to reaching and involving Calgarians and other communities or groups in specific engagement initiatives. Phase 2 public engagement was designed to 'Listen & Learn' which is defined as: "We will listen to participants and learn about their plans, views, issues, concerns, expectations and ideas."

## What did we do and who did we talk to?

Phase 2 focused on where and how growth and change might happen. Engagement booklets were mailed to each household in the West Elbow Communities Plan area and contained engagement maps to help area residents consider where different types of growth should be focused and explore opportunities for additional moderate-to large-scale homes and businesses.

Engagement took place with targeted participants and with the public from May 28 to June 24, 2024, and with targeted groups in May through to September 2024. Between May 28 and June 24, 2024, we held two events online and one in-person engagement session at the Elbow Park Residents' Association. Online engagement was open for 28 days with mailed-in engagement booklet feedback forms being accepted until the second week of July 2024.

A comprehensive communications plan was developed to inform the community about the project and opportunities to get involved. The awareness campaign ran from May 28 to June 24, 2024, aligned with when public engagement opportunities were available.

Total **ADS DISPLAYED: 692,242**

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Methods used to build awareness included:

- **Direct mail (education & engagement booklets mailed):** 30,544.
- **Two waves of geo-targeted social media ads:** 300,313 impressions
  - Facebook: 103,226 + 97,236 impressions
  - Twitter: 7,042 + 0 impressions
  - Instagram: 62,032 + 30,016 impressions
  - NextDoor: 437 + 324 impressions
- **Geo-targeted digital ads on websites and YouTube:** 287,321 impressions
  - Digital banners ads on high-traffic websites: 136,668 impressions
  - YouTube video ads (impressions): 194,304
- **Advertisement in local community newsletters:** 29,900 circulation.
- **Email update sent to subscribers:** 513 subscribers.
- **Engagement stations:** 16 Engagement stations placed in communities to provide additional education and engagement booklets to community members.
- **Signs:** 18 large-format, street level signs located in high-traffic areas.

## Total **INVOLVED**: 7,398

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The number of people who were actively or passively involved included those people involved who visited the website, attended a virtual session, subscribed for email updates or attended a working group session:

- **4,873** website visits from 3,681 unique visitors
- **879** feedback forms received (online and mail)
- **89** registered for a virtual session (2 public sessions, 1 community association meeting)
- **151** attended the Phase 2 in-person engagement session
- **1153** social media interactions (comments, reactions, shares, etc.)
- **43** working group members (23 community members, 10 community association representatives, 1 youth representative, 3 development industry members)
- **31** Heritage Guidelines Working Group members (17 community members, 8 community association representatives, 3 heritage advocacy group representatives, 3 development industry representatives)
- **79** attended Working Group sessions
- **20** attended the Heritage Guideline Working Group session
- **17** who attended community association Sessions (virtual and in-person)

## Total **ENGAGED**: 1,300

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The number of people who provided input online, at the in-person open house through working group or targeted stakeholder sessions:

- **477** Online engagement contributors
- **402** Paper feedback forms returned
- **151** In-Person Engagement Session attendees
- **89** Virtual Engagement Session attendees
- **54** persons registered for the conversation series
- **43** Working Group members
- **31** Heritage Guideline Working Group members
- **17** community association session participants



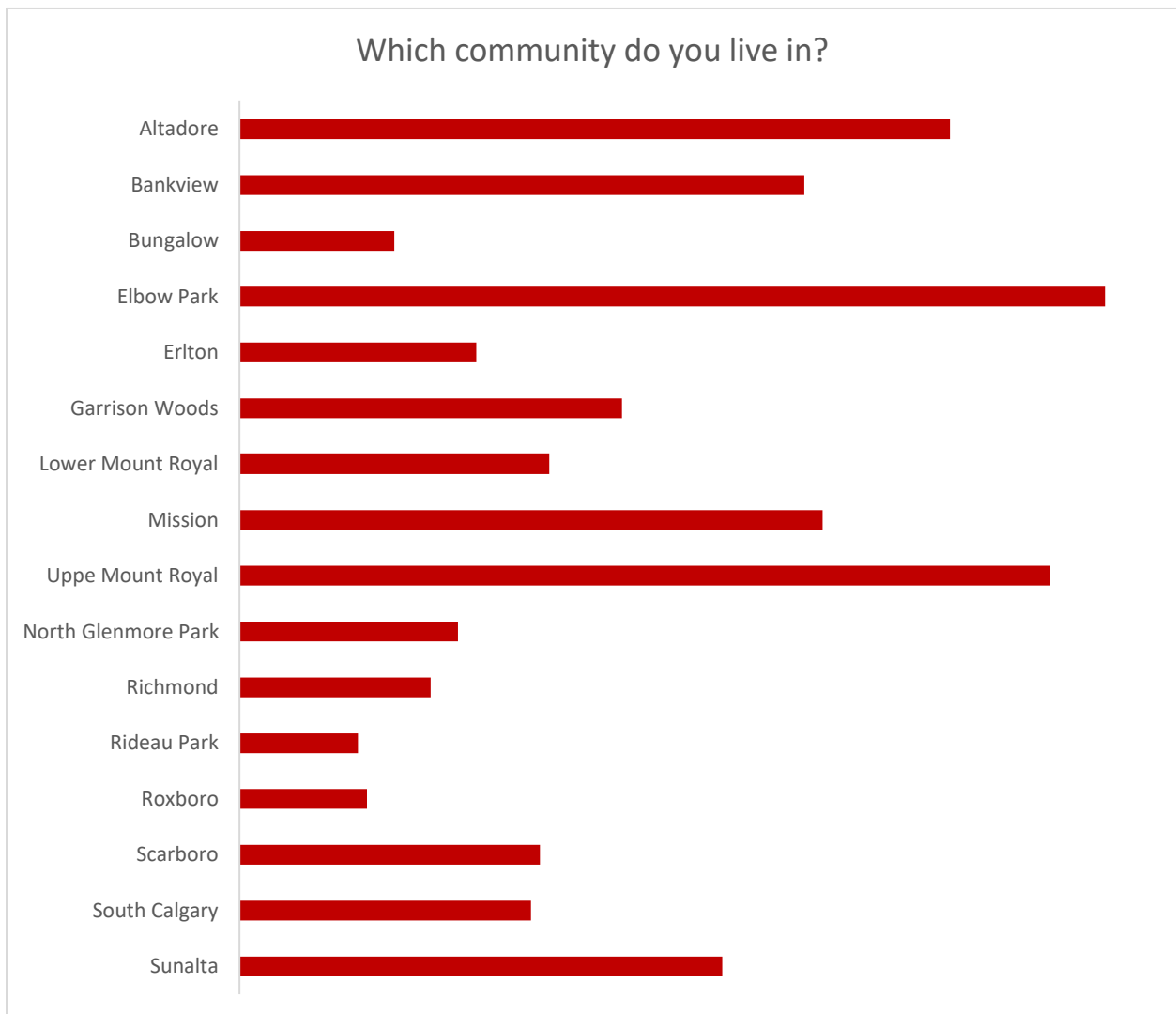
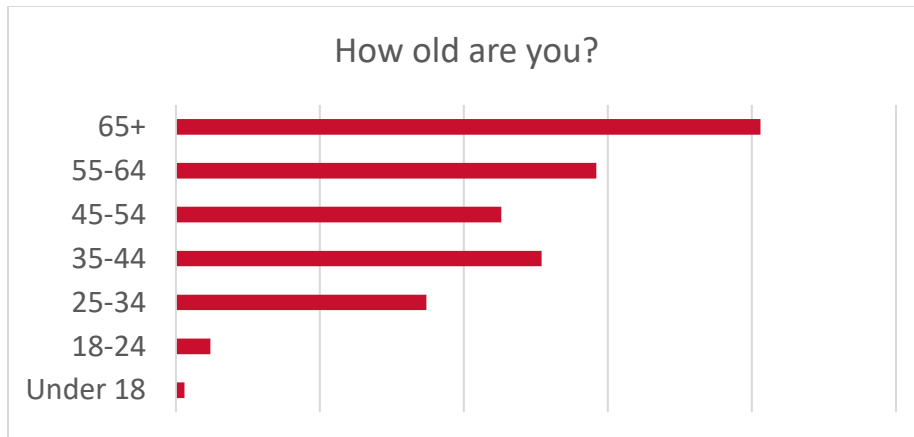
**TOTAL CONTRIBUTIONS: 1,973**

The total number of contributions received through all public participation opportunities.

<b>Engagement &amp; Communications</b>	<b>Metrics</b>
<p>The project launched Phase 2 engagement on May 28, 2024, with both online and in-person tactics used to share information aimed at increasing awareness about local area planning with the West Elbow Communities.</p> <p>We hosted two online Microsoft Teams events with community members.</p>	<ul style="list-style-type: none"> <li>• We received 4,873 website visits from 3,681 unique visitors, with 477 contributors providing submissions online through the engagement portal.</li> <li>• There were 402 paper feedback forms returned.</li> <li>• We spoke with 151 people in-person at our public engagement session on June 12, 2024.</li> <li>• 89 people attended the online engagement sessions on June 4 and June 18, 2024.</li> </ul>
<b>Targeted Engagement</b>	<b>Metrics</b>
<p><b>Community Associations</b> Prior to each phase of the project, and launch of public engagement, we host joint community association meetings where we invite all the Plan area community associations to meet and work through exercises with the team.</p>	<ul style="list-style-type: none"> <li>• We held two community association meetings on May 7, 2024 (online) and May 9, 2024 (in-person).</li> <li>• 17 people registered to attend across both opportunities.</li> </ul>
<p><b>West Elbow Communities Working Group</b> Throughout Phase 2, the working group participated in three workshop sessions (two in-person and one online). These are detailed below in the working group section.</p>	<ul style="list-style-type: none"> <li>• 43 working group members.</li> <li>• Three workshop sessions were facilitated during Phase 2.</li> </ul>
<p><b>West Elbow Communities Heritage Guidelines Working Group</b> In Phase 2, the Heritage Guidelines working group participated in one, in-person workshop session, detailed below in the Heritage Guidelines Working Group section.</p>	<ul style="list-style-type: none"> <li>• 31 working group members.</li> <li>• One workshop session was facilitated during Phase 2.</li> </ul>

## Demographics of public engagement participants

We asked respondents to tell us about themselves. They told us:



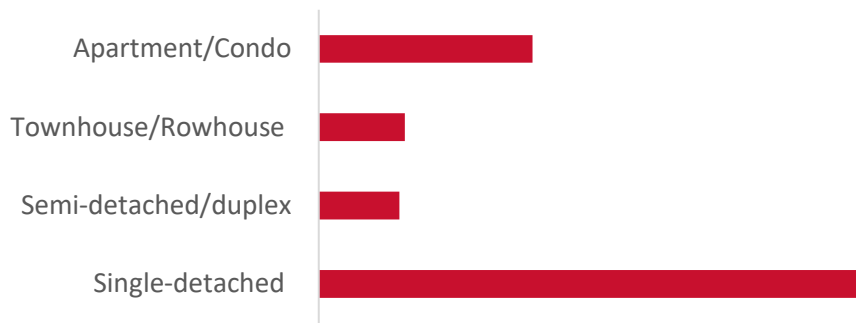
### Do you own or rent?



### What is your connection to the plan area?



### What type of home do you live in currently?



### How long have you lived in this area?



## Phase 2: Working Group Summary

### What is the Working Group?

The working group serves as a sounding board to The City's project team and participates in more detailed dialogue about the broader planning interests of the entire area including connectivity of the communities with a focus on big ideas and actions/opportunities for future growth.

Members of the working group will participate in eight to nine focused sessions throughout the project, where they will engage in dialogue and discussion about the broader planning interests of the entire area as we develop the new Local Area Plan. To review the terms of reference for the working group, please [click here](#).

### How was the Working Group Created?

At project launch, The City conducted a recruitment campaign for participants to apply to be a member of the working group, as a general resident or a development industry representative. Community associations were given the opportunity to nominate and select their own representative. Through the recruitment campaign, we received over 174 applications. The project team reviewed all the applications received and best efforts were made so that the selected members group included:

- both renters and owners
- a balance of genders
- a diverse range of ages
- student, family, and single professional perspectives
- business owners and those who work in the area
- both new-and long-term residents

The spots per community were allocated based on the community's population distribution relative to the entire plan area population.

Unlike a research-based focus group, this group is not meant to be statistically representative of the area, however best efforts were made to include a broad demographic representation and a diverse range of perspectives based on the applications submitted.

### Who are the Working Group members?

The West Elbow Communities Local Area Planning Working Group includes people from a range of backgrounds who provide feedback, consider input provided by the broader community, and discuss concepts and ideas with city planners as the local area plan is created.

There are 43 members of the West Elbow Communities Local Area Planning Working Group, comprised of a range of people with diverse backgrounds, perspectives and experiences including:

#### **23 general community members**

- Community members participate in dialogue as it pertains to someone who lives in the area and brings lived-in community perspectives and viewpoints to the table and acts as a sounding board for The City as we develop a new policy plan for the area.

#### **14 community association representatives**

- Community association representatives are appointed by their board of directors and provide insight as community experts and bring forward the perspectives of their community association board.

#### **1 youth member**

- Youth members participate in dialogue as it pertains to someone who lives works or attends school in the area and brings youth perspectives and viewpoints to the table.

#### **5 development industry representatives**

- Development industry representatives are expected to bring knowledge and perspectives of the development industry as a whole and not to speak about an individual parcel(s) they may have interest in.

As part of Phase 2, the working group completed three focused workshop sessions. A summary of each session is provided below, and detailed feedback provided in [Appendix A: Targeted Engagement Verbatim Feedback](#).

#### Working Group Session 4: Introduction to Urban Form and Building Scale Maps

On Wednesday, June 5, 2024, the working group met online to learn about urban form categories and building scale modifiers that could be used in the West Elbow Communities Local Area Planning Project.

Participants were guided through six case studies to become more familiar with the various building types and examples of the various urban form categories. In addition to working group participation in the case study exercises, the following feedback was received:

- Encourage team to think about the **long-term** goals for each community in terms of urban form / scale, not just what's appropriate for that site today. This will lead to better / more sustainable growth for Calgary and will hopefully also limit proposed amendments.

To review the presentation from the session, please [click here](#).

#### Working Group Session 5: Key Areas

On Tuesday, June 25, 2024, the working group participated in an in-person session focused on five draft key growth areas. Through a mapping overview activity, participants were asked to identify what changes should be considered, if there were any key areas missing, and what improvements could be made to the maps for better clarification. Participants provided specific feedback relating to area maps, and a high-level summary of feedback includes:

##### Key Area 1 – 54 Avenue SW BRT Station Area

Participants discussed:

- The proposed densities in the area.
- The potential for more 12 storey development.
- Higher density next to the athletic park as people will want to live close to these in amenities and to transit.
- Height limited next to a park.
- The connector urban form category down 20 St SW.
- Density around transit and closer to Mount Royal University.
- The 26 storey building scale category.
- Traffic congestion and egress in certain areas.

##### Key Area 2 – Area surrounding 33 Ave SW – Marda Loop Main Street

Participants discussed:

- Incorporating green spaces or visual relief along 33 Ave SW in the high-density areas for community gathering
- Small businesses in former homes

- Height next to Crowchild Trail.
- Higher development on the Safeway site.
- Traffic congestion.
- Setbacks and improvement of the urban tree canopy.

#### Key Area 3 – 14 Street SW (10 Ave SW to 33 Ave SW)

##### Participants discussed:

- Potential for existing and future commercial to be more attractive to pedestrians from 17 Ave SW to 26 Ave SW.
- Building scale at 4-6 stories high when close to a historical residential neighborhood.
- Density along 14 Street
- Cut-through traffic, traffic management or calming.
- Parking.

#### Key Area 4 – 17 Ave SW (14 Street SW to Crowchild Trail SW)

##### Participants discussed:

- Flexibility and possibilities with neighbourhood flex
- Neighbourhood flex providing option for residential if commercial fails.
- Scale in Heritage Guideline areas.
- The amount of retail and if there is residential to support it.
- Improving the pedestrian realm.

#### Key Area 5 – Mission/Cliff Bungalow

##### Participants discussed:

- Variety of building heights
- Comment that there is already enough commercial on 4 St SW and at Holy Cross site
- Shadowing and shadow restrictions
- A focus on 4 St SW for commercial.

To review the presentation from the June 25 session, please [click here](#).

## Working Group Session 6: Investment Priorities/Community Improvements

On Tuesday, July 23, 2024, working group members met in-person and were presented with the draft Urban Form and Building Scale maps, building on the five key areas that were discussed in session 5.

The objective for session 6 was to gather feedback on potential investment Priorities and Community Improvements that could support growth and change in the West Elbow Communities. Investment Priorities/Community Improvements are options and changes to amenities, public spaces, services, parks and open spaces and public facilities that best represent the plan's future and desired outcomes.

### Map 1 – Sunalta, Scarboro, Richmond, Bankview

Participants discussed:

- Proposed densities and urban form categories.
- Traffic calming measures and pedestrian safety.
- The bike lane and trees on 12 Ave SW.
- Taller buildings and shadowing.
- Transit oriented development (TOD).
- Tree canopy improvements.
- Larger setbacks allowing for public space in front of buildings
- Available amenities in the area, particularly grocery store

### Map 2 – Richmond, Bankview, South Calgary, Upper Mount Royal

Participants discussed:

- Green spaces and family parks between 26 Ave SW and 33 Ave SW.
- Neighborhood Hub with housing and social space.
- Community Association and park with housing and grocery options
- The bike route on from 26 Ave SW.
- Potential for biking routes on quieter side streets.
- Site-specific feedback on setbacks and transitions of building heights.

### Map 3 – Richmond, South Calgary, Altadore, Garrison Woods, Upper Mount Royal, Elbow Park

Participants discussed:

- Pedestrian safety and connectivity across Crowchild and 33 Ave SW.
- Main Street 34 Ave SW multiuse pathway past 18 St SW.
- Existing unique and inviting 1 and 2 storey buildings in Marda Loop.
- Location of higher density buildings on the streets behind.
- Building heights in buildings without commercial.
- A plaza or park on 33 Ave SW.



#### Map 4 – Garrison Woods, Altadore, North Glenmore Park

##### Participants discussed:

- Building scale near the athletic park, 19 St SW and 50 Ave SW.
- Bike, pedestrian, and bus connections to the athletic park.
- Flex offering the chance for local commercial.
- Connection Britannia and West Elbow.
- Bike pathways and protection for bikes along 20 Ave SW.
- Public art installations.
- Building scale, shading and privacy.
- Green spaces and parks.
- Active modes bridge across 50 Ave SW between Altadore and Britannia

#### Map 5 – Lower Mount Royal, Upper Mount Royal, Elbow Park, Cliff Bungalow, Mission, Rideau Park, Roxboro, Erlton

##### Participants discussed:

- Aerial photo useful for showing existing buildings and landmarks.
- Densities in areas where residents will have access to the LRT and other transit routes, as well as amenities.
- Building scale around future transit network routes.
- Proposed densities in single family home neighbourhoods
- Connections including a bus between Marda Loop and Mission along Premier Way
- Traffic safety in neighbourhoods.
- Safety for pedestrians and cyclists.
- Pocket parks.
- Historical aspects of the Holy Cross hospital site.

To review the presentation from the session, please [click here](#).

## Phase 2: Community Association Meetings Summary

The project team met with representatives from the West Elbow community associations virtually on Wednesday May 7, 2024, and in-person on Monday May 9, 2024 at the Sunalta Community Association, 1627 10 Avenue SW. Detailed phase 2 community association feedback can be found in the [Appendix A: Targeted Engagement Verbatim Feedback](#) section. Below is a summary of the participant conversations:

### Vision and Core Values

Participants discussed:

- Replace “Elbow River” to say river valleys.
- Indicate a sense of respecting the character and uniqueness of neighbourhoods.
- The importance of the Bow River as part of the Core Values.

### Diverse Housing Options

Participants discussed:

- Cliff Bungalow is a good example of how a community exhibits different affordability types.
- Participants discussed the availability of grants/loans associated with affordable housing.
- Discussion on how older and newer homes reflected in the policies, and specifically incentives for retention.

### Heritage

Participants discussed:

- A more tailored approach to zoning with respect to heritage.
- How will LAP proposals be reconciled to protect heritage assets where the LAP overlies Heritage Area Guidelines streetscapes.

### Engagement

Participants discussed:

- CA involvement with ideas and opinions on the location of moderate to large scale growth.
- CA and community discussion around affordability of housing and density and high growth.
- Ways to present high growth and density.

### General comments

Participants discussed:

- Proposed density increase around nodes and corridors in some areas.
- The site of the former children’s hospital site and AHS involvement.
- Density around places other than bus routes.

## Phase 2: Heritage Guidelines Working Group Summary

### What is the Heritage Guidelines Working Group?

This Working Group will provide feedback on Heritage Guidelines, so that new development complements identified heritage assets within the West Elbow area, sometimes known as character homes. Heritage assets are privately owned structures, typically constructed before 1945, that significantly retain their original form, scale, massing, window/door pattern and architectural details or materials.

In total, there are 31 people on the West Elbow Communities Heritage Guidelines Working Group. The working group includes a range of people with diverse backgrounds, perspectives and experiences with an interest in heritage assets, including:

#### **17 general community members**

- Community members participate in dialogue as it pertains to someone who lives in the area and brings lived-in community perspectives and viewpoints to the table and acts as a sounding board for The City.

#### **8 community association representatives**

- Community association representatives provide insight as community experts and bring forward the perspectives of their community association.

#### **3 heritage advocacy group representatives**

- Heritage advocacy group representatives provide insight as experts in raising awareness and appreciation, identification, research and policy development with respect to buildings and areas of historic significance.

#### **3 development industry representatives**

- Development industry representatives are expected to bring knowledge and perspectives of the development industry as a whole and not to speak about an individual parcel(s) they may have interest in.

The Heritage Working Group will participate in four to five focused workshops over approximately 12 months. To review the terms of reference for the working group, please [click here](#).

## Heritage Guidelines Working Group Session 3: Review Updated Draft Heritage Guideline Area Maps and Policy Direction

On May 30, 2024, the Heritage Guidelines working group met to discuss Calgary's heritage program tools, including Heritage Guideline areas, heritage assets and character defining elements.

Participants discussed heritage components including windows, sidewalk, porch, patio above front porch, bay window, brick chimneys and how the draft guidelines encourage the use of natural materials, natural-looking building materials, or masonry. There was discussion that the visual impact of upper storeys of buildings should be reduced.

Participants voiced concern around how the guidelines might apply to front porches and privacy, setbacks and shadowing. In places participants suggested that the guidelines be more restrictive or have 'more teeth'.

Participants provided feedback and suggestions around specific sites and heritage areas.

In a discussion around specific guidelines that may be missing, participants suggested adding more specific and precise language, more detail on landscaping and trees, treatment of garage structures.

To review the presentation from this session, [click here](#).

## Phase 2: Public Engagement Summary

### What did we ask through the public engagement?

Overall, there was a high level of interest in the project and a wide range of input was received from the community. Public engagement was held between May 28 and June 24, 2024.

Participants were asked to provide comments and thoughts on the following topics:

1. Topic 1: Draft Vision and Core Values
2. Topic 2: Potential Focus Areas for Moderate- to Large-Scale Growth
3. Topic 3: Draft Chapter Feedback on draft Chapters 1 and 2 of the Local Area Plan

These questions were presented both at our in-person open house, via the mailed-in engagement booklets, and online via the project webpage. For a verbatim listing of all the input that was provided, please see [Appendix B: Public Engagement Verbatim Feedback](#).

### Phase 2: High-level Themes

- Participants are not supportive of the draft vision and core values and require further refinement to reflect their vision for the West Elbow Communities.
- Participants are supportive of draft vision and core values as they are presented.
- Participants indicated they would like to see the area's history and importance of heritage more clearly reflected in the draft vision and core values.
- Participants requested more clarity around the vision and core values.
- Participants expressed traffic and parking concerns when talking about moderate to large-scale growth as proposed within the plan area.
- Participants noted location-specific concerns with moderate to large-scale growth as proposed within the plan area.
- Participants indicated opposition to the plan and increased density.
- Participants noted concerns around the ability of current infrastructure and services to be expanded to handle increased density.
- Participants are concerned about potential effects increased density, growth and change could have on their neighbourhood.
- Participants are concerned with potential inequitable distribution of density across the plan area.
- Participants expressed location-specific comments related to the draft chapters.

For a description of individual themes broken down by each question with examples, please see the [Summary of Feedback We Received](#) section. For a verbatim listing of all the input that was provided, please see [Appendix B: Public Engagement Verbatim Feedback](#).

## Summary of Feedback We Received

Below is a summary of the main themes that were most prevalent in the comments received for each question, across all methods of engagement. Each theme includes summary examples of verbatim comments. To accurately capture all responses, verbatim comments have not been altered, though in some cases, we quoted only the relevant portion of a comment that spoke to a particular theme.

### TOPIC 1 – Draft Vision and Core Values

<b>Question 1:</b> When thinking about the West Elbow Communities and how the area could evolve over the next 30 years, do the Vision and Core Values resonate with you? Please share your thoughts and let us know what you would add and/or change and why?	
<b>Themes</b>	<b>Sample verbatim comments:</b>
Participants are not supportive of the draft vision and core values and require further refinement to reflect their vision for the West Elbow Communities.	<ul style="list-style-type: none"> <li>• <i>“No, the proposed developments are too high density. the traffic into Altadore off Crowchild onto 33rd is already a nightmare and to changes to traffic flow has not helped. Parking will be difficult or non-existent especially for current residents.”</i></li> <li>• <i>“I don't agree with the draft vision!! The vision will overall unfavourably impact the community - sunlight, traffic, infrastructure, schooling, etc. (Parking) It will negatively impact value of the existing properties.”</i></li> <li>• <i>“This vision does not resonate with me. Do not promote multi-story buildings (4-6 storeys) in a detached home neighbourhood Allow the city to maintain differentiated areas. Already our streets are clogged with parked cars.”</i></li> <li>• <i>“No, they do not. How can you expect diversification if we do not have the infrastructure to support it. While it is a great tag line to say communities will be walkable and accessible by bike and other transport, let's keep in mind Calgary's transit system is more that lacking. Plus, our weather does not promote for the average person to bike year round.”</i></li> <li>• <i>“No, the neighborhoods and the communities supporting are already taking care of residents. We don't need to change anything organically things will mature as required. There is no need for forced diversity , climate change initiatives or safety changes. In fact we need better traffic flow, increased speed limits and less bike lanes. The city needs to stay out of the community plans.”</i></li> </ul>
Participants are generally supportive of draft vision and	<ul style="list-style-type: none"> <li>• <i>“I appreciate the core values and all of them are important. The values that resonate the most with me are “Safe and Convenient Mobility” and “Daily Needs &amp; Amenities”. In the</i></li> </ul>

<p>core values as they are presented.</p>	<p><i>future we need to be driving less, and factoring in how and where we go to get what we need will be important.”</i></p> <ul style="list-style-type: none"> <li>• <i>“The vision and core values do resonate with me, however, I would try to balance these with solutions to traffic congestion, parking, alley access, bin storage, and possible adverse effects of 4+ story buildings on houses, duplexes and row houses.”</i></li> <li>• <i>“Yes they do resonate. However, given the current housing crisis, 30 years may be too long of a timeline for this, so I wouldn't mind a more aggressive timeline in this matter.”</i></li> <li>• <i>“The Vision &amp; Values do resonate with me. Housing for all, accessibility, safety, and the need for local amenities is something I strongly support. Building a community that has safe access to public transit, bike paths, and high walkability for daily needs and amenities, as well as forms of housing that allow for greater density all contribute to supporting the fight against climate change.”</i></li> </ul>
<p>Participants indicated they would like to see the area’s history, character, neighbourhood charm, single family homes and heritage structures more clearly reflected in the draft vision and core values.</p>	<ul style="list-style-type: none"> <li>• <i>“I feel my neighbourhood already achieves the Vision and what is being proposed will completely changes the neighbourhood I have lived in for over a decade and specifically chose to live it because of what it has to offer. To put 4 - 6 Storey apartments in the middle of this historic and unique neighbourhood is shocking to me and lacks respect for the residents and the history of this neighbourhood.”</i></li> <li>• <i>“Overall, I think the plan is thoughtless and hurried, and has no regard for preserving the character and feels of our neighbourhood.”</i></li> <li>• <i>“I feel my neighbourhood already achieves the Vision and what is being proposed will completely changes the neighbourhood I have lived in for over a decade and specifically chose to live it because of what it has to offer.”</i></li> </ul>
<p>Participants requested more clarity around the vision and core values.</p>	<ul style="list-style-type: none"> <li>• <i>“The core vision &amp; values resonate with me. There are some terms within it I would like to see more specified, however. For example, "Local Business" means locally owned and operated to me. I hope it dose in this plan as well. I also want to stress that "Access" is a not a generic word - it refers to specific things in disabled, low income, and newcomer populations.”</i></li> <li>• <i>“The Vision resonates with me. It highlights many of the reasons why I have chosen to live in these communities throughout my life. There does need to be broader definitions provided somewhere of what constitutes “secondary corridors”, “nodes”, and “activity centres”.”</i></li> </ul>

	<ul style="list-style-type: none"> <li>• <i>“I do not understand what you are referring to by "nodes" and "activity centers", please clarify. I have a graduate degree and this is still unclear.”</i></li> <li>• <i>“Consider restructuring the core values section to add, for obvious reasons: • Adequate policing services; attention to crime reduction • Adequate schools and schooling for all West Elbow residents • Improved/repared road surfaces; avoidance of excessive signage • Athletic facilities as necessary for the growing population • Improved car and maintenance of all city-owned tree • Timely removal/replacement of all dead/damaged trees.”</i></li> </ul>
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**TOPIC 2 – Potential Focus Areas for Moderate- to Large-Scale Growth**

<p><b>Question 2:</b> Please review the Potential Focus Areas for Growth Map above, specifically what is outlined in shades of orange (potential focus areas for growth). Would you add additional or remove any of the areas that are being proposed for moderate-to large-scale (4 to 6 storeys, 7 to 12 storeys, greater than 12 storeys) growth? Please tell us where and why.</p>	
<b>Themes</b>	<b>Sample verbatim comments:</b>
<p>Participants expressed traffic and parking concerns when talking about moderate to large-scale growth as proposed within the plan area</p>	<ul style="list-style-type: none"> <li>• <i>“Not opposed but this area needs a serious revisit for parking. Yes I know we can’t be car dependent but without the proper transit infrastructure and safety measurements (not to mind we have freezing cold temps), we cannot always be reliant on transit. Please make room for proper efficient parking, even one unit per household. The streets are far to congested with parked cars, making it dangerous.”</i></li> <li>• <i>“The lack of properly kept yards plus the increased density of cars and street parking are all negative.”</i></li> <li>• <i>“The traffic congestion is already terrible in that area and an increase in that many residents will be a huge safety and traffic concern.”</i></li> <li>• <i>“14 St is already very busy and further high-density development, such as that proposed would increase traffic, garbage and noise. As well, parking is already difficult in this area and such development would exacerbate this issue.”</i></li> </ul>
<p>Participants noted location-specific concerns with moderate to large-scale growth as</p>	<ul style="list-style-type: none"> <li>• <i>“I am not in favour of the proposed moderate-to large-scale growth on the west side of 14th St SW. 14 St is already very busy and further high-density development, such as that proposed would increase traffic, garbage and noise.”</i></li> <li>• <i>“I would not support moderate or large scale growth. These are historic neighborhoods with aging infrastructure that</i></li> </ul>



<p>proposed within the plan area</p>	<p><i>cannot accommodate this kind of growth. Our water pipes break, our local schools are full.</i></p>
<p>Participants indicated opposition to the plan and increased density</p>	<ul style="list-style-type: none"> <li>• <i>“There should be NO moderate to large scale development. Map on page 12 - 13, shows a lot of orange development in the area bounded by 33 Ave / 14 St and 17 Ave. Any 4 - 6 storey development that I have seen has had a very negative effect on the neighbourhood. The lack of properly kept yards plus the increased density of cars and street parking are all negative.”</i></li> </ul>
<p>Participants noted concerns around the ability of current infrastructure and services to be expanded to handle increased density.</p>	<ul style="list-style-type: none"> <li>• <i>“Altadore does not have the infrastructure to support over 12 Storey developments. Streets &amp; parking are already congested.”</i></li> <li>• <i>“While I understand the need for a direction, it is very difficult to get behind a plan to significantly densify any area of Calgary without also seeing how the city proposes to develop the critical and social infrastructures to support this kind of densification in real life.”</i></li> <li>• <i>“Thoughtful planning needs to occur to ensure the communities can handle moderate to large scale growth. I don't think a proper assessment can be done until the existing growth is completed.”</i></li> <li>• <i>“We welcome more neighbours to our great neighbourhood, and hope that densification plans include plans for more schools or renovations to existing schools to accommodate higher student numbers.”</i></li> </ul>
<p>Participants are concerned about potential effects increased density, growth and change could have on their neighbourhood.</p>	<ul style="list-style-type: none"> <li>• <i>I'd like to see the moderate growth capped at 4 storeys - 6 is too large for a walkable neighbourhood. So much is impacted that it ruins the neighbourhood - parking, friendliness, green spaces - overall livability.</i></li> <li>• <i>“4 to 6 Storey Buildings Make No sense in this area. It is extremely costly real estate You are ruining a beautiful neighborhood. It is NOT affordable. We are Not Vancouver or Toronto.”</i></li> <li>• <i>“Building 4 – 6 storey high buildings would block the sun on my house! My Kids like playing in our backyard – please do not make a dark cold backyard for them with these tall buildings...”</i></li> </ul>

## Additional Feedback – Draft Chapters 1 and 2

<b>Question 3: Do you have any feedback on the initial draft Chapter 2 or refined draft Chapter 1 of the West Elbow Communities Local Area Plan?</b>	
<b>Themes</b>	<b>Sample verbatim comments:</b>
Participants are concerned with potential inequitable distribution of density across the plan area.	<ul style="list-style-type: none"> <li>• <i>“Overall I think this plan is lacking the required density that an area with so many transit stations should have. Putting all the density in one area and concentrating it in one space doesn't mean a community is dense. We need to utilize these transit station areas better than we currently are.”</i></li> <li>• <i>“I really hope heritage designations won't be used to stifle development and density near transit in areas like Scarboro. I keep hearing that density belongs near transit, that's even what people in these neighbourhoods say. Allow more building height near all transit.”</i></li> <li>• <i>“... it appears that there are certain areas that are being saved away from having to redevelop. This is not equitable.”</i></li> <li>• <i>“I support adding density and it makes sense to add density close to transit corridors, but it also looks like the map showing opportunities for growth has growth focused on corridors where there is high (private + commercial) vehicular traffic. This exposes residents in multi-story buildings lining these corridors to higher levels of noise, exhaust, and particulate matter (brake dust, etc.), and they risk a lower quality of life than residents living in areas away from these roads (but who are still served by them).”</i></li> </ul>
Participants expressed location-specific comments related to the draft chapters.	<ul style="list-style-type: none"> <li>• <i>“My main feedback is to limit high rise buildings (max 6 storeys) especially to areas like Sunalta where a draw of the community is to not have tall buildings and feel like having a community rather than living downtown.”</i></li> <li>• <i>“Wouldn't it be more logical to relocate the 4-6 Storey developments closer to 20th Street and beyond where significant commercial growth is occurring along 33rd Ave? Unlike the area I am objecting to in the current proposal, these blocks are nearer to key business areas on 33rd Ave and within walking distance of the 'Marda Loop Transit Station' (32nd Ave &amp; Crowchild Trail), likely slated to become a major transit hub (i.e. LRT) in the future.”</i></li> </ul>
Participants indicated opposition to the plan and increased density.	<ul style="list-style-type: none"> <li>• <i>“The proposal appears to aggressively increase density, threatening the long-standing suburban charm of one of Calgary oldest neighborhoods. Boxing in the park with high-</i></li> </ul>

	<p><i>rises would disrupt its current tranquility, enjoyment, and safety.”</i></p> <ul style="list-style-type: none"><li>• <i>“To overly populate every area of the city is not the answer. Destroying beautiful established neighbourhoods is not the answer. There are plenty of dense areas that additional high rise buildings and multi story buildings would not look out of place in. There needs to be some thought to the aesthetic of the city which is not being taken into consideration.”</i></li></ul>
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## What did we do with the input received?

This input was used to develop the draft the Urban Form and Building Scale maps that will be presented to the public for Phase 3: REFINE. We encourage you to review the Phase 2 What We Did Report to understand how feedback collected in Phase 2 helped to inform the concepts in the draft West Elbow Communities Local Area Plan that will be brought forward in Phase 3 engagement.

## Project next steps

The project team is continuing to undertake planning analysis and work with subject matter experts to develop draft concepts and policies for the draft West Elbow Communities Local Area Plan. Your input, and the input of the public, will help the project team understand people’s perspectives, opinions, and concerns as they conduct this work. Other considerations include looking at context and trends, professional expertise, equity and other existing City policies.

We will be back in the community summer and fall of 2024 for Phase 3: REFINE. This phase will include multiple engagement opportunities including in-person, mail-in and online engagement, giving participants the opportunity to review and offer input that will help us further refine the concepts in the draft West Elbow Communities Local Area Plan.

To stay up to date on project details and future engagement opportunities, please visit the [website](#) and sign-up for [email updates](#).

# Appendix A: Targeted Engagement Verbatim Feedback

## Phase 2: Community Association Feedback

### Community Association Phase 2: Session #1, May 7, 2024 (Virtual)

#### **What feedback do you have on the Draft Vision and Core Values? Please tell us why.**

- Parks, Open Space and Natural Areas - quibble but drop “Elbow River” to say river valleys.
- This would better note that the Bow is part of the area even if West Village has carved out the majority. (This allows West Village to work closer with Riverwalk West)
- I would like to see some stronger sense of respecting the character and uniqueness of neighbourhoods.
- Loved the amount of LAP support in the rezoning public submissions
- Still concerned about making sure resources/supports are scaled in line with changes (i.e. schools, parking, sewage) etc.
- Bow River included, or just Elbow River Valley? What is meant by Sunalta change boundary
- older and newer homes? Retention opportunities? Heritage Working Group being integrated?
- More surgical approach to rezoning, integrated approach across the WE communities that could take a more precise look at zoning, especially in heritage zones – ex. Bankview
- historical sites – how will you reconcile the LAP to protect heritage assets
- If blanket rezoning is approved do we have to redo what we are redoing here?
- Values are great. No issues. However, no mention of Bow River in Core values. This is a miss.
- Response- West Village was removed from the plan, however the importance of the Bow river can be reflected in the Core Values with changes
- Housing for all – how are older and newer homes reflected in the policies, specifically incentives for retention?
- We are providing incentives through our heritage guideline areas, which help provide contextual guidelines for new development in those areas.
- Can we take more “surgical” approach to zoning with respect to Heritage?
- If there are inconsistencies between different processes, i.e. rezoning for housing and this policy?
- We will continue to monitor council direction and amend our policies or processes to reflect that direction
- If blanket rezoning goes forward, do we have to redo what we are doing?
- No, we haven’t developed those policies yet, so we don’t have to revisit those if rezoning for housing is adopted

**Are there areas that you would like us to reconsider or adjust?**

<b>DOT #</b>	<b>Feedback</b>
1.	<ul style="list-style-type: none"> <li>• Elbow Dr and Sifton Blvd – there are indications for 4-6 storey – but right now there are all houses – a lot of these will have to be torn down for 4-6</li> <li>• Does not make as much sense – I very much oppose this suggestion, it is not right</li> </ul>
2.	<ul style="list-style-type: none"> <li>• Holy Cross site – is there somewhere else you can put higher density? I think I saw four 30-35 storey towers in that area?</li> </ul>
3.	<ul style="list-style-type: none"> <li>• Happy to see the high density</li> </ul>
4.	<ul style="list-style-type: none"> <li>• 26 ave closer to 14st is great to increase those buildings and it does get harder to get community buy in as you travel westwards.</li> </ul>
5.	<ul style="list-style-type: none"> <li>• I do find it interesting the increased density in Mount Royal, not sure the possibilities of it.</li> </ul>
6.	<ul style="list-style-type: none"> <li>• valuable medical facility but that area does give unique opportunities to build something new with updated facilities and housing.</li> </ul>
7.	<ul style="list-style-type: none"> <li>• The couplet through mount royal seems a bit</li> <li>• Gentle density addition along bus routes looks good for the plan. Not expecting much uptake by developers due to cost however (but that's not what we're talking about)</li> <li>• Seems dense for Mt Royal and would like to see the character of this neighborhood retained. This also would not be affordable housing so doesn't seem to accomplish the vision principles for affordable housing.</li> </ul>
8.	<ul style="list-style-type: none"> <li>• Erilton- the Anthem development and 25 avenue makes sense- however 27 avenue doesn't make sense</li> </ul>

**General comments:**

- Working group recommendations already reflected! Thanks!
- Upper and Lower Mount Royal, there will be significant push back on the proposed density increase around nodes and corridors especially through the middle of Mount Royal
- A lot of what you are proposed (7-12) overlies Heritage Area Guidelines streetscapes – how to reconcile that? How do you resolve that?
- Is that the children's hospital on the left (Richmond Road Diagnostic) – can't see them demolishing that in the 30 years, does that go against what AHS wants?
- Develop on 5<sup>th</sup> and 20<sup>th</sup> – agree with the concern about the heritage streetscape
- Difficult to give this type of feedback to the City where there are differences or a variety of housing, some historic but some that are not historic, some where owners of homes that do want to develop, and CA that have an interest in history. Through this process, the CA, the community themselves – do they get decided as oppose to this level of plan? The community feeds into the Planning Committee (Scarboro) – communities themselves should look at the nuance and the variety and the mix, when you speak of certain streets that have homes that deserve to be protected – the community and CA should be making these decisions
- I feel very strongly that CA's should be asked going forward for the ideas and their opinions on where moderate to large scale growth should be

- LAP process is similar to the ARP process (helicopter view) – there are areas of Heritage interest identified by the CoC
- Cliff Bungalow – good example of how a community can come together to show inclusions for different affordability types
- CoC – look at Affordable Housing as a percentage of housing? Like X% of a building has to be affordable? Is this possible with bylaws?
- Are there grants/loans associated with affordable housing?
- I wonder if CAs and communities should be asked specifically about affordability of housing as well as density & high growth? It affects us all.

## Community Association Phase 2: Session #2, May 9, 2024

**What feedback do you have on the Draft Vision and Core Values? Please tell us why.**

**Refine – Are there areas that you would like us to reconsider or adjust?**

DOT #	Feedback
1.	<ul style="list-style-type: none"> <li>• Can't imagine that developers would do anything in these areas.</li> </ul>
2.	<ul style="list-style-type: none"> <li>• Disagree! developers would love that.</li> </ul>
3.	<ul style="list-style-type: none"> <li>• Placed without comment.</li> </ul>
4.	<ul style="list-style-type: none"> <li>• Heritage homes.</li> </ul>
5.	<ul style="list-style-type: none"> <li>• Placed without comment.</li> </ul>
6.	<ul style="list-style-type: none"> <li>• Conflict with the proposed zoning and heritage homes.</li> </ul>
7.	<ul style="list-style-type: none"> <li>• 12 storey is too aggressive</li> </ul>
8.	<ul style="list-style-type: none"> <li>• Intersection really jammed, something needs to change there.</li> </ul>
9.	<ul style="list-style-type: none"> <li>• Safeway site. We are looking at higher than the 10 storeys – no, doesn't make sense and even then only with a setback.</li> <li>• The new bid here is too close to the street and doesn't enhance the community.</li> </ul>
10.	<ul style="list-style-type: none"> <li>• Don't think this is appropriate or likely to happen so shouldn't be marked that way.</li> </ul>
11.	<ul style="list-style-type: none"> <li>• Lot of heritage homes in the area. Not sure that the whole street would be appropriate for that density. That particular area is already multi-family and low income, so don't know how adding an extra story would make any difference except for shading the heritage buildings.</li> </ul>
12.	<ul style="list-style-type: none"> <li>• North of 33 already infilled and a few protected heritage homes.</li> </ul>
13.	<ul style="list-style-type: none"> <li>• Erlton, what sort of a flood concept are you working to?</li> <li>• Really inappropriate to have the 12 storeys along the river, with all the paths and recreation. Should be 4-6 storeys.</li> </ul>
14.	<ul style="list-style-type: none"> <li>• Why are the townhouses marked to go to four if they are already 3?</li> <li>• Massive public greenbelt here so I think 4-6 is too much.</li> </ul>
15.	<ul style="list-style-type: none"> <li>• Maybe density at the commercial site but elsewhere (15, 16) is too aggressive.</li> </ul>
16.	
17.	
18.	<ul style="list-style-type: none"> <li>• Don't touch it, leave it as it is, it has a lot of charm.</li> </ul>

**Refine – Are there areas that you would like us to reconsider or adjust?**

DOT #	Feedback
1.	<ul style="list-style-type: none"> <li>• West end of 33<sup>rd</sup> Avenue before councilors way (near 33<sup>rd</sup> Ave and 14 St)</li> <li>• heritage concerns</li> <li>• proposing too much density too far into 33 Avenue SW – where 33<sup>rd</sup> avenue stops being a commercial street</li> <li>• existing 3 storeys here</li> </ul>
2.	<ul style="list-style-type: none"> <li>• South 16 st sw</li> <li>• Too much density interior to the community</li> </ul>
3.	<ul style="list-style-type: none"> <li>• 50 Avenue near Central Memorial High School</li> <li>• Around the school – look at lowering density - concerns of difference between 4 and 6 storeys – these areas would be better at 4 storeys and not 5 or 6</li> </ul>
4.	<ul style="list-style-type: none"> <li>• density near commercial node/commercial corner</li> <li>• Agree with proposed – suggest more density around this commercial node and along Crowchild and the BRT</li> <li>• Recommend 12+</li> </ul>
5.	<ul style="list-style-type: none"> <li>• Library (near 33 and 14)</li> <li>• What are the City plans for this site? Lots of potential for this site</li> <li>• Heard they will move the library south to the corner of 33<sup>rd</sup>, and then putting affordable housing ontop of that new library</li> <li>• See additional comments per dot 11</li> </ul>
6.	<ul style="list-style-type: none"> <li>• 26 Avenue</li> <li>• Following pen marks – proposed density appropriate onto 26<sup>th</sup> ave, but shouldn't be on the other side interior to the communities on either side (facing 25<sup>th</sup> and 27<sup>th</sup>)</li> </ul>
7.	<ul style="list-style-type: none"> <li>• Mt Royal – Carleton and 10 st proposal density proposal (following #13 bus route)</li> <li>• Heritage concerns</li> <li>• Large disagreement with proposal</li> <li>• Tree canopy concerns</li> <li>• quite area for locals to escape higher density neighborhoods – nice to walk here, has a different character compared to surrounding areas</li> <li>• From 33<sup>rd</sup> onto councilour way, and north on 14 st - Heritage concerns</li> <li>• Premiere way – disagree with proposal</li> <li>• 14<sup>th</sup> - (pen mark) on East side of 14 street proposed density is appropriate on the properties facing onto 14, all the way up 14<sup>th</sup> street – however disagreement for the proposed density behind the block, do not densify behind those lots into the community (agree with lots facing 14 only)</li> </ul>



<p><b>8.</b></p>	<ul style="list-style-type: none"> <li>• South of 17<sup>th</sup> (filling in the blocks)</li> <li>• Disagree with proposed density here – as per the Lower Mt Royal ARP, marked as a transition area – high density 17 to low density Mt Royal – tied to escarpment height, keep lower density for these reasons (same reasons as the ARP)</li> <li>• Consideration for more mixed uses on 17<sup>th</sup> itself</li> <li>• 17<sup>th</sup> ave consideration - focus density on the “main” part of 17<sup>th</sup> (speaking to 17<sup>th</sup> ave East of 14 st West of 4 st), instead of trying to spread 17<sup>th</sup> avenue thin and add uses to the entire corridor</li> <li>• Potential node at 17<sup>th</sup> and 14 st sw (depending on what the proposed redevelopment is of the building at that corner)</li> </ul>
<p><b>9.</b></p>	<ul style="list-style-type: none"> <li>• 42 venue SW</li> <li>• Disagreement with proposed</li> <li>• Concerns of density jutting into the community; keep on 20 st sw</li> </ul>
<p><b>10.</b></p>	<ul style="list-style-type: none"> <li>• Co-op site in Marda Loop</li> <li>• Agree it is the right spot, just need to scale it right</li> <li>• Competing conversation – some say it could go higher, some say it should be lower</li> </ul>
<p><b>11.</b></p>	<ul style="list-style-type: none"> <li>• City parking lot, backing the library, at 16 st sw</li> <li>• City parking lot and waste receptacles</li> <li>• Missed opportunity, opportunity to develop here – underground parking lot, higher density development, amenity opportunity</li> <li>• Miss match uses with the library, high program parked, and then garbage disposal?</li> </ul>
<p><b>12.</b></p>	<ul style="list-style-type: none"> <li>• 4 street into Rideau Roxboro</li> <li>• Going to be a challenge – restrictive covenants and expect community backlash/disagreement</li> </ul>
<p><b>13.</b></p>	<ul style="list-style-type: none"> <li>• Sifton BV SW</li> <li>• Opportunity for higher density – reference mid density in Victoria by the shore (4-6)</li> <li>• Development opportunity</li> <li>• To the west of dot –high elevation might be a challenge</li> <li>• Question of flood plain changes with S-R1</li> <li>• Question of city owned properties in Rideau/Roxboro</li> </ul>
<p><b>14.</b></p>	<ul style="list-style-type: none"> <li>• Glenmore athletic Park road (south of 50 ave sw)</li> <li>• Existing duplexes here</li> <li>• Makes more sense for 4-6 here vs through the neighbourhood</li> <li>• Commented on lakeview golf course and the city yard in Glenmore park – opportunity for housing or redevelopment on these sites?</li> </ul>
<p><b>15.</b></p>	<ul style="list-style-type: none"> <li>• Sunalta – 10 and 14</li> <li>• New development going in at 10 at 14 st sw – possibility of a commercial node being established here? With the new ground floor commercial?</li> </ul>

<b>16.</b>	<ul style="list-style-type: none"><li>• adjacent to crowchild</li><li>• agree with 4-6 next to crowchild</li><li>• agree with 1-3 interior community</li></ul>
<b>17.</b>	<ul style="list-style-type: none"><li>• East side of 14 st sw</li><li>• Itll be contentious on the east side, the community wont support it, but the group agrees good site for (town home/row home)<ul style="list-style-type: none"><li>a. 5/6 m (5.184m setback requirement) setback on 14 st – a huge barrier to development</li><li>b. Hoping to be addressed in the new Calgary Plan</li><li>c. This setback goes all the way North to Hillhurst</li></ul></li><li>d. Transit improvement conversation<ul style="list-style-type: none"><li>• Improvements to existing bussing</li><li>• Bringing trollys back</li></ul></li></ul>

**General comments:**

- Feels that this is being deliberately presented in an aggravating fashion.
- Are you just applying density around bus routes – more creativity.
- Big priorities LRTs and the MAX.
- Discussion of Fishmans site.
- Western Canada school needs light, loss of light.
- Erlton has been going through this for the last 40 years. Two big parcels Anthem properties. If along Macleod if people are willing to put up with the noise then it's their choice.
- North Glenmore looks very low density. It would be disruptive to have all that density along there.
- Have you had comments re: Scarboro along 17 Ave?
- South Calgary already zoned for basically south storeys, similar to Mission.
- Need to see this at a more granular level and comments will be precision-driven.
- Another consideration is the lot coverage. Marda Loop has been ruined because things are right on the sidewalk. The trees are dead and what used to be a nice walk is not any longer.
- Buildings in the Beltline are large but they feel good because they fit. Some others are just harsh.
- How tall is the Anderson building, 7 or 8? (actually taller than what would be allowed in that area right now)

## Phase 2: Working Group Feedback

### Working Group Session #4

#### Case Study #1

A developer is looking to develop a mixed-use building that is 8 storeys tall with retail including a coffee shop, a large restaurant and an ice cream shop at the ground level and residential units above.

**In which urban form category/categories could this type of development be located? Why?**

- Neighbourhood Commercial; Neighbourhood Flex.
- Neighbourhood Commercial
- Commercial Centre
- Neighbourhood Commercial; Neighbourhood Flex
- Neighbourhood Commercial
- Neighborhood Flex
- Neighbourhood Commercial
- Commercial Corridor / Neighbourhood commercial
- Neighbourhood commercial/flex

**In which building scale(s) could this type of development fit best? Why?**

- Mid-scale
- Mid-High
- Mid
- Mid
- Mid / high / highest - Allows development up to 12 stories or higher
- Mid/High
- Mid and High only
- Mid and above
- Mid/High/Highest

## Case Study #2

The Military Museums are a long-standing institution within the West Elbow Communities area. The Military Museums are regulated by the Federal Government. The City of Calgary does not have jurisdiction over Military Museum lands.

### Which urban form category best describes the Military Museums? Why?

- Private Institutional and Recreation?
- Regional Campus
- City Civic and Recreation (not sure)
- Regional Campus
- Regional Campus
- Regional Campus
- Regional Campus
- Regional Campus
- Regional Campus
- Regional Campus

### Which building scale category best describes the Military Museums? Why?

- No building Scale Category
- No category
- No building scale
- No scale, Special or Comprehensive
- No bldg scale

## Case Study #3

A landowner of a corner lot located along a street with a range of different housing types is looking to develop a small commercial building with a coffee shop and barber shop. The development would be two storeys tall.

### In which urban form category/categories could this type of development be located? Why?

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Connector/Flex
- Neighbourhood Connector
- Commercial Centre
- Commercial Corridor
- Neighbourhood Commercial; Neighbourhood Flex
- Neighbourhood flex, neighbourhood connector
- Neighbourhood Flex
- Neighborhood Connector
- Neighbourhood Flex, Neighbourhood Connector

**In which building scale category could this type of development be located? Why?**

- Low-Modified (doesn't need to be maxed out, but often single-family homes are 3 storeys, so up to 4 would be appropriate in this case)
- Limited
- limited/low-mod
- Limited and above
- Limited

**Case Study #4**

There are several amenities within a community, including a fire hall, public arena and pool, elementary school, and pathway system.

**In which urban form category/categories could each of these types of development be located? Why?**

- City Civic & Rec
- City Civic and Recreation , Parks and Open Space
- Parks & Open Space
- Combination of several
- Parks and Open Space (schools and CAs), City Civic and Recreation
- City Civic (for public facilities)/Private Institution (for anything private) Natural and Parks for pathways
- Private Institutional (depending on school type), City Civic & Recreation (fire hall, public pool), Parks (pathway system)
- Parks and Open Space - pathway system, school, City Civic and Recreation - arena and pool and firehall, Private Institutional and Recreation - arena and pool and firehall
- City Civic & Rec for that specific amenity area.
- City Civic & Recreation
- Parks & Open Space(Pathway system, school)+ City Civic & Rec (fire hall, public arena + pool)
- Private Institutional and Recreation

**In which building scale category would these types of development be located? Why?**

- Limited, Low-Modified (nope!)
- No Building Scale Category
- No Building Scale Category
- No Building Scale Category
- N/A
- N/A

**If the arena and pool were privately owned, would the urban form category change? If yes, which category?**

- Private Inst. & Rec.
- Private Institutional and Recreation
- With Parks & Open Space

- Private Institutional and Recreation
- Private institutional and Rec
- Special Policy Areas
- Yes, it would change to Private Institutional and Recreation

## Case Study #5

There is a street in the area that is a mix of low-density residential homes, a few apartments and some commercial uses on a few intersections. A bus route runs along the corridor. Over time, this corridor is planned to accommodate new growth, along with new shops and services. There are different ways to approach the Urban Form Categories along this corridor, resulting in different long-term outcomes for the corridor.

**What would be the outcomes of applying different Urban Form Categories to the corridor:**

### *Neighbourhood Connector along entire corridor*



**What potential future outcomes would this Urban Form Category result in? What could the street look like in the future?**

- Small-scale commercial, with mostly residential
- The street may be seen as high traffic (Commercial Centre)
- Won't just depend on the street itself, but also the surrounding density to support the businesses and transition to more density along this street
- 26 Avenue SW comes to mind in Killarney
- Relatively quiet, mostly residential with a few smaller businesses. (ex. 11th in Sunalta, law offices and physical therapy run out of homes, a convenience shop.)
- It could stay relatively unchanged, but also, depending on relative location within the city could see a few more commercial, particularly smaller scale mixed use over time
- Will look relatively residential at street level
- Connector/Flex - very modest density along bus routes.
- Neighbourhood Flex –
- Could be seen as high traffic street (Commercial Centre)
- This is 16 Street in Altadore
- This
- Like 16th street SW in Altadore, mostly residential, with a few pockets of retail
- Small-scale commercial, with mostly residential
- The street may be seen as high traffic (Commercial Centre)
- Won't just depend on the street itself, but also the surrounding density to support the businesses and transition to more density along this street

- 26 Avenue SW comes to mind in Killarney
- Relatively quiet, mostly residential with a few smaller businesses. (ex. 11th in Sunalta, law offices and physical therapy run out of homes, a convenience shop.)

**Neighbourhood Connector with Neighbourhood Flex at key intersections**



**What potential future outcomes would this Urban Form Category result in? What could the street look like in the future?**

- Coffee shops / local-scale grocery stores on corners. Primarily low to mid scale residential otherwise
- Fitness/yoga studio
- Slightly busier nodes near the bus stops. A place to wait when it is raining.
- A little more commercial buildings compared to our neighbourhood connector street above
- Montreal has great examples of this scale of commercial
- commercial/shop frontages at the intersections with bus stops, residential otherwise
- Modest density increases closer to stops (so low-modified options near the stops). Gentle evolution reacting to service availability
- Depending on scale, could remain as lower scale residential primarily, with a bit more commercial clustering at intersections
- This is also 16 Street in Altadore
- Coffee shops / local-scale grocery stores on corners. Primarily low to mid scale residential otherwise
- Fitness/yoga studio
- Slightly busier nodes near the bus stops. A place to wait when it is raining.
- A little more commercial buildings compared to our neighbourhood connector street above
- Montreal has great examples of this scale of commercial

**Neighbourhood Local with Neighbourhood Flex along central block**



- What potential future outcomes would this Urban Form Category result in? What could the street look like in the future?
- Potentially some longer/larger buildings with multiple commercial units at ground floor
- Commercial on ground level with neighbourhood flex, in the middle of two residential areas. The commercial area is served by 2 bus stops. Note that residential lots will abut commercial ground-level activity.
- Possibility for commercial or residential in flex zone, could become more dense as time goes on.



- Future development of shops and services would be limited to quite small or in-home business
- Neighborhood mini main street/focus for commercial options. Providing transition areas from collectors.
- Most likely residential, with more mixed-use/commercial concentration along central block. Would likely remain smaller scale commercial though
- A concentrated section of shops and businesses confined to two blocks. Parking in this specific area would become a premium. Easier for walking traffic.
- Consolidation of development by larger developers - less character, but more cohesive design
- Would this be like Britannia Plaza? (nope)
- Potentially some longer/larger buildings with multiple commercial units at ground floor
- Commercial on ground level with neighbourhood flex, in the middle of two residential areas. The commercial area is served by 2 bus stops. Note that residential lots will abut commercial ground-level activity.
- Possibility for commercial or residential in flex zone, could become more dense as time goes on.

***Neighbourhood Flex along entire corridor***



- What potential future outcomes would this Urban Form Category result in? What could the street look like in the future?
- Largely buildings with commercial uses oriented towards the street: offices, institutional, commercial, recreational
- Seems like this gives a high flexibility to landowners and developers, but could result in less focused/uneven redevelopment
- Potentially greater walkability with commercial uses closer to home
- Mixed use, mid-scale, alternative modes of transit. Thinking similar to some community-scale main streets? Somewhere I'd like to hang out. Personally like the Flex aspect as the mix of residential brings in more activity at all hours / days vs. commercial where activity might be mostly limited to business hours. These areas often feel safer IMO.
- Difficult to predict, could be entirely commercial or entirely residential.
- Leaving it to the market to organically evolve - depending on demand it may develop quickly, other times it could take decades. A useful approach for seeing densification along a street without pre-supposing or concentrating the change.
- Most likely, depending on bldg scale, mostly mixed use and/or mid-scale residential
- This would only work in denser neighbourhoods closer to downtown. Future of this street could turn into Commercial, Connector much less likely
- 33rd ave closer to 14 street?
- Largely buildings with commercial uses oriented towards the street: offices, institutional, commercial, recreational
- Seems like this gives a high flexibility to landowners and developers, but could result in less focused/uneven redevelopment
- Potentially greater walkability with commercial uses closer to home

- Mixed use, mid-scale, alternative modes of transit. Thinking similar to some community-scale main streets? Somewhere I'd like to hang out. Personally like the Flex aspect as the mix of residential brings in more activity at all hours / days vs. commercial where activity might be mostly limited to business hours. These areas often feel safer IMO.

***Neighbourhood Flex with Neighbourhood Commercial at key intersections***



**What potential future outcomes would this Urban Form Category result in? What could the street look like in the future?**

- Reminds me of 19 ST NW in West Hillhurst. Mix of uses, focus of neighbourhood-serving / local commercial mostly on corners.
- A more active use of commercial frontage – could be commercial above as well - at the street corners.
- Commercial would likely gravitate to the corners even though the mid block allows it.
- Possibly very vibrant, lively. Business centric - residential depends on building scale.
- We could have offices and a boulevard
- See these as streets that fit somewhere between single-family / lower scale residential and main streets with more active commercial.
- Dedicated commercial, corner restaurants, coffee shops, with modest density above like 19th St NW and 33rd Ave SW to some extent
- Most likely mixed use, with heavier commercial concentration at intersections. Similar to how 33rd Ave SW is evolving
- Might see redevelopment of existing detached homes over time to become mixed-use/apartment
- This could turn into a main street as the required commercial at those corners could anchor that sort of growth
- Nodes of multi-family with ground level retail. Corridor of commercial. Maybe 14street south of 17 Ave on west side. (14th Street and 17 Ave would be red with condon block). But everything south of 17 Ave is flex on west side of 14th street.
- Reminds me of 19 ST NW in West Hillhurst. Mix of uses, focus of neighbourhood-serving / local commercial mostly on corners.
- A more active use of commercial frontage – could be commercial above as well - at the street corners.
- Commercial would likely gravitate to the corners even though the mid block allows it.
- Possibly very vibrant, lively. Business centric - residential depends on building scale.
- We could have offices and a boulevard
- See these as streets that fit somewhere between single-family / lower scale residential and main streets with more active commercial.

## Case Study #6

A developer is looking to develop a four storey apartment building with no commercial/businesses, only residential units.

### **In which urban form categories could this type of development be located? Why?**

- Neighbourhood Local
- Neighbourhood Connector or Flex. Thinking long term, wouldn't want to limit the ability for small scale commercial here. Don't see 4 storeys as necessarily fitting within Local category as that would likely be almost exclusively low-scale residential.
- Ditto above
- Neighborhood flex, connector or local
- Flex/Connector with Low-modified scale
- Neighbourhood local (b/c no commercial)
- Neighbour Flex and below

### **What other types of residential buildings could be located within these urban form categories? Why?**

- Single family dwellings
- Duplexes
- Rowhouses / Townhomes
- Apartments
- All of the above, plus up to ±6 storey apartments
- Detached, semi-detached, row houses, low rise apartment

### **In which building scale(s) would this type of development be located? Why?**

- Limited?
- Low-modified
- Low (up to 6 storeys)
- low-modified/low

### **If the apartment was taller than four storeys, would the building scale change? Why or why not?**

- Yes.
- Maybe - if the scale was "Low", could go between 4-6 stories without a change
- Yes, would go up to at least Low Scale (up to 6 storeys)
- Can stay the same - building scale would change (from low-modified to low or more)

### **If the apartment was twelve storeys tall, what building scale would fit best?**

- Mid
- Mid+
- Mid

### **If the apartment building included retail at-grade, would that change the urban form category? If yes, what category?**

- Yes, Connector or Flex
- Couldn't be local, others would work

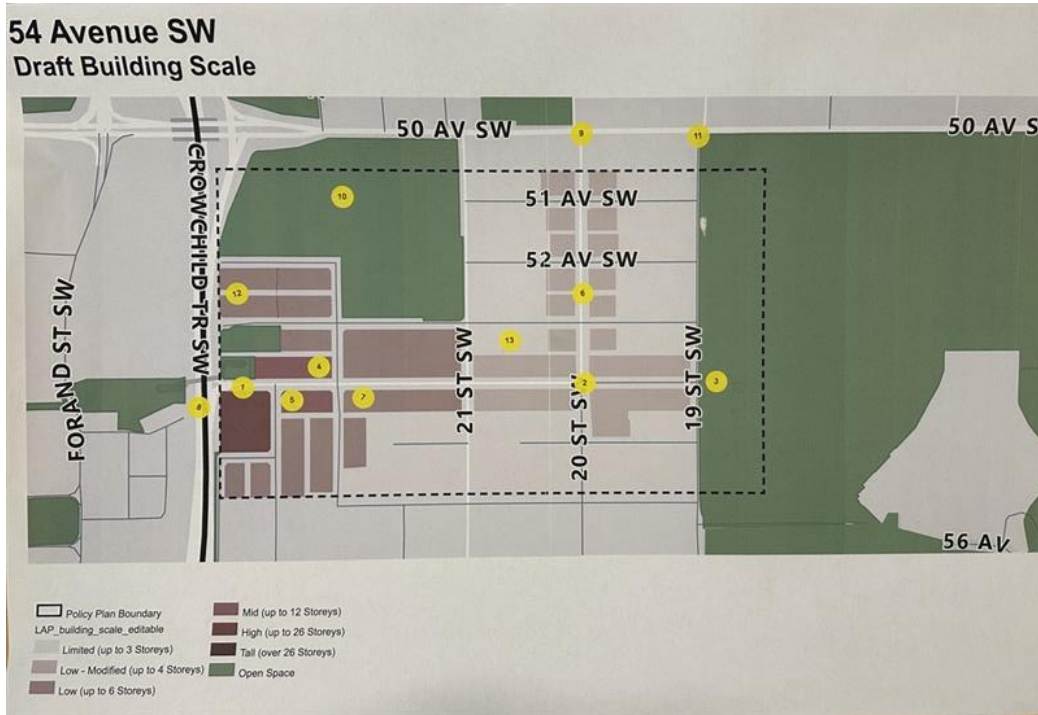
**Please Share Any Questions and Comments Below**

- Encourage team to think about the **long-term** goals for each community in terms of urban form / scale, not just what's appropriate for that site today. This will lead to better / more sustainable growth for Calgary and will hopefully also limit proposed amendments.

## Working Group Session #5

### West Elbow LAP - Working Group June 2024

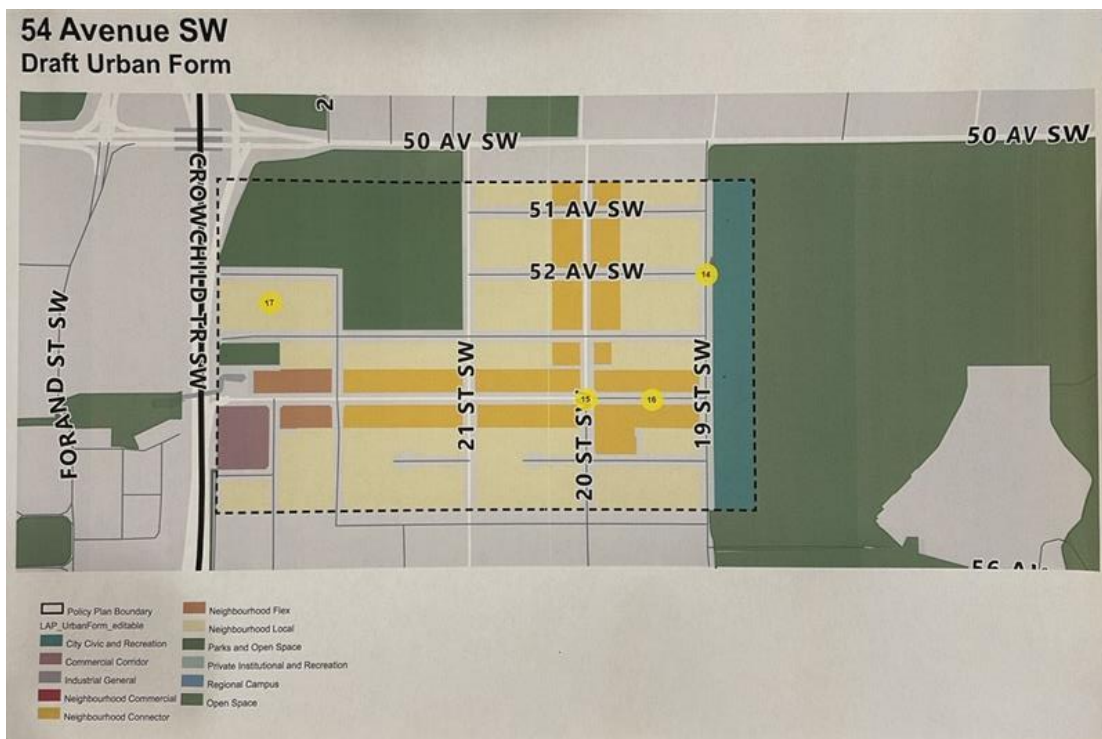
Table / Map 1: 54 Avenue SW BRT Station Area



DOT #	Feedback
1	<ul style="list-style-type: none"> <li>The density here is too concentrated.</li> <li>There should be a lot more up to 12 storey development instead of dropping off so fast.</li> </ul>
4/5	<ul style="list-style-type: none"> <li>Concerns about shadows or traffic should not take priority over TOD development.</li> </ul>
2/3	<ul style="list-style-type: none"> <li>This properties are close to the athletic park and should be zoned up to 6 storeys as people will want to live close to these in amenities and to transit</li> </ul>
6	<ul style="list-style-type: none"> <li>I like the connector zoning down 20<sup>th</sup> Keep it please</li> </ul>
6	<ul style="list-style-type: none"> <li>Please remove neighbourhood Connector in this N-S area of 20 Street.</li> <li>Focus the commercial activity in front of the sports centre.</li> <li>You could even increase the activity there to neighbourhood flex.</li> <li>Concentrate the commercial in fewer areas.</li> </ul>
4	<ul style="list-style-type: none"> <li>Please limit the height to 6 storeys next to a park.</li> <li><u>GENERAL COMMENT</u> Looks good to me.</li> </ul>
1	<ul style="list-style-type: none"> <li>Seems like need more critical mass of commercial &amp; density here and down 54<sup>th</sup>.</li> </ul>
2/3	<ul style="list-style-type: none"> <li>Make it a flex down there</li> </ul>
3	<ul style="list-style-type: none"> <li>Some commercial on 19 St SW</li> </ul>
1 plaza area	<ul style="list-style-type: none"> <li>This is too tall, but could be a good node.</li> <li>Crowchild access helps</li> </ul>

2 20 <sup>th</sup> /54 <sup>th</sup>	<ul style="list-style-type: none"> <li>• Could have a node at this spot.</li> <li>• Doubt enough density could be put here to make much commercial viable</li> </ul>
	<ul style="list-style-type: none"> <li>• I don't see this much density being likely in NGP.</li> </ul>
	<ul style="list-style-type: none"> <li>• Thanks!</li> </ul>
1 & 2	<ul style="list-style-type: none"> <li>• Scale &amp; form make sense to me. Good use of Crowchild &amp; 54<sup>th</sup> connector</li> </ul>
1 – 3	<ul style="list-style-type: none"> <li>• Relative decline in size makes sense (high close to Crowchild)</li> </ul>
1	<ul style="list-style-type: none"> <li>• Concerns re Parking and Traffic Concerns.</li> <li>• Safety with that Section of Crowchild. 26 Stories – too high</li> </ul>
1	<ul style="list-style-type: none"> <li>• Pedestrianize and prioritize</li> </ul>
2	<ul style="list-style-type: none"> <li>• Need 6-storey on blocks less than 120 ft deep.</li> </ul>
	<ul style="list-style-type: none"> <li>• (Not than a shared – pedestrian safety; 4 story parking issues)</li> </ul>
	<ul style="list-style-type: none"> <li>• (I didn't realize that 'commercial corridor' <u>could</u> still have residential; since it can, might be good to have residential above the commercial in those 26 Stories)</li> </ul>
	<ul style="list-style-type: none"> <li>• Presently on the map 20<sup>th</sup> St. is 'Neighborhood Connector"; I like the idea of 'flex' so more eateries by Glenmore Park :) .</li> </ul>
2	<ul style="list-style-type: none"> <li>• 2. Adding neighbourhood connector is positive More flexibility is great.</li> </ul>
1	<ul style="list-style-type: none"> <li>• More density around transit is sensible.</li> <li>• Also close to MRU, so more density is positive.</li> <li>• 26 stories is maybe a bit much.</li> </ul>
	<ul style="list-style-type: none"> <li>• Bumping it all up to up to 4 stories if not taller is good.</li> <li>• Addition of more neighbourhood flex would be good.</li> </ul>
12	<ul style="list-style-type: none"> <li>• bump portion along Crowchild to 12 storeys.</li> </ul>
13	<ul style="list-style-type: none"> <li>• bump up to 4 stories.</li> </ul>
2	<ul style="list-style-type: none"> <li>• bump up to 6 storeys all along 54<sup>th</sup></li> </ul>
15	<ul style="list-style-type: none"> <li>• Neighbourhood Flex at the corner</li> </ul>
16	<ul style="list-style-type: none"> <li>• change portion between 20 St + Glenmore Athletic.</li> <li>• Park along 19 St to Neighbourhood Flex</li> </ul>
17	<ul style="list-style-type: none"> <li>• change to Neighbourhood Connector</li> </ul>
12	<ul style="list-style-type: none"> <li>• Can go higher along Crowchild eg 12 storey then transition to 6 stories moving east.</li> </ul>
14	<ul style="list-style-type: none"> <li>• Flex along 19 Street.</li> </ul>
16	<ul style="list-style-type: none"> <li>• Flex</li> </ul>
17	<ul style="list-style-type: none"> <li>• Neighborhood Connector</li> </ul>
12	<ul style="list-style-type: none"> <li>• agree to 12, up to 6, split lot</li> </ul>
13	<ul style="list-style-type: none"> <li>• agree – up to 6</li> </ul>
15, 16	<ul style="list-style-type: none"> <li>• neighbourhood flex potential.</li> <li>• Agree to change to /</li> </ul>
17	<ul style="list-style-type: none"> <li>• opportunity for neighbourhood connector.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Agree with 26 storey buildings with BRT Corridor</li> </ul>
12	<ul style="list-style-type: none"> <li>• More height next to major roadways is okay</li> </ul>
2	<ul style="list-style-type: none"> <li>• 6 storey along 54 St is acceptable</li> </ul>
4,5 7	<ul style="list-style-type: none"> <li>• this density increase is a drastic change – what do the residents think?</li> <li>• This will have a severe impact on their quality of life.</li> <li>• concerns about traffic congestion &amp; egress from the area.</li> <li>• the high school generates a lot of traffic</li> </ul>
①	<ul style="list-style-type: none"> <li>• very high – will shadow homes to the east. overwhelms the streetscape</li> </ul>

7	<ul style="list-style-type: none"> <li>• This whole area seems like it's getting squeezed on all sides by development.</li> <li>• Lack of green space, traffic issues, school congestion.</li> <li>• Does it make more sense to encourage more commercial here &amp; just transition it away from residential entirely?</li> </ul>
3	<ul style="list-style-type: none"> <li>• Zone for small restaurants &amp; businesses by the new athletic park</li> </ul>
8	<ul style="list-style-type: none"> <li>• Have a dedicated land for turning on 54<sup>th</sup> Only and do <u>not</u> let cars drive straight through to the Crowchild/50<sup>th</sup> Ave. exit.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Neighbourhood flex / confluence of 2 Major roads.</li> </ul>
9.	<ul style="list-style-type: none"> <li>• lights at this intersection.</li> </ul>
1	<ul style="list-style-type: none"> <li>• more commercial 14<sup>th</sup></li> </ul>
2	<ul style="list-style-type: none"> <li>• higher &lt; 12 story 14<sup>th</sup></li> </ul>
4	<ul style="list-style-type: none"> <li>• potential &lt; 12 an library</li> </ul>



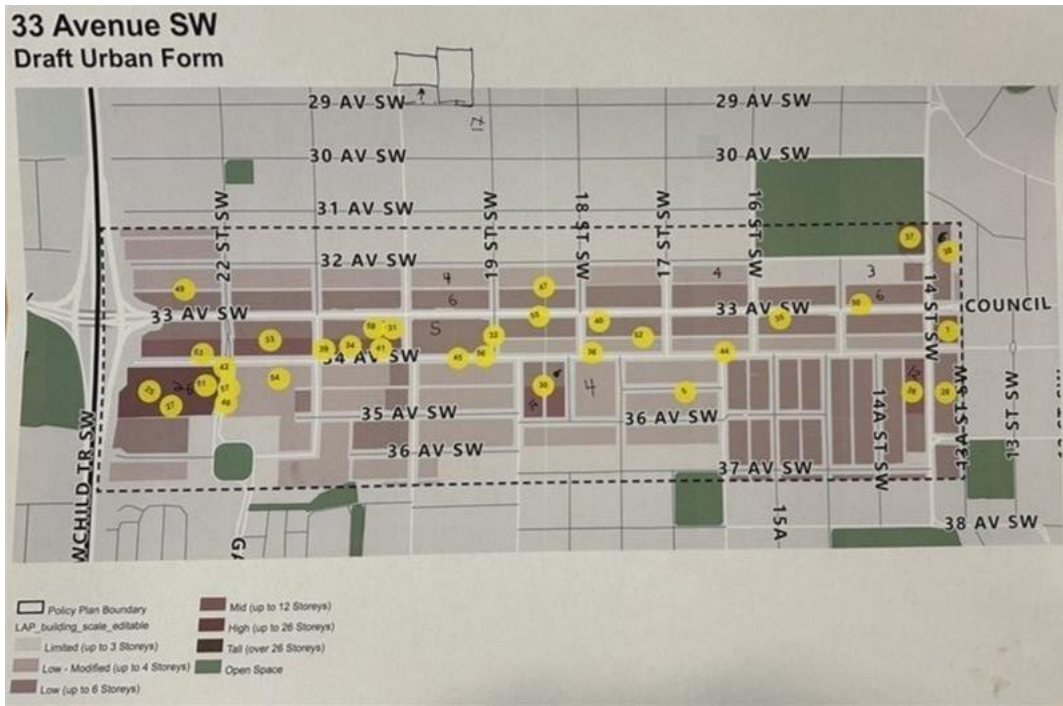
DOT #	Feedback
1	<ul style="list-style-type: none"> <li>• Exit/access is bad – mobility intervention will be important here – needs significant improvements</li> <li>• Scary to drive, for pedestrians – and access</li> <li>• Turn in and turn out is very scary</li> <li>• Height / shadowing concerns</li> <li>• Possible it is better as mid – because of shadowing</li> <li>• Having more here makes sense – closer to Crowchild and seeing this grow in 30 years</li> <li>• Traffic concerns/ access</li> <li>• Increase density – more for student housing</li> </ul>

	<ul style="list-style-type: none"> <li>● Parking concerns / where are the cars? Don't assume people will park on the street (please take this into consideration)</li> <li>● Would require more traffic calming measures / street scape</li> <li>● Public realm would have to be huge here</li> <li>● This may be controversial - It appears like a pinch here – does it make sense that over time transitioning it away from residential? Thinking about how it could evolve as commercial only?</li> </ul>
2	<ul style="list-style-type: none"> <li>● 4 storey will only work if you are under 120 feet (lot depth) – for the parking</li> <li>● Tree canopy would be impacted</li> <li>● Increase the usage not the scale</li> <li>● I would rather see a commercial strip that becomes a retail hub – get my groceries – and you had everything there – promote commercial here</li> <li>● Potential to bump it up here to 6 understanding it is a bus route and people will want to live close to North Glenmore Park</li> <li>● Neighbourhood flex – this park is attracting some big events at the Athletic park – national and a lot of people will be coming – and therefore it is appropriate to include some kind of retail in this area</li> </ul>
3	<ul style="list-style-type: none"> <li>● Interfacing to the parks such as with North Glenmore Park is great and the small retail is very well serviced by foot traffic.</li> <li>● I think in 30 years a lot of people are going to want to live here</li> </ul>
4	<ul style="list-style-type: none"> <li>● Don't agree – take it down a bit at 12 because of the shadowing to the adjacent lots and shadowing</li> <li>● Shadowing to the park adjacent as well</li> </ul>
5	<ul style="list-style-type: none"> <li>● I am worried about the church site – it is a community spot so you want to have areas around it where people can sit and gather</li> <li>● Can we turn this back to a park/open space?</li> </ul>
6	<ul style="list-style-type: none"> <li>● I would rather see a commercial strip that becomes a retail hub – get my groceries – and you had everything there – promote commercial here (Dot 2 and Dot 6)</li> </ul>
7	<ul style="list-style-type: none"> <li>● Should be flex at this intersection – not much in this are without having to go up to 33<sup>rd</sup></li> <li>● Good opportunity for more commercial</li> </ul>
8	<ul style="list-style-type: none"> <li>● Have a dedicated off ramp as the laneway is very dangerous</li> </ul>
9	<ul style="list-style-type: none"> <li>● Lights at 50<sup>th</sup> and 20<sup>th</sup> (needed)</li> </ul>
10	<ul style="list-style-type: none"> <li>● Access / Landlocked/ school with increased traffic and access to the various schools near by – hesitant to introduce this much in this small area</li> </ul>
11	<ul style="list-style-type: none"> <li>● Finding a way to extend the bike lane on 18<sup>th</sup> Street</li> </ul>
12	<ul style="list-style-type: none"> <li>● Split this – transition this down from 12 to 6 and split (she drew a line through the buildings)</li> </ul>
13	<ul style="list-style-type: none"> <li>● You should bump this up to 4 here in order to not save a street – it is better to have the higher now instead of boxing folks in with half a block</li> </ul>
14	<ul style="list-style-type: none"> <li>● Primary and bump it up to commercial</li> <li>● Playing off the</li> </ul>



15	<ul style="list-style-type: none"> <li>● Neighbourhood flex on this corner</li> <li>● Stretch between 20<sup>th</sup> and athletic park could also be flex</li> </ul>
16	<ul style="list-style-type: none"> <li>● Commercial – play off the commercial from the athletic park</li> </ul>
17	<ul style="list-style-type: none"> <li>● Connector – provide that option to provide commercial – maybe opportunity for small scale commercial</li> </ul>
<p>General comments:</p> <ul style="list-style-type: none"> <li>● Shadowing</li> <li>● Vehicle oriented policies don't describe where orientation needs to be (which is a challenge experienced in the current Heritage LAP)</li> <li>● These roads have really good North/South connectivity</li> <li>● The number 7 route – is this because it is a direct link to downtown? (F/U question)</li> <li>● I like what you have proposed as-is</li> <li>● What are you going to do with the old track at North Glenmore Park?</li> <li>● Lots of RC1 – and this is going to have a tremendous impact on quality of life</li> <li>● Public realm improvements</li> </ul>	

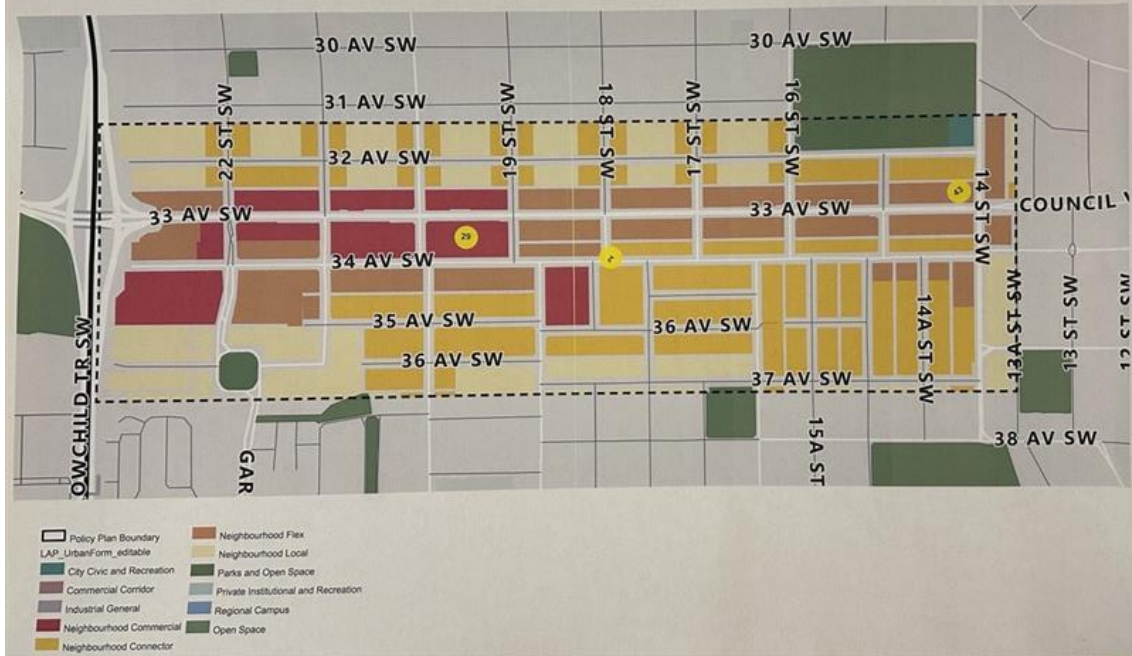
**Table / Map 2: Area surrounding 33 Avenue SW - Marda Loop Main Street**



DOT #	Feedback
53/Gen.	<ul style="list-style-type: none"> <li>Try to incorporate green spaces or visual relief along 33 ave in the high density areas for community gathering</li> </ul>
52	<ul style="list-style-type: none"> <li>Not much green space in this area.</li> <li>Could be a fun opportunity for packed parks &amp; creative green space, also helps create community among residents in higher density living situations</li> </ul>
	<ul style="list-style-type: none"> <li>Please limit the height of buildings along 34 Ave.</li> <li>We need pockets in Marda Loop that keep small scale businesses.</li> </ul>
50 / 35	<ul style="list-style-type: none"> <li>[personal info removed]</li> <li>street trees &amp; wider sidewalks</li> </ul>
40	<ul style="list-style-type: none"> <li>better setbacks</li> <li>will create a wind tunnel</li> </ul>
28	<ul style="list-style-type: none"> <li>Hard NO to 6 storeys on 13A</li> </ul>
26	<ul style="list-style-type: none"> <li>12 storeys is too high – will shadow adjacent homes</li> <li>traffic congestion</li> <li>developments like LeComptois on 43aVe have charm &amp; attracts people</li> <li>too many soul sucking developments</li> <li>Garrison is an excellent example of how development should happen.</li> </ul>
29	<ul style="list-style-type: none"> <li>Important</li> </ul>
43	<ul style="list-style-type: none"> <li>More commercial on East En</li> </ul>
1	<ul style="list-style-type: none"> <li>This makes no sense, <u>WHY</u> this tower, should be 6</li> </ul>
31	<ul style="list-style-type: none"> <li>Concerns about shadowing.</li> </ul>
40	<ul style="list-style-type: none"> <li>Could be stopped back. Upper levels</li> </ul>
35	
47	<ul style="list-style-type: none"> <li>Reverse the height or all 4 stories</li> </ul>

DOT #	Feedback
37	<ul style="list-style-type: none"> <li>• Reduce height on library site</li> </ul>
38	<ul style="list-style-type: none"> <li>• Community push back on six storeys on 14<sup>th</sup> Street @ Council + Acrege</li> </ul>
1	<ul style="list-style-type: none"> <li>• I feel up to 6 storeys is high enough West of 14<sup>th</sup> St.</li> <li>• Stay as low as possible.</li> </ul>
25	<ul style="list-style-type: none"> <li>• Height makes more sense next to Crowchild trail.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Continue the flex East along 34 Ave.</li> </ul>
49	<ul style="list-style-type: none"> <li>• Higher density here would need reconfiguring traffic flow.</li> <li>• But could be a good spot to ↑ density.</li> </ul>
49	<ul style="list-style-type: none"> <li>• Could be height esp. along Crowchild Tr</li> </ul>
25	<ul style="list-style-type: none"> <li>• Agreed on height focused along Crowchild near Safeway site.</li> </ul>
51	<ul style="list-style-type: none"> <li>• Blocks under 120ft are likely better as 6 storey max.</li> </ul>
26/27	<ul style="list-style-type: none"> <li>• Safeway site is hard to access. Doubt level of intensity implied by that height.</li> </ul>
12	<ul style="list-style-type: none"> <li>• Could do high on SW corner of 33<sup>rd</sup>/20<sup>th</sup>.</li> <li>• Big site assembly, deep lot</li> </ul>
<u>General</u>	<ul style="list-style-type: none"> <li>• Concern with shadowing on pedestrian commercial avenues</li> <li>• Yes, limit to 6 Storeys to allow sunlight and enjoying outdoor patios.\</li> </ul>
	<ul style="list-style-type: none"> <li>• A fellow group member didn't think the Safeway site could sustain 26 Storeys – worth of businesses or residences because of its inaccessibility to cars, but I've never had a problem driving in and out of there.</li> <li>• I'd like to think more people would be walking to these businesses/homes, but maybe that's not realistic.</li> </ul>
	<ul style="list-style-type: none"> <li>• How many times over 30 years will the Streets be dug up, for pipes etc?</li> </ul>
25	<ul style="list-style-type: none"> <li>• Agree with density closest to Crowchild 26+ Storey</li> </ul>
2	<ul style="list-style-type: none"> <li>• More neighborhood Flex towards 14 St SW</li> </ul>
1	<ul style="list-style-type: none"> <li>• neighborhood flex agree.</li> <li>• potential for lower urban form than 12 stories?</li> </ul>
25	<ul style="list-style-type: none"> <li>• agree w up to 26 floors.</li> <li>• Traffic, parkade could be a risk (lack thereof)</li> <li>• → would need new solution.</li> </ul>
2	<ul style="list-style-type: none"> <li>• neighbourhoood flex rather than connector</li> </ul>
49	<ul style="list-style-type: none"> <li>• disagree /w greater height.</li> <li>• traffic and access is already a concern, no flow or lefthand turn.</li> <li>• greater off ramp configure.</li> </ul>
	<ul style="list-style-type: none"> <li>• 25. Tower on Safeway.</li> <li>• Good but already congested.</li> </ul>
	<ul style="list-style-type: none"> <li>• Can we add density w/o lots more traffic?</li> <li>• More useful shops would be good</li> </ul>
	<ul style="list-style-type: none"> <li>• Setbacks with trees along roads would be good.</li> </ul>
	<ul style="list-style-type: none"> <li>• It was very helpful to have numbers in the scale map.</li> <li>• It's hard to differentiate to colours.</li> </ul>
2	<ul style="list-style-type: none"> <li>• 34<sup>th</sup> Avenue Concerns re density → traffic parking</li> </ul>
25 27	<ul style="list-style-type: none"> <li>• Too Dense for 26 Stories.</li> <li>• Parking – Traffic – loss of Urban Canopy</li> </ul>
38	<ul style="list-style-type: none"> <li>• Shadowing</li> </ul>
28	<ul style="list-style-type: none"> <li>• Can we protect some of the older neighbourhoood homes? East of 14 St</li> </ul>

**33 Avenue SW**  
Draft Urban Form



DOT #	Feedback
1	<ul style="list-style-type: none"> <li>Up to 12 is too high here because it is one spot on this side</li> </ul>
25	<ul style="list-style-type: none"> <li>This height is ok here</li> </ul>
26	<ul style="list-style-type: none"> <li>Up to 12 is too height here</li> </ul>
2	<ul style="list-style-type: none"> <li>This should continue to be commercial all the way east</li> </ul>
49	<ul style="list-style-type: none"> <li>This block could be a little bit higher</li> <li>Street should be changed here to accommodate more traffic then</li> </ul>
27	<ul style="list-style-type: none"> <li>The Safeway site is very problematic due to traffic challenges and access</li> </ul>
28	<ul style="list-style-type: none"> <li>4 storey option here</li> </ul>
29	<ul style="list-style-type: none"> <li>As the blocks develop. Conflict between car and pedestrian</li> </ul>
30	<ul style="list-style-type: none"> <li>This too high here as it breaks the feel of the community</li> </ul>
31	<ul style="list-style-type: none"> <li>Here could be good for higher than up to 6- more than 12 less than 26</li> </ul>
32	<ul style="list-style-type: none"> <li>Nice spots for patios</li> </ul>
33	<ul style="list-style-type: none"> <li>Less of impact of shadowing here</li> </ul>
34	<ul style="list-style-type: none"> <li>Smaller boutique style would be better here so less height</li> </ul>

DOT #	Feedback
35	<ul style="list-style-type: none"> <li>● Shadowing impact here so lower on one side and higher on the other</li> </ul>
36	<ul style="list-style-type: none"> <li>● Like the Henry Block development</li> </ul>
37	<ul style="list-style-type: none"> <li>● Reduce height here</li> </ul>
39	<ul style="list-style-type: none"> <li>● Nice houses here</li> </ul>
40	<ul style="list-style-type: none"> <li>● The Shoppers Drug Mart Building is not a good example for 6 storeys building- if more of those building are build 33 Ave it will</li> </ul>
44	<ul style="list-style-type: none"> <li>● Up to 6 storeys</li> </ul>
41	<ul style="list-style-type: none"> <li>● Up to 12 storeys here is good here</li> </ul>
42	<ul style="list-style-type: none"> <li>● A little more density here makes sense</li> </ul>
45	<ul style="list-style-type: none"> <li>● If we do up to 6 storeys here, then we might lose the boutique style of 34 Ave</li> </ul>
46	<ul style="list-style-type: none"> <li>● This area is super nice and the businesses</li> </ul>
47	<ul style="list-style-type: none"> <li>● Revise the height here 6-&gt;4 and 4-&gt;6</li> </ul>
50	<ul style="list-style-type: none"> <li>● More street trees on 33 Ave SW</li> </ul>
51	<ul style="list-style-type: none"> <li>● Up to 12 storeys here on top of the Safeway makes sense</li> </ul>
52	<ul style="list-style-type: none"> <li>● General: more park space.</li> </ul>
53	<ul style="list-style-type: none"> <li>● Pocket parks like in other cities</li> </ul>
54	<ul style="list-style-type: none"> <li>● Up to 6 storeys make sense</li> </ul>
55	<ul style="list-style-type: none"> <li>● 33 feels like a wall and will become a wind tunnel</li> </ul>
56	<ul style="list-style-type: none"> <li>● The development here is super nice and does not feel like a soulless block</li> </ul>
57	<ul style="list-style-type: none"> <li>● Garrison is a good example for good transitions</li> </ul>

General comments:

Can you write policies around parking handled?

How much density can a neighbourhood take before the character changes.

Protect the tree canopy.

**Table / Map 3: 14 Street SW (10 Avenue SW to 33 Avenue SW)**



DOT #	Feedback
30	<ul style="list-style-type: none"> <li>• This area should not necessarily be kept for commercial.</li> <li>• Ground level is ok, but there should be a residential focus.</li> </ul>
	<ul style="list-style-type: none"> <li>• 12 - Storey buildings on the corners of 10 Ave and 17 Ave. are understandable</li> <li>• The logic is to guide the density where it makes the most sense, and create congruent areas in between.</li> <li>• I worry about the area around the Catholic Church on 14<sup>th</sup> Street, and that it remains walkable and a place for community gatherings.</li> </ul>
	<ul style="list-style-type: none"> <li>• [personal info removed]</li> <li>• Would have to speak to the residents who will be directly impacted before making any kind of definite Statement</li> <li>• Would need an understanding of infrastructure capacity before supporting any increased density</li> <li>• Cut through traffic in Elbow Park is already atrocious, what measures will be taken to arrange traffic?</li> <li>• “commercial” – already saturated with tatoos parlours, cannabis stores, liquar stores + lots of empty commercial</li> </ul>
16	<ul style="list-style-type: none"> <li>• “our Daily Brett” building on 14<sup>th</sup> street is an example of development done well.</li> <li>• - high quality materials, steps back from street → so it doesn’t overwhelm the streetscape.</li> </ul>

DOT #	Feedback
	<ul style="list-style-type: none"> <li>From 17<sup>th</sup> Ave to 26<sup>th</sup> Ave, making the existing &amp;/or more commercial more attractive to pedestrians sounds good.</li> <li>Restrictions on parking along 14<sup>th</sup> for certain hours, would be helpful to drivers trying to turn into Bankview.</li> </ul>
9	<ul style="list-style-type: none"> <li>Match FAR/Height to Beltline &amp; transition to lower heights as more South</li> </ul>
10	<ul style="list-style-type: none"> <li>Limit commercial on east side of 14 Street to btwn Colborne – 17 Ave SW</li> </ul>
2	<ul style="list-style-type: none"> <li>Commercial Flex on west side of 14 St</li> </ul>
GEN.	<ul style="list-style-type: none"> <li>If 16<sup>th</sup> St SW &amp; 20<sup>th</sup> has mixed comments then it should be discussed as well.</li> <li>These streets have proposed growth with no transit systems or amenities &amp; is only a corridor.</li> </ul>
1	<ul style="list-style-type: none"> <li>Commercial zoning isn't an issue here but it would be better served to be residential as there is already commercial along 17<sup>th</sup> Ave.</li> </ul>
2	<ul style="list-style-type: none"> <li>Potential to zone for higher if no shading issues</li> </ul>
3	<ul style="list-style-type: none"> <li>Struggle to see this intersection handling more parking &amp; traffic as it is already congested.</li> </ul>
3	<ul style="list-style-type: none"> <li>12 stores is too tall for this location.</li> </ul>
4	<ul style="list-style-type: none"> <li>Incorporate Gym space other activities.</li> </ul>
1	<ul style="list-style-type: none"> <li>More Neighborhood Flex</li> </ul>
4	<ul style="list-style-type: none"> <li>redevelopment of civic building as multiuse in agreement, density along transit corridor.</li> </ul>
6	<ul style="list-style-type: none"> <li>neighbourhood commercial extend to 30<sup>th</sup> Ave SW.</li> </ul>
8	<ul style="list-style-type: none"> <li>agree neighbourhood flex.</li> <li>Neighbourhood commercial.</li> </ul>
3	<ul style="list-style-type: none"> <li>12 storeys is too high east of 14 St. Keep it to 4 – 6 stories high this close to a historical residential neighborhood.</li> </ul>
7	<ul style="list-style-type: none"> <li>Awareness around parking concerns, and height → keep it low east of 14<sup>th</sup> St.</li> </ul>
	<ul style="list-style-type: none"> <li>Agree /w draft as proposed.</li> </ul>
8	<ul style="list-style-type: none"> <li>Use the Low Modified (4 story max) rather than 6 story form.</li> </ul>
10 etc.	<ul style="list-style-type: none"> <li>On the east side of 14<sup>th</sup> north of Colbourne.</li> <li>Stick to 4 storey mostly, residential shadowing, etc.</li> </ul>
	<ul style="list-style-type: none"> <li>Existing commercial areas along 14<sup>th</sup> St. will probably intensify but not expand in area.</li> </ul>
3	<ul style="list-style-type: none"> <li>33<sup>rd</sup> / 14<sup>th</sup>. Good spot for a node</li> </ul>
9	<ul style="list-style-type: none"> <li>Support scale in the area.</li> </ul>
	<ul style="list-style-type: none"> <li>Like the commercial hub @ 26 Ave SW &amp; 14<sup>th</sup> St.</li> </ul>
11, 12, 13, 14, 15	<ul style="list-style-type: none"> <li>14 St – east side – should be considered under a comprehensive main street program plan.</li> <li>Most of Mount Royal is under a restrictive covenant and owners are <u>not</u> in favour of any development that challenges the R.C.</li> </ul>
16	<ul style="list-style-type: none"> <li>Council Way – again under R.C. and would not be welcomed by the community – Carleton / 10<sup>th</sup> Street <u>NO</u> to 6 storey</li> </ul>
3	<ul style="list-style-type: none"> <li>Why a 12 storey here? Seems incongruent /w the rest of the policy.</li> </ul>
	<ul style="list-style-type: none"> <li>Change from single family homes to up to 4 or 6 stories makes sense for this busy road.</li> </ul>



DOT #	Feedback
	<ul style="list-style-type: none"> <li>• Addition of neighbourhood flex and connector is great.</li> </ul>
	<ul style="list-style-type: none"> <li>• Library – 6 stories might be more appropriate.</li> </ul>



DOT #	Feedback
1	<ul style="list-style-type: none"> <li>• 14<sup>th</sup> Street could have some commercial in it</li> <li>• It's fine but there's so much on 17<sup>th</sup> already. Feels it should be residential</li> <li>• Could be neighbourhood flex. The intersection of 26<sup>th</sup> could be higher commercial but difficult to access due to the slope</li> <li>• 14<sup>th</sup> south of 17<sup>th</sup> - Neighbourhood connector and Neighbourhood flex integrations to make it feel more pedestrian friendly more walkable</li> </ul>
2	<ul style="list-style-type: none"> <li>• In terms of scale could be up to 12 stories</li> <li>• Worried about casting shadows on the detached houses in that area</li> </ul>
3	<ul style="list-style-type: none"> <li>• 14<sup>th</sup> meets 33<sup>rd</sup> Ave identified this block for up to 12 stories (the confluence of 3 transit routes and 33<sup>rd</sup> Ave) On corner of busy street so supportive of the 12 stories.</li> <li>• East side of 14<sup>th</sup> should be only 4 stories all the way</li> <li>• Agrees with 12 stories on the west side of 14<sup>th</sup> but not on the east side</li> </ul>



DOT #	Feedback
	<ul style="list-style-type: none"> <li>● Agrees with density along 14<sup>th</sup> street but it has a lot of history and prefers to keep it at 6 stories only. Worried about casting shadows with higher buildings.</li> <li>● Concerns about traffic congestion and whether the busy intersection can handle it. A lot of pressure on that intersection.</li> <li>● Parking concerns – we have lots of cars and need a place to park them.</li> <li>● Speeding and vehicles cutting through is a safety concern</li> <li>● Identify or restrict people from owning a car or have a method to accommodate the cars for parking</li> <li>● Cost of building a parkade could be too much money but hard to know in the future</li> <li>● 14 street is a primary transit area. It's good to have 12 stories around TOD</li> </ul>
4	<ul style="list-style-type: none"> <li>● Library – identified as mid to high. No plans to redevelop but could be 12 story mixed use library. Shows as civic currently</li> <li>● Should have a special policy to require it to remain a library as it's very well used and caters to a lot of families. Good location as well.</li> <li>● Incorporate more recreational use and maybe some residential for that area as well.</li> <li>● There are no basketball courts in the area currently</li> <li>● Infrastructure upgrades – is there a way to 'test' infrastructure in the area to see if it can handle more density?</li> <li>● Loss of green space. Protect the urban canopy</li> <li>● Feels that 6 stories is more appropriate here</li> </ul>
5	<ul style="list-style-type: none"> <li>● Church area – why is this area proposed as 6 stories but the rest are up to 12?</li> </ul>
6	<ul style="list-style-type: none"> <li>● This whole area should be flex because it's already being developed that way along 29<sup>th</sup> and whole block on the west side could be flex too.</li> <li>● Supports the proposed height around here. A bit more density and then taper it back as you go further south towards 17<sup>th</sup>. Transitioning north of beltline into sunalta make it mid-range. 10, 11 and 12<sup>th</sup> could be higher and go lower height further down along closer to 17</li> <li>● Agrees with the height in Sunalta “the more the merrier “</li> <li>● There's a school and church people walk there so keep it a bit lower. Would like to see less intensity in that area of Sunalta</li> <li>● Makes sense to have 12 stories closer to the train. TOD is important up near the train station.</li> </ul>
8	<ul style="list-style-type: none"> <li>● Neighbourhood Flex instead of neighbourhood connector here because this road dies. Better to have some commercial rather than dead space.</li> <li>● Dot 10 Mount royal can we go lower density lower than 6. Do 4 max</li> <li>● Mixture of 6 and 4 stories.</li> </ul>
	<ul style="list-style-type: none"> <li>● Arlington street asked for a lot of height but only ended up building 6 stories. Concrete doesn't make sense at this point but might in the future</li> </ul>
9	<ul style="list-style-type: none"> <li>● Continuous main street would like to see it as flex</li> </ul>

DOT #	Feedback
	<ul style="list-style-type: none"> <li>• Need better road flow along 14<sup>th</sup> because cars park there or you get stuck behind a bus. Could be managed with parking restrictions during certain times.</li> <li>• A lot of the commercial is used by people that live in Bankview. Residents like to walk to businesses along 14<sup>th</sup>.</li> <li>• The condition of 14<sup>th</sup> is a mobility issue and is not attractive.</li> <li>• Likely won't get a main street along 14<sup>th</sup></li> </ul>
	<ul style="list-style-type: none"> <li>• 14<sup>th</sup> has a lot of bungalows. 4 stories are enough.</li> <li>• Westside of 14<sup>th</sup> makes sense to develop</li> <li>• Eastside is mostly residential</li> <li>• There are restrictive covenants but The City doesn't recognize them and they are private agreements.</li> <li>• A lot of pushback from the Mount royal community around the land use redesignation.</li> <li>• Preserve historical neighbourhoods. Concerned that heritage buildings will get squeezed out eventually.</li> </ul>
	<ul style="list-style-type: none"> <li>• Single sided main streets are rarely successful</li> </ul>
	<ul style="list-style-type: none"> <li>• Running flex all the way down 14<sup>th</sup> along both sides.</li> </ul>
11	<ul style="list-style-type: none"> <li>• 11 – 15 was identified for a gentlemen's notetaking purposes pertaining to heights.</li> </ul>
16	<ul style="list-style-type: none"> <li>• Our Daily Brett is a great example of a very well designed and aesthetically pleasing building</li> </ul>
<p><b>General comments:</b></p> <ul style="list-style-type: none"> <li>• Proposals and policies for parking? Comply with land use bylaw. With certain height of buildings, do they have to build underground parking?</li> <li>• Parking is a huge concern. In favor of inner-city densification but feels that when you have a nice historical area, we should keep a few areas of the city the same. We have Heritage guidelines</li> <li>• Questions around City wide rezoning. No land use rezoning being proposed? This is a policy that would guide future growth. If building is 12 stories you have to go through the land use permit process.</li> <li>• Consider how to preserve some of the attractive parts of the city such as around Carleton and 10<sup>th</sup></li> <li>• Streetscape should be reversed with the lighter and darker purple. It's unattractive to walk where the tall buildings are going up i.e.: Shoppers drugmart.</li> <li>• Consider how much you are Blocking sunlight</li> <li>• Not comfortable putting 12 stories around all the 6 stories in middle of 14<sup>th</sup> ave. Would rather see more actualization in a realistic way then see poor results. Incremental stages would be better. Let commercial come in but don't put in 12 stories keep it lower than that.</li> <li>• Is there a grocery store?</li> </ul>	

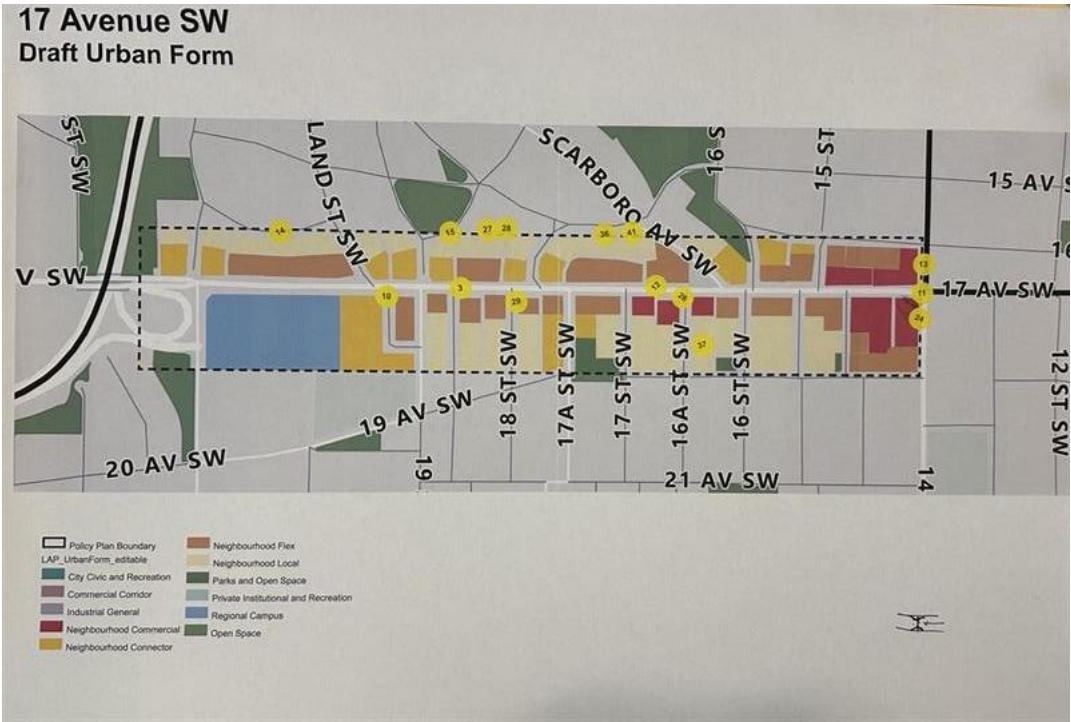
**Table / Map 4: 17 Avenue SW (14 Street SW to Crowchild Trail SW)**



DOT #	Feedback
8	<ul style="list-style-type: none"> <li>• There will be a lot of pushback from community on the east side of 14<sup>th</sup> St.</li> <li>• Any apartments/condos will need to be on lower scale (&lt; 6 stories), likely already too high.</li> </ul>
9	<ul style="list-style-type: none"> <li>• Neighbourhood Flex makes sense for this side of the street.</li> </ul>
31	<ul style="list-style-type: none"> <li>• Neighbourhood Flex in this area might be a challenge due to the single-family homes already in the area.</li> <li>• The south side of the street makes sense, but it may not make sense to build any higher than 3 stories.</li> </ul>
5, 7, 8, 9.	<ul style="list-style-type: none"> <li>• Please no 6-storey buildings along 17<sup>th</sup> Avenue in Scarborough. The erosion on side residential streets would be dramatic.</li> <li>• There are only 330 houses in the neighbourhood. If you put 6-storey buildings contingent to houses built in the 1920s, we'll lose 1/3 of the neighbourhood!!! Please don't do that.</li> </ul>
	<ul style="list-style-type: none"> <li>• 6 stories &amp; 4 stories seems appropriate.</li> <li>• Set backs and trees would be good.</li> </ul>
	<ul style="list-style-type: none"> <li>• Lots of neighbourhood flex is good. Flexibility and possibilities is positive.</li> <li>• Why not all neighbourhood flex?</li> </ul>
31, 32, 33	<ul style="list-style-type: none"> <li>• Prefer up to 4 storeys on the north side of 17<sup>th</sup> in Scarborough due to shadowing and slope of Scarborough</li> </ul>
	<ul style="list-style-type: none"> <li>• Because of the slope; this won't be a main street – local commercial accessed by locals mostly.</li> <li>• Side street access especially by pedestrians is important.</li> </ul>
	<ul style="list-style-type: none"> <li>• General comment: I am concerned about heritage buildings in several of the focus areas we're looking at today.</li> </ul>

DOT #	Feedback
	<ul style="list-style-type: none"> <li>• Agree that may as well call it all “N. – flex” instead of interspersing w/ ‘N. – connector”</li> <li>• (Probably has already been noted.)</li> <li>• Agree that lowering bldg.. scale on Scarborough side makes sense</li> </ul>
All	<ul style="list-style-type: none"> <li>• South side of 17 Ave should allow for 5-storey mixed use development to limit shadowing.</li> <li>• Higher density to south, similar to ASI Fishman’s project</li> </ul>
16	<ul style="list-style-type: none"> <li>• Potential for more height closer to Crowchild</li> </ul>
31-34	<ul style="list-style-type: none"> <li>• Lower heights on north side makes sense due to topography, lower density, more residential</li> </ul>
24	<ul style="list-style-type: none"> <li>• Agree: commercial should be mandatory near 17</li> </ul>
General	<ul style="list-style-type: none"> <li>• West of 16A street should all be neighborhood flex</li> </ul>
16	<ul style="list-style-type: none"> <li>• up to 26 storeys</li> </ul>
17	<ul style="list-style-type: none"> <li>• up to 12 storeys</li> </ul>
18	<ul style="list-style-type: none"> <li>• up to 6 storeys</li> </ul>
19	<ul style="list-style-type: none"> <li>• up to 6 storeys → design considerations through DP</li> </ul>
20	<ul style="list-style-type: none"> <li>• up to 6 “ *reference to above* “design considerations through DP</li> </ul>
21	<ul style="list-style-type: none"> <li>• up to 6 “ **</li> </ul>
22	<ul style="list-style-type: none"> <li>• up to 6 “ **</li> </ul>
26	<ul style="list-style-type: none"> <li>• change from Neighbourhood Comm. to flex to provide greater flexibility/adaptability if commercial isn’t successful on these sites.</li> </ul>
16	<ul style="list-style-type: none"> <li>• up to 26 stories building scale</li> </ul>
17	<ul style="list-style-type: none"> <li>• up to 12 stories building scale</li> </ul>
10	<ul style="list-style-type: none"> <li>• neighbourhood flex. or</li> <li>• neighbourhood commercial due to proximity to hospital, higher density.</li> </ul>
18, 19 20, 21, 22	<ul style="list-style-type: none"> <li>• agree increase up to 6 stories</li> </ul>
11	<ul style="list-style-type: none"> <li>• agree with creating a commercial hot spot to create more life in a major intersection</li> </ul>
4	<ul style="list-style-type: none"> <li>• I would increase this area to mid (up to 12)</li> </ul>
19	<ul style="list-style-type: none"> <li>• Bump it up to 6 storeys</li> </ul>
25	<ul style="list-style-type: none"> <li>• Why do we have shorter height restrictions along 17 ave than we do on 14St?</li> <li>• 14 St. Just north of River Park is still a quieter residential – type area.</li> <li>• 17 ave feels like a busier street.</li> <li>• Put higher buildings here.</li> <li>• 16 St./Scarboro Ave area → Keep buildings lower.</li> <li>• But west of there, height is more acceptable.</li> <li>• Lets be consistent.</li> </ul>
26	<ul style="list-style-type: none"> <li>• Flex makes more sense. If commercial fails, leaves option for residential.</li> </ul>
9	<ul style="list-style-type: none"> <li>• I think there will be issues with noise for residents in this area</li> </ul>
10	<ul style="list-style-type: none"> <li>• Good opportunity for groceries or a smaller-scale food option, e.g. Sunterra -type option</li> </ul>
13	<ul style="list-style-type: none"> <li>• Eastbound traffic downhill moves very quickly, it’s hard to cross 17<sup>th</sup> Ave as a pedestrian</li> </ul>
9	<ul style="list-style-type: none"> <li>• High density at the corner 17<sup>th</sup> and Crowchild</li> </ul>

DOT #	Feedback
11	<ul style="list-style-type: none"> <li>• Add street trees on 17<sup>th</sup></li> </ul>
	<ul style="list-style-type: none"> <li>• [personal info removed]</li> <li>• Please make sure there are wide sidewalks &amp; a boulevard with trees to make an inviting Streetscape.</li> </ul>
9	<ul style="list-style-type: none"> <li>• I agree a high density location.</li> <li>• Although maybe a challenge with Eastbound access</li> </ul>
13	<ul style="list-style-type: none"> <li>• More pedestrian signals, but no other traffic calming</li> </ul>
4	<ul style="list-style-type: none"> <li>• Greater density in this area even more.</li> </ul>
7 & 5	<ul style="list-style-type: none"> <li>• Looks good to me</li> </ul>



DOT #	Feedback
1	<ul style="list-style-type: none"> <li>• Flooding issues</li> </ul>
2	<ul style="list-style-type: none"> <li>• All along 17<sup>th</sup> Ave - parking is very limited</li> </ul>
3	<ul style="list-style-type: none"> <li>• Neighborhood flex makes sense on the face of 17<sup>th</sup> – more options, it's a pedestrianized avenue, more options for stores and shopping</li> </ul>
4	<ul style="list-style-type: none"> <li>• Doesn't seem very tiered – the density is too focused in one spot – it should build up</li> <li>• More density around this node in general</li> </ul>
5, 6, 7, 8	<ul style="list-style-type: none"> <li>• Careful about scale about this area as this is a Heritage Guideline area – it needs to respect that</li> <li>• It's all single storey homes – need to be wary of the shadowing etc.</li> <li>• Will lose a third of the area if we bring it up to 6 storey – this community only has 300 homes</li> </ul>

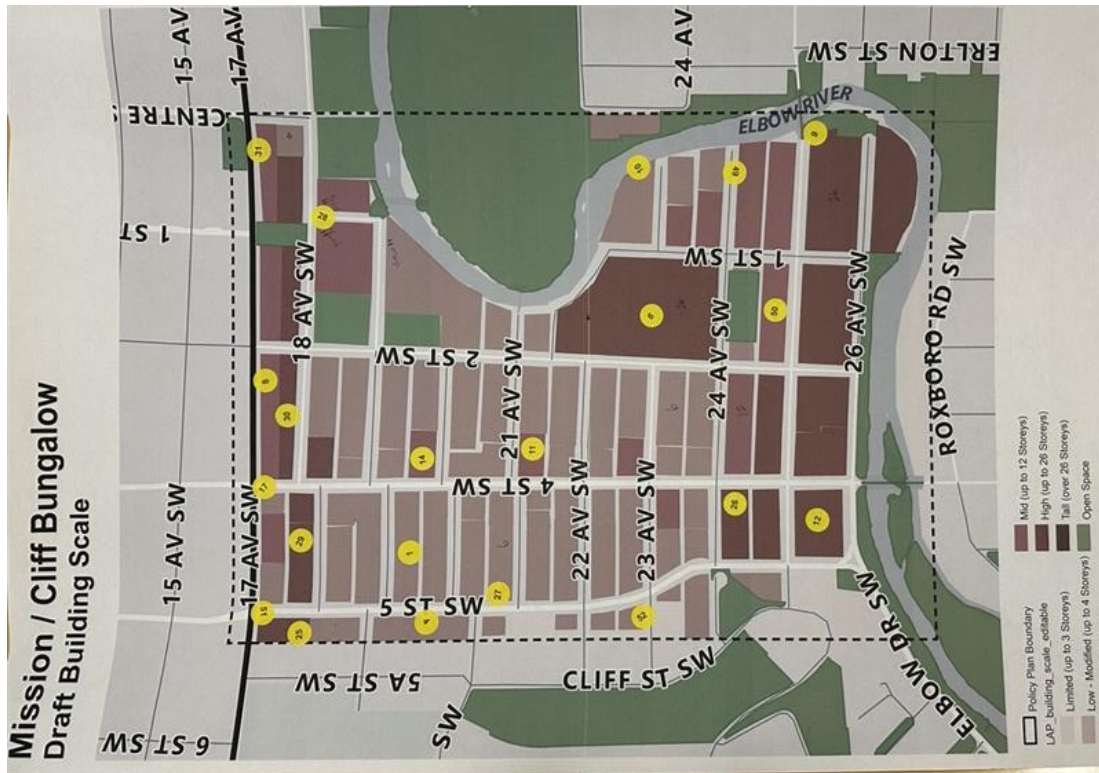
DOT #	Feedback
9	<ul style="list-style-type: none"> <li>• Not particular desirable area, its off the ramp – high traffic so many more commercial on the bottom</li> <li>• Higher density in this area, good amount of capacity to handle that</li> <li>• I agree this is a good candidate for commercial space</li> </ul>
10	<ul style="list-style-type: none"> <li>• More grocery stores – a market type for produce</li> </ul>
11	<ul style="list-style-type: none"> <li>• Widen the sidewalks, add more trees – it has to be move inviting for people to want to come visit, make it a more pleasant walking experience so there is a buffer between the cars/traffic then people walking – add more gracious space</li> </ul>
12	<ul style="list-style-type: none"> <li>• Don't need retail at every site – be more strategic – there is not the residential to support it</li> <li>• The wall of retail won't be supported</li> </ul>
13	<ul style="list-style-type: none"> <li>• People derive way too fast down this road – especially downhill</li> <li>• More pedestrian signalized crossings</li> </ul>
14	<ul style="list-style-type: none"> <li>• If commercial can't do well here – what else can go there? Parks?</li> <li>• More community spaces?</li> </ul>
15	<ul style="list-style-type: none"> <li>• Why is there high density all along 14<sup>th</sup> street (up to 27 storey), but not anywhere along 17<sup>th</sup> Ave?</li> <li>• What is the rationale to keep the buildings low height along 17<sup>th</sup> – esp. compared to 14<sup>th</sup> street?</li> <li>• (many of these lanes are limited access)</li> <li>• Does not seem equitable when compared to 14th</li> </ul>
16	<ul style="list-style-type: none"> <li>• Think this should be higher – up to 26 storeys – next to the health centre, can handle higher density</li> </ul>
17	<ul style="list-style-type: none"> <li>• Up to 12 storeys – if 16 is higher, it would be a good transition</li> </ul>
18	<ul style="list-style-type: none"> <li>• Align with the others to be up to 6 storeys</li> <li>• The lane access would be done in the DP stage – in terms of height it would be appropriat</li> </ul>
19	<ul style="list-style-type: none"> <li>• Should be higher – should be up to 6 storeys</li> </ul>
20, 21, 22	<ul style="list-style-type: none"> <li>• Generally all along 17<sup>th</sup> – up to 6 storeys is very reasonable</li> </ul>
23	<ul style="list-style-type: none"> <li>• Stay lower – worried about shadowing at the park</li> <li>• If the sun is shadowing the tennis club etc. won't be</li> </ul>
24	<ul style="list-style-type: none"> <li>• Heritage building – Nimmon's corner</li> </ul>
25	<ul style="list-style-type: none"> <li>• Not understanding why it's lower – why is this area so restricted</li> </ul>
26	<ul style="list-style-type: none"> <li>• I like neighborhood flex in these areas and the flex provides more opportunity for businesses to change – there is option for both – when commercial dies it can turns sketchy</li> <li>• It feels more local here, residential vibes</li> <li>• I agree – 17<sup>th</sup> Ave here has not been walkable as an entire strip – the more we can turn this into more neighborhood feel</li> </ul>

DOT #	Feedback
27	<ul style="list-style-type: none"> <li>• Neighbourhood flex vs neighborhood connector- why do we keep switching back and forth?</li> <li>• Why don't we call it all neighbourhood flex? Who are we kidding?</li> </ul>
28	<ul style="list-style-type: none"> <li>• Existing commercial just leave it – anything that is connector, make it flex</li> </ul>
29	<ul style="list-style-type: none"> <li>• Entire south side should all be neighbourhood flex</li> <li>• Give people the option if they think they can make it work</li> </ul>
30	<ul style="list-style-type: none"> <li>• Higher building scale south of 17<sup>th</sup> but more building transition to limit shadowing</li> </ul>
31, 32, 33, 34	<ul style="list-style-type: none"> <li>• 6 storeys down to 4 storeys</li> <li>• Higher along south side and lower along the north to mitigate shadowing</li> </ul>
35	<ul style="list-style-type: none"> <li>• Could go a lot higher on the AHS site</li> <li>• Good views from that area</li> </ul>
36	<ul style="list-style-type: none"> <li>• On street parking at 17<sup>th</sup> and 14<sup>th</sup> does not allow for successful commercial because there is nowhere to park and not pedestrian friendly</li> <li>• Car speed in this strip increases as it gets wider – there could be a lot to be done to slow this area down (curb extensions, on street parking). Lots of Right of Way to work with.</li> <li>• There are minimal crossings and where there are it doesn't feel safe. Need to improve this.</li> </ul>
37	<ul style="list-style-type: none"> <li>• Neighbourhood local – up to 6 storeys – this fits in in terms of density (low scale could work)</li> <li>• 16 A Street correspond neighbourhood local with building scale (doesn't match?)</li> </ul>
38, 39	<ul style="list-style-type: none"> <li>• Good location for higher density</li> <li>• Upwards of 12 storeys works</li> </ul>
40	<ul style="list-style-type: none"> <li>• Concerned on the north side, its all single family residential right now.</li> <li>• There could be a lot of fear among them -not sure what that process looks like to turn it from single family to what you are proposing?</li> </ul>
41	<ul style="list-style-type: none"> <li>• Would like to see more of a continuation of flex in the area</li> <li>• In terms of long term – it seems hodge podge</li> </ul>
42	<ul style="list-style-type: none"> <li>• This makes sense with the BRT route there, transit area</li> </ul>
43	<ul style="list-style-type: none"> <li>• Topography – everything slopes down so density steps back nicely and you get the nice views</li> <li>• You should maintain view sheds along 17<sup>th</sup> Ave</li> </ul>

DOT #	Feedback
	<p>General comments:</p> <ul style="list-style-type: none"> <li>• Why are there different levels of building scale intensity along the same road of 17<sup>th</sup>?</li> <li>• 17<sup>th</sup> Ave – limited parking and water issues – Main Street</li> <li>• Very north south, people don't really walk east west</li> <li>• More potential in this area, but I agree with this map generally</li> <li>• I wonder how much foot traffic is dissuaded by the hill</li> <li>• If there are a lot of people already living there, then they will be the ones to go to the businesses so they might not need to travel up the hill – it might not need to be like the other end of 17<sup>th</sup> where people from all over the city visit for its uniqueness, it can be for the people who live there</li> <li>• There is also potential with all the staff at the AHS site</li> <li>• Right now it is largely residential, so right now there is not a reason to walk along 17<sup>th</sup> east of 14<sup>th</sup> for example</li> <li>• Right now there is not enough useful retail – ex. Snowboard store you visit once a year</li> <li>• Not every area has to be a shopping hub</li> <li>• If this was more inviting and less hostile, the transition area from Scarboro to Sunalta could be really nice</li> <li>• What is the rationale to keep the buildings height along 17<sup>th</sup> – esp. compared to 14<sup>th</sup> street?</li> <li>• (many of these lanes are limited access)</li> <li>• People drive very fast down 17<sup>th</sup> – even when the push the light they go really fast cause people zoom down</li> <li>• This general area feels low density (Scarboro)</li> <li>• East side for AHS for connectivity</li> <li>• Would like to see more commercial in this area</li> <li>• Flex is better – where it is required here makes sense</li> <li>• Improving the pedestrian realm would accomplish a lot in this area</li> <li>• This map looks like someone was picking and choosing – less consistency in this area compared to others</li> <li>• What is happening with the AHS site?</li> <li>• Viability of commercials? 17<sup>th</sup> kinds of dies down after 14<sup>th</sup> – lots of that due to speed</li> </ul>



**Table / Map 5: Mission/Cliff Bungalow (general area)**



DOT #	Feedback
4	<ul style="list-style-type: none"> <li>• A little Lower to prevent shadowing</li> </ul>
3	<ul style="list-style-type: none"> <li>• Support the height &amp; use</li> </ul>
1	<ul style="list-style-type: none"> <li>• Traffic calming</li> <li>• Exit from Crow is concerning (safety)</li> </ul>
7	<ul style="list-style-type: none"> <li>• Neighbourhood flex on 54<sup>th</sup></li> </ul>
10	<ul style="list-style-type: none"> <li>• Concern about shadowing the river path on east side of the site</li> <li>• Appreciate keeping a variety of heights</li> </ul>
50	<ul style="list-style-type: none"> <li>• Be careful of the height shadowing the park.</li> <li>• Don't extend height further west into Cliff Bungalow.</li> </ul>
	<ul style="list-style-type: none"> <li>• General concern for heritage bldgs..</li> </ul>
20 and eastward	<ul style="list-style-type: none"> <li>• Feel that the SE area of Mission should be predominantly residential.</li> </ul>
	<ul style="list-style-type: none"> <li>• There's enough commercial on 4<sup>th</sup> St and at Holy Cross site</li> </ul>
26	<ul style="list-style-type: none"> <li>• 12 storeys</li> </ul>
10	<ul style="list-style-type: none"> <li>• disagree</li> <li>• only up to 4 stories</li> <li>• consideration of river.</li> </ul>
20	<ul style="list-style-type: none"> <li>• neighbourhood flex potential.</li> </ul>
10	<ul style="list-style-type: none"> <li>• Maintain shadowing restrictions on the river</li> <li>• Create river walk area like on the bow</li> </ul>
12	<ul style="list-style-type: none"> <li>• Lower to Mid (12 stories) for transition to the neighbourhood</li> </ul>

DOT #	Feedback
2	<ul style="list-style-type: none"> <li>• Change to Neighbourhood Flex</li> </ul>
19	<ul style="list-style-type: none"> <li>• I am concerned about loss of heritage homes in this vicinity</li> </ul>
1	<ul style="list-style-type: none"> <li>• Concern about loss of heritage homes in this area.</li> </ul>
51	<ul style="list-style-type: none"> <li>• Consider bike lane south of here on 5 Street.</li> <li>• Narrow sidewalks, hard for pedestrians and cyclists.</li> </ul>
12	<ul style="list-style-type: none"> <li>• Way too high on the corner.</li> <li>• Need a transition here.</li> </ul>
20 / 3	<ul style="list-style-type: none"> <li>• Keep 5<sup>th</sup> &amp; 2<sup>nd</sup> St. residential as they are good routes to get through.</li> </ul>
Gen.	<ul style="list-style-type: none"> <li>• Keep the high density areas as is.</li> </ul>
3	<ul style="list-style-type: none"> <li>• leave it residential.</li> </ul>
5.	<ul style="list-style-type: none"> <li>• don't need higher density on 4<sup>th</sup> Street.</li> </ul>
16	<ul style="list-style-type: none"> <li>• Ugliest corner in the Beltline, whereas it could be the greatest.</li> </ul>
3	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup> St is a great cyclist route so commercial along here is likely to be successful</li> </ul>
12	<ul style="list-style-type: none"> <li>• this is a good candidate for a high building &amp; commercial on the lower floors</li> </ul>
6	<ul style="list-style-type: none"> <li>• I would be concerned about shadows on the river from height</li> </ul>
5	<ul style="list-style-type: none"> <li>• Dont divide 4<sup>th</sup> street commercial by sprinkling commercial on 2 St &amp; 5 St</li> </ul>
2	<ul style="list-style-type: none"> <li>• High density on through roads?</li> <li>• 2<sup>nd</sup> and 5<sup>th</sup> small shops – not</li> </ul>
3	<ul style="list-style-type: none"> <li>• Uncertainty of Holy Cross Development site</li> </ul>
2.	<ul style="list-style-type: none"> <li>• Adding neighbourhood connector – good!</li> <li>• More flexibility is great.</li> </ul>
1 / 4	<ul style="list-style-type: none"> <li>• Low-modified or Low would be preferred over Mid.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Having commercial/taller buildings on 2<sup>nd</sup> / 5<sup>th</sup> Streets may overwhelm the neighbourhood.</li> <li>• Putting smaller stores (convenience, etc) may be fine, but more might be too much.</li> </ul>
11	<ul style="list-style-type: none"> <li>• 4<sup>th</sup> St should likely be zoned up to 12 storeys as it is a main avenue where people want to live.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Keep shadow restriction</li> </ul>
2	<ul style="list-style-type: none"> <li>• Keep commercial focus on 4<sup>th</sup> St</li> <li>• More resi on 5<sup>th</sup>.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Go wild in here</li> </ul>
2 / 3	<ul style="list-style-type: none"> <li>• General urban form comment.</li> <li>• 3 north south “commercial” streets.</li> <li>• Need some east west connectors (like 7)</li> </ul>
	<ul style="list-style-type: none"> <li>• Urban scale looks good to me.</li> </ul>
11	<ul style="list-style-type: none"> <li>• Please keep a limit of 6 storeys along 4 St.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Limit storeys to 6 along 17 Ave.</li> </ul>
12	<ul style="list-style-type: none"> <li>• [personal info removed]</li> <li>• If the grocery store site increases in height there should be an offsetting green space with lots of trees to soften the impact of the increased height.</li> </ul>
	<ul style="list-style-type: none"> <li>• New buildings should be setback to create a pleasant space to walk or people will not come.</li> </ul>

DOT #	Feedback
	<ul style="list-style-type: none"> <li>Don't [removed] the golden goose</li> </ul>
16	<ul style="list-style-type: none"> <li>the 17<sup>th</sup> Ave &amp; 4<sup>th</sup> street intersection should be a "jewel" in the area</li> <li>the building on the NW corner [removed] the vibe</li> </ul>
8	<ul style="list-style-type: none"> <li>Keep the protection of light on the side walk</li> </ul>
11	<ul style="list-style-type: none"> <li>Keep 6 stories, no higher</li> </ul>
9 & 10	<ul style="list-style-type: none"> <li>No shadowing on the river</li> </ul>
12	<ul style="list-style-type: none"> <li>Support height</li> </ul>
2	<ul style="list-style-type: none"> <li>Should stay residential focus on 4 street</li> </ul>



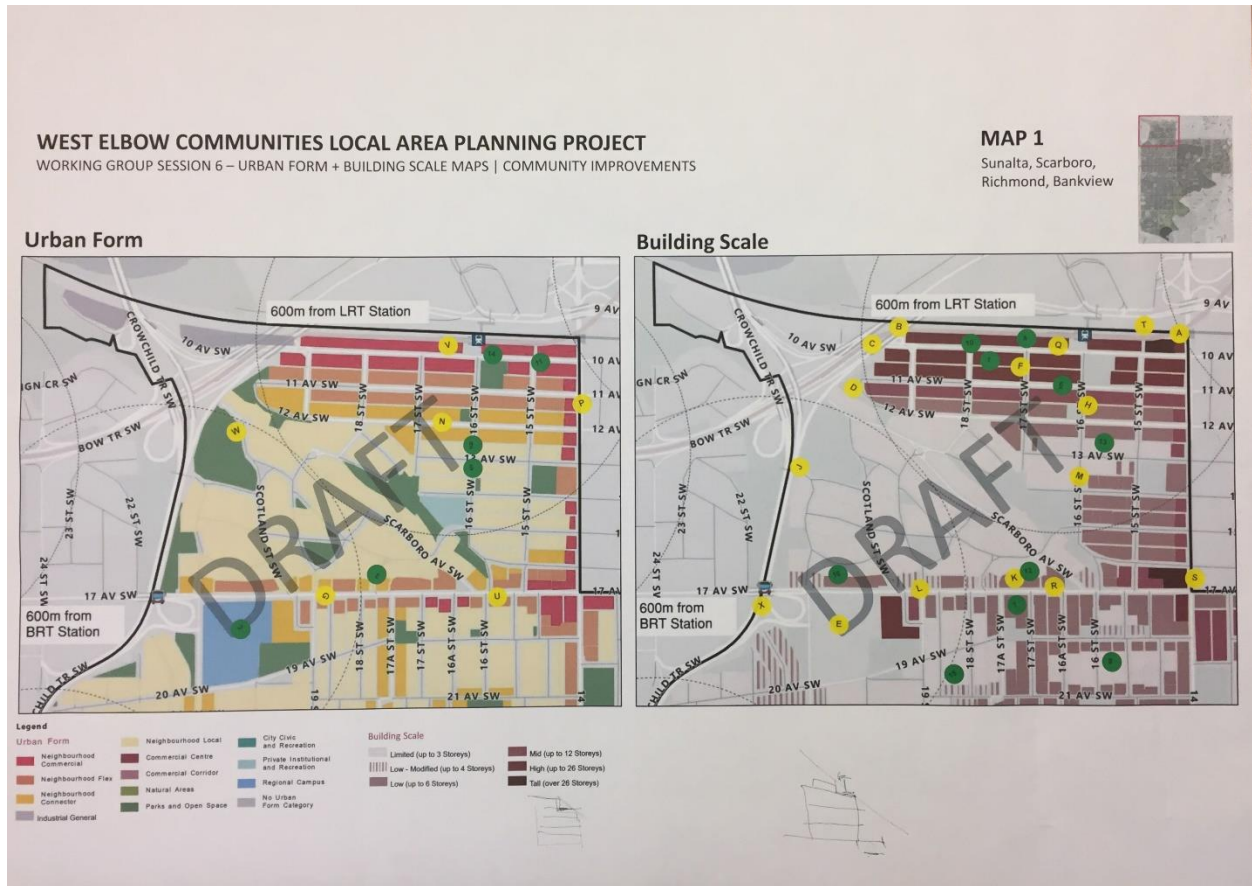
DOT #	Feedback
1	<p>The neighborhood was very dense, and it'll look very different if we're changing it to 6 storeys</p> <p>Interior parcel (anything that's not along 5<sup>th</sup> and 4<sup>th</sup>) should be going down to 4 storeys</p>
2	<p>2<sup>nd</sup> is such a good pedestrian/cyclist corridor. Commercial would have to be limited to avoid collisions. If there was a proposal to emulate 4<sup>th</sup> street on 2<sup>nd</sup> street, I would be against that. It can't be the same.</p>

DOT #	Feedback
	I feel like 5 <sup>th</sup> street has lost its community anyway so the commercial addition makes sense to me
2 and 3	<p>If you're adding density on these streets, I'll start to take away from the commercial on 4<sup>th</sup></p> <p>You should focus commercial on one street as opposed to putting it on 2<sup>nd</sup> and 5<sup>th</sup> street.</p> <p>Those two are serving as some kind of commuter route, so adding commercial, will that worsen traffic? How will that impact the quality of life of those living there?</p> <p>The roads are only so wide, so where will all the people go when we increase commercial in on these streets?</p> <p>I like the idea of a few little shops along 2 Street. As a biker, I like going down that street and stopping by at a few little commercial spots.</p> <p>The focus should really be on 4<sup>th</sup> street as opposed to having 3 commercial streets (2<sup>nd</sup>, 4<sup>th</sup> and 5<sup>th</sup>).</p>
4	Not fond of 6 storeys on 5 <sup>th</sup> street, but small businesses are good there
5	<p>4<sup>th</sup> street is stop and go. 5th street and 2<sup>nd</sup> street are the streets you want to go down to avoid that congestion. Those are nice streets to walk down on when going for dinner, etc.</p> <p>Focus intensity along specific areas on 4<sup>th</sup> street. Concentrate it here.</p> <p>4<sup>th</sup> is a nightmare to get through, so I suggest keeping 2<sup>nd</sup> and 5<sup>th</sup> as they are (residential) so that we can avoid even more congestion.</p> <p>I don't think you need to put much greater density on 4<sup>th</sup> street. I think people go to 4<sup>th</sup> street because a lot of the retailers are only available to visit on 4<sup>th</sup> street.</p>
6	<p>Condition of development in this area</p> <p>Maybe the area around this site is looked at again after this site is redeveloped – things may change by then</p>
7	The little historic homes here look great
8	<p>We maybe need to keep that shadow restriction. People can't open patios if you're in a shadow and nobody wants to sit out in the cold, it's already very windy in Calgary.</p> <p>I don't agree. I don't think the shadows won't be that big of a deal.</p> <p>I work in a hair salon in that area, and I rely on the light that comes into the salon.</p> <p>When you allow tall buildings to come up against the sidewalks, it creates these large canyons which is very uninviting. I think it's important to have a more appropriate height next to the sidewalk, then towers in behind (for example, Vancouver with 4-6 storeys then towers in behind)</p>
9 and 10	I think you should be concerned about the pathways along the waterway in terms of shadowing there as well.
11	I'm struggling with 4 <sup>th</sup> ; I don't understand the 12 storeys. I like 6 storeys. I think it's better to put more density in the southern portion of this map
12	<p>You can put this higher, because it doesn't really impact the surrounding areas</p> <p>I think there can be 12 + on the Safeway and maybe some underground parking there</p>

DOT #	Feedback
	I would prefer this be lower density. I would rather see a transition than it being as high as it is currently proposed at
13	Like this as flex, interface with the reiver could be really good Beaches are well-used there
14	
15	I think the new building on this street wasn't a great decision because it kills the vibe on the street. I think that's a huge factor in making walkable spaces (have trees, shade and soften the area).
16	Key area.
17	Key area.
18	This stretch of 17 <sup>th</sup> Avenue has a gap After the hockey game, people come down the street and there's nothing there. There's like a physical barrier there
28	I'd like to see heritage buildings not be shadowed. The church is not heritage, but the train station is.
19	
51	It would be great if the bike lane that runs on 5 <sup>th</sup> and stops at 17 <sup>th</sup> continues Bikes don't really have a place along this street so it's an issue
20	25 <sup>th</sup> could be flex
Entire area	Looks similar to what might be submitted for land use today, which is good – not just blanket rezoned
29	This works because there's no laneway, should be between 5-15 storeys, so probably 7-12 storeys
	From between 2 <sup>nd</sup> and 5 <sup>th</sup> street, really nice, could have taller buildings to the east of 2 <sup>nd</sup> St as there is higher density north of the plan into downtown
31	Could start to go higher in this area
52	West of 5 <sup>th</sup> street – keep as is
28	4 <sup>th</sup> street between 24 <sup>th</sup> and 18 <sup>th</sup> Ave – core around 6 storeys
50	Concern with upzoning – greenspace shadowing as it's the main green space in the area
49	Cul-de-sacs, and one way lane is an issue – could go to 6 storeys Students, new immigrant families – quiet area and could be priced out if density increases – maybe in the next version of the LAP. People like hanging out on those streets at the end and increased heights would take away that feel

# Working Group Session #6

**Table / Map 1: Sunalta, Scarboro, Richmond, Bankview**



Colour & dot ID (ex. Yellow A or green 1)	Feedback
②	<ul style="list-style-type: none"> <li>Not utilized in to it highest</li> <li>Under utilize site</li> <li>Could be good site for redevelopment residential / commercial.</li> </ul>
⑥	<ul style="list-style-type: none"> <li>Could use more density TOD-site-should be higher density.</li> </ul>
M	<ul style="list-style-type: none"> <li>13<sup>th</sup> Ave – why not increase to 4 or 6 stories?</li> </ul>
T	<ul style="list-style-type: none"> <li>Additional Tree canopy.</li> </ul>
W	<ul style="list-style-type: none"> <li>More schooling required</li> <li>More grocery stores</li> </ul>
15	<ul style="list-style-type: none"> <li></li> </ul>
1.	<ul style="list-style-type: none"> <li>Don't agree.</li> <li>Neighbourhood flex is appropriate for 14<sup>th</sup> I think.</li> </ul>
4.	<ul style="list-style-type: none"> <li>I wouldn't mind 4 to 6 story apartments</li> </ul>
yellow A + B	<ul style="list-style-type: none"> <li>Better pedestrian access to greenspace beyond CPRail, 9<sup>th</sup> Ave. 14<sup>th</sup> St or 20<sup>th</sup> St is</li> </ul>
green 1	<ul style="list-style-type: none"> <li>Okay with high density + more commercial.</li> </ul>



	<ul style="list-style-type: none"> <li>• Traffic calming measures would be necessary.</li> <li>• Don't lose bike lane on 12<sup>th</sup> Ave. (+ Trees)</li> </ul>
yellow H	<ul style="list-style-type: none"> <li>• Flower garden @ 16St + B Ave → please keep</li> </ul>
yellow f	<ul style="list-style-type: none"> <li>• Improve rec spaces + a pod access.</li> <li>• Lots of young families</li> </ul>
yellow A	<ul style="list-style-type: none"> <li>• 14<sup>th</sup> St → redevelopment to mimic 17<sup>th</sup> Ave, Lively!</li> </ul>

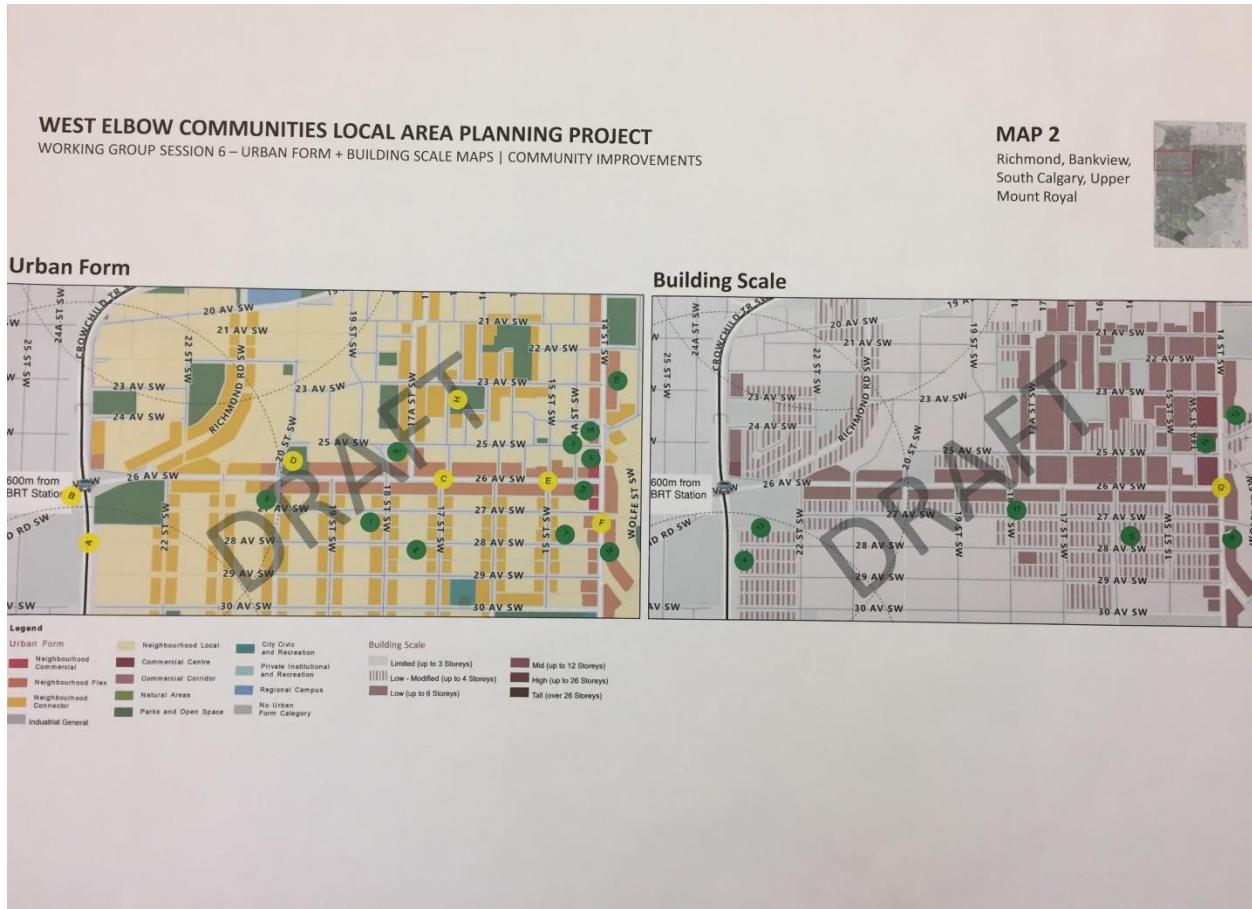
A / B	<ul style="list-style-type: none"> <li>• There were some comments previously around shadowing or north side of 17<sup>th</sup>. The same issue may be present in this area.</li> <li>• Buildings up to 26 stories could cause shadows on streets to the south.</li> <li>• Buildings up to 8-12 stories should be considered instead.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Diagnostic centre seems way larger than it needs to be.</li> <li>• Can all the services be put into a smaller space.</li> </ul>
Green 1	<ul style="list-style-type: none"> <li>• I like the dense TOD.</li> </ul>
Yellow B.	<ul style="list-style-type: none"> <li>• Shady crossing</li> </ul>
Yellow A.	<ul style="list-style-type: none"> <li>• Underpass isn't big enough for bikes and peds</li> </ul>
	<ul style="list-style-type: none"> <li>• I like the map!</li> </ul>
4 & B Yellow	<ul style="list-style-type: none"> <li>• I think the point about access to the river &amp; green spaces is very important, &amp; increasing the pedestrian access across 10<sup>th</sup> Ave is valid.</li> </ul>
Yellow G	<ul style="list-style-type: none"> <li>• There could be a lot more trees along 17<sup>th</sup> Ave West towards Crowchild to encourage foot traffic &amp; a nice pedestrian experience</li> </ul>
	<ul style="list-style-type: none"> <li>• consider very rigid step back ^ after 2<sup>nd</sup> Storey requirements for all 6 Storey buildings along 17<sup>th</sup> Ave West of 14<sup>th</sup> St.</li> <li>• Same comment for all the high rise buildings along 10<sup>th</sup> Ave 11<sup>th</sup> Ave &amp; 12<sup>th</sup> Ave.</li> </ul>
	<ul style="list-style-type: none"> <li>• The lack of rigid step back makes very "unwalkable" streets that are uninteresting.</li> </ul>
	<ul style="list-style-type: none"> <li>• consider larger set backs to allow for more public space in front of buildings to allow for outdoor patio space or space for public art</li> </ul>
	<ul style="list-style-type: none"> <li>• insist on <del>strong</del> public art – interactive art or useful.</li> </ul>
	<ul style="list-style-type: none"> <li>• Ensure more urban forest is generated on all the streets – 14<sup>th</sup> St, 10<sup>th</sup> Ave, 11<sup>th</sup> Ave, 12<sup>th</sup> Ave, 17<sup>th</sup> Ave</li> </ul>
yellow L	<ul style="list-style-type: none"> <li>• I don't think 6 stories is too many for the south side, if across the stree</li> </ul>
yellow P	<ul style="list-style-type: none"> <li>• more walkable</li> </ul>
yellow N	<ul style="list-style-type: none"> <li>• Since main &amp; walking access to LRT station, add more commercial (up to 6 stories)</li> </ul>
	<ul style="list-style-type: none"> <li>• Setbacks and stepbacks for all the streets there</li> </ul>
Y / N	<ul style="list-style-type: none"> <li>• Area lacks basic amenities for residents</li> <li>• grocery stores – areas lacks this in general</li> <li>• schools, etc.</li> </ul>
①	<ul style="list-style-type: none"> <li>• Questions About Scale of 6 Stories With Neighbouring 3 Storey</li> </ul>
12	<ul style="list-style-type: none"> <li>• Building scale on north side on 17 Ave should be low modified"</li> </ul>
13	<ul style="list-style-type: none"> <li>• Why isn't this "low" building scale?</li> </ul>

14	<ul style="list-style-type: none"> <li>• “Neighborhood flex” instead of “neighborhood commercial” to give developers more flexibility when densifying sunalta.</li> <li>• → Neighborhood commercial forces a larger mixed use building, but its more important to prescribe less and let developers build density, even if it doesn’t have commercial.</li> </ul>
V	<ul style="list-style-type: none"> <li>• City should use city owned land in Sunalta to incentivize a grocery store</li> </ul>
<del>Green ①</del>	<ul style="list-style-type: none"> <li>• <del>14<sup>th</sup> Street, East side → should be maximum 4 floors &amp; only Residential. The shading effect will be quite significant &amp; there will be tension between upper MT Royal Residents &amp; the</del></li> </ul>
Green ③	<ul style="list-style-type: none"> <li>• North of 17<sup>th</sup> Ave SW → reduce the # of floors to 4 floors, commil should be small scal coffee shop, etc.</li> </ul>
⑭	<ul style="list-style-type: none"> <li>• Groceries +</li> </ul>
⑭	<ul style="list-style-type: none"> <li>• Schools for higher density</li> </ul>
Yellow L	<ul style="list-style-type: none"> <li>• More intersections w lights to improve pedestrian &amp; driver safety</li> <li>• More trees to slow drivers</li> </ul>
Yellow G & U	<ul style="list-style-type: none"> <li>• Bike lanes all along 17<sup>th</sup> to reduce reliance on cars &amp; improve accessibility to commercial area w/o increasing traffic congestion</li> </ul>
L	<ul style="list-style-type: none"> <li>• Traffic calming (bike lane)</li> </ul>
H & P	<ul style="list-style-type: none"> <li>• Areas for a fitness facility + green space pool</li> </ul>
Yellow K / R / L	<ul style="list-style-type: none"> <li>• Need safer crosswalks and slower traffic speeds along 17 Av SW</li> <li>• Add bike lane / multi use pathway</li> </ul>
Yellow A/B	<ul style="list-style-type: none"> <li>• Better connections to walk from Sunalta to River</li> </ul>
Green 8 / 15	<ul style="list-style-type: none"> <li>• Why not low scale throughout Bankview?</li> </ul>
G	<ul style="list-style-type: none"> <li>• Traffic and Pedestrian safety measures → not safe to cross here.</li> <li>• <u>Slowdown traffic</u></li> </ul>
G and U	<ul style="list-style-type: none"> <li>• Bike lanes along 17<sup>th</sup> ave</li> </ul>
Green 3	<ul style="list-style-type: none"> <li>• Apply Flex on whole area to encourage organic instead of prescriptive growth.</li> </ul>
Yellow J	<ul style="list-style-type: none"> <li>• Connector between Shag &amp; Scarboro is never and a long Standing request</li> </ul>
Green 5	<ul style="list-style-type: none"> <li>• Exploring Flex or connector on corners is GOOD.</li> <li>• (prefer connector on corners everywhere)</li> </ul>
Yellow C	<ul style="list-style-type: none"> <li>• Make the DIY skate park legit. we love it. Tell</li> </ul>
	<ul style="list-style-type: none"> <li>• Improvements – Green Spaces</li> <li>• Recreation Spaces</li> <li>• Dog Parks</li> </ul>
	<ul style="list-style-type: none"> <li>• Reduce Scale of Buildings.</li> <li>• on 11 &amp; 12<sup>th</sup> avenue.</li> </ul>
	<ul style="list-style-type: none"> <li>• Improvement list</li> <li>• 14<sup>th</sup> St underpass – Yellow A</li> <li>• 19<sup>th</sup> St CPR crossing – Yellow B</li> <li>• Scarboro Community Garden near 17<sup>th</sup> Ave.</li> <li>• 20<sup>th</sup> St “bike lane” – turn into track – Map 3</li> <li>• 26<sup>th</sup> Ave/5A map – turn into track – Map 3</li> <li>• Community kitchen? Sunalta CA</li> <li>• <del>Cottage Park/Richmond Green/buckmaster improvements</del></li> </ul>



	<ul style="list-style-type: none"><li>• Cottage Park and 16<sup>th</sup> St master plan for Street from Scarboro to LRT – Yellow H</li><li>• Sunalta LRT – programming &amp; shade</li><li>• *heart emoji* 10<sup>th</sup> Ave &amp; 14<sup>th</sup> St Main Street</li></ul>
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**Table / Map 2: Richmond, Bankview, South Calgary Upper Mount Royal**



Colour & dot ID (ex. Yellow A or green 1)	Feedback
⑤ Green +	<ul style="list-style-type: none"> <li>→ Premier Drive → Don't add density</li> </ul>
⑬ Green	<ul style="list-style-type: none"> <li>→ East side of 14<sup>th</sup> → 4 stories + low Sale commil in MT. Royal (Upper)</li> </ul>
15	<ul style="list-style-type: none"> <li>12 stories appears to be too tall for that area → should be inline with adjacent 6 story zones</li> </ul>
1	<ul style="list-style-type: none"> <li>Too much neighbourhood connector → should be kept to main roads</li> </ul>
	<ul style="list-style-type: none"> <li>Lack of green spaces or family parks between 26 ave &amp; 33 ave to accomodate the young families in this area</li> </ul>
18	<ul style="list-style-type: none"> <li>Neighbourhood Commercial.</li> <li>Make it mandatory for commercial as it transitions to the slope heading North on 14 St</li> </ul>
(H)	<ul style="list-style-type: none"> <li>Create a Neighborhood Hub with housing and social space.</li> <li>Re-imagine The CA And Park With Housing / Grocery (Bridgeland Market / Coffee Shop)</li> <li>New Hall And a Flexible Green Space For Tenniss / Basketball, Seating (Look at Scotts Master Booket)</li> </ul>
15	<ul style="list-style-type: none"> <li>12 Storey Should Transition To 6 Storey North of 24 Ave</li> </ul>

G1	<ul style="list-style-type: none"> <li>• Too much commercial opportunity on all the Rich / SC streets.</li> <li>• Maybe ??? of cSpace, MLCA only?</li> <li>• Less “connector”</li> </ul>
YA	<ul style="list-style-type: none"> <li>• Better ped / bike connect ped connecting across from mint site</li> </ul>
Green 3	<ul style="list-style-type: none"> <li>• Extend some flex or connector onto 25 ave east of 14 st</li> </ul>

Yellow B	<ul style="list-style-type: none"> <li>• Upgrade Max Yellow stop at 26 Ave / Crowchild to BRT standard and better connectivity</li> </ul>
Green 2	<ul style="list-style-type: none"> <li>• Stepped building</li> </ul>
Yellow D	<ul style="list-style-type: none"> <li>• Better visualization of the park -</li> <li>• More ammen. &amp; events</li> </ul>
	<ul style="list-style-type: none"> <li>• Density should be greatly increased to a floor of up to 6 stores.</li> <li>• Particularly within the BRT circles and the future PTN along 14<sup>th</sup> St.</li> </ul>
(E)	<ul style="list-style-type: none"> <li>• Agree – Could Be Bike Route</li> <li>• Continue Bike Path East of 26<sup>TH</sup>.</li> </ul>
⑫	<ul style="list-style-type: none"> <li>• Building Scale Should Be Limited To 3 Storey</li> </ul>
⑤	<ul style="list-style-type: none"> <li>• Building Scale Should Be Limited to 3 Storey</li> </ul>
⑩	<ul style="list-style-type: none"> <li>• Keep Commercial On West Side ‘Allows For Bette Access – Ingress [agress]</li> </ul>
⑬	<ul style="list-style-type: none"> <li>• Should Concentrate Low Building Scale to 600m Within BR2</li> </ul>
H	<ul style="list-style-type: none"> <li>• Mix use in Community Association.</li> </ul>
G	<ul style="list-style-type: none"> <li>• More trees everywhere.</li> </ul>
	<ul style="list-style-type: none"> <li>• Bankview needs more amenities – groceries etc.</li> <li>• Add more neighbourhood flex &amp; commercial.</li> <li>• Improved walkability to amenities.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Disagree with all streets being neighbourhood connector neighbourhood local not through 19, 18, 22 or 21.</li> </ul>
17	<ul style="list-style-type: none"> <li>• decrease building height up to 4 storeys.</li> <li>• worry over shadowing along 26 Avenue due to significant elevation changes off the North of 26<sup>th</sup> Ave.</li> </ul>
H	<ul style="list-style-type: none"> <li>• Community Hub opportunity.</li> <li>• optimize central space.</li> </ul>
C / G	<ul style="list-style-type: none"> <li>• Canopy improvement.</li> </ul>
14	<ul style="list-style-type: none"> <li>• Neighbourhood flex may erode the nature of the community, potential to rezone 19 ^ portion to 15<sup>th</sup> street as neighbourhood connector.</li> </ul>
⑤	<ul style="list-style-type: none"> <li>• Building form is too high.</li> </ul>
⑫	<ul style="list-style-type: none"> <li>• Stick with 3 story, but could be commercial</li> </ul>
Yellow E	<ul style="list-style-type: none"> <li>• Make a track instead of a blue route – should be improved.</li> </ul>
Green 8	<ul style="list-style-type: none"> <li>• Connector more widespread is good – avoids being prescriptive</li> </ul>
Yellow A	<ul style="list-style-type: none"> <li>• Better connection across Crow given Viscount Benett redevelopment</li> </ul>
Green 21	<ul style="list-style-type: none"> <li>• TOD areas.</li> <li>• At least low-modified.</li> </ul>
15	<ul style="list-style-type: none"> <li>• Reduce to six store for all three blocks</li> </ul>
H	<ul style="list-style-type: none"> <li>• Weekend farmers market</li> </ul>

yellow G	<ul style="list-style-type: none"> <li>• Treeing along 14 St &amp; 26 Ave</li> </ul>
green 1	<ul style="list-style-type: none"> <li>• Please yes to Neighb. Connector ! or even Neighb. Flex</li> </ul>
	<ul style="list-style-type: none"> <li>• Sidewalks should be flat &amp; optimized for pedestrians</li> </ul>
	<ul style="list-style-type: none"> <li>• A comprehensive plan for the 14<sup>th</sup> Street.</li> <li>• Main Street program needs to be done.</li> <li>• Take 14<sup>th</sup> Street out as a separate plan.</li> </ul>
	<ul style="list-style-type: none"> <li>• ensure rigid <u>stepbacks</u> after <u>2<sup>nd</sup> Story</u> and <u>set backs</u> along 14<sup>th</sup> St 26thAve</li> <li>• set backs encourage outdoor patio space</li> </ul>
	<ul style="list-style-type: none"> <li>• improve urban foresting on these streets to make them inviting</li> </ul>
	<ul style="list-style-type: none"> <li>• public art ! requirements</li> </ul>
	<ul style="list-style-type: none"> <li>• let the taller building be built on Streets behind the areas Where there are unique Small buildings existing – 14<sup>th</sup> St and 26<sup>th</sup> Ave – luna blue, unleashed – encourage preservation of these types of old buildings and have higher density one street back.</li> </ul>
	<ul style="list-style-type: none"> <li>• public art – 14<sup>th</sup> St and 26<sup>th</sup> Ave all along there</li> </ul>
	<ul style="list-style-type: none"> <li>• Restrictive Covenants Exist in Richmond Knob Hill preventing development at the level indicated.</li> </ul>
5	<ul style="list-style-type: none"> <li>• There would likely be significant pushback to development up to 6 stories.</li> <li>• I disagree w/ pushback, but it would likely be easier to advocate for fewer stories or townhomes.</li> <li>• However, on west side of 14<sup>th</sup> , Flex would likely face same challenges.</li> <li>• Connector on this side of street would make more sense.</li> </ul>
green 7	<ul style="list-style-type: none"> <li>• Comment was to change this to neighborhood flex, from 26<sup>th</sup> Ave to 30<sup>th</sup> Ave &amp; between 14<sup>th</sup> &amp; 15<sup>th</sup> Street, I think that's a good idea</li> </ul>
yellow E	<ul style="list-style-type: none"> <li>• I like the idea of changing the bike route away from 26<sup>th</sup> Ave, it's not a very nice ride</li> </ul>
yellow D	<ul style="list-style-type: none"> <li>• second programmable options</li> </ul>
green 7	<ul style="list-style-type: none"> <li>• neighbourhood flex or connector throughout the block.</li> </ul>
yellow E	<ul style="list-style-type: none"> <li>• Shift biking routes to quieter side streets.</li> <li>• More pathway connections North to South, into downtown.</li> </ul>
	<ul style="list-style-type: none"> <li>• ① Maybe too many streets with commercial / too saturated)</li> </ul>
	<ul style="list-style-type: none"> <li>• ② Step back the 3<sup>rd</sup> storey + upwards would give a more pedestrian friendly experience</li> </ul>
	<ul style="list-style-type: none"> <li>• (D) improvement to the park, more programing</li> </ul>
Green 1	<ul style="list-style-type: none"> <li>• Over-saturation of neighbourhood connector. Why so much?</li> </ul>
Green 2	<ul style="list-style-type: none"> <li>• Step back the building from Commercial to residential</li> </ul>
Yellow B	<ul style="list-style-type: none"> <li>• Improve connectivity.</li> </ul>
Yellow C	<ul style="list-style-type: none"> <li>• Improved / increased traffic along 26 Ave to accomodate ↑ residential on 26 ave + 14 St.</li> </ul>
Yellow D	<ul style="list-style-type: none"> <li>• Nice green spaces but under-utilized.</li> <li>• Need programming/ improvement.</li> </ul>
	<ul style="list-style-type: none"> <li>• TOD Zone?</li> </ul>

**Table / Map 3: Richmond, South Calgary, Richmond, Altadore, Garrison Woods, Upper Mount Royal, Elbow Park**

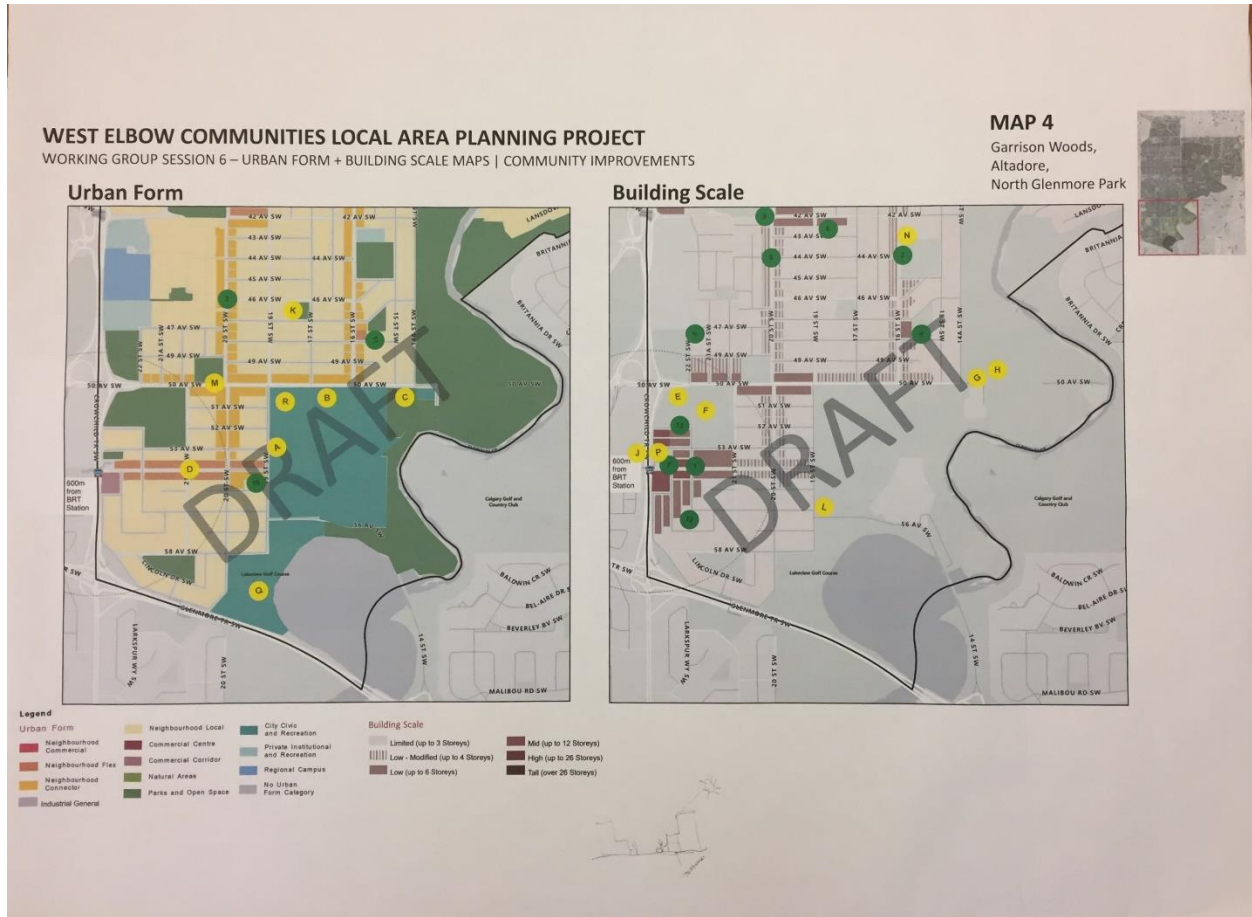


Colour & dot ID (ex. Yellow A or green 1)	Feedback
⑭	<ul style="list-style-type: none"> <li>East side of 14<sup>th</sup> should be limited to 3 storey</li> </ul>
⑰	<ul style="list-style-type: none"> <li>Should be limited to 3 storey</li> </ul>
(R)	<ul style="list-style-type: none"> <li>Improve Build Bike path through river park to connect to 14 St</li> </ul>
(22)	<ul style="list-style-type: none"> <li>Limit building scale to 3 storey.</li> </ul>
⑤ ⑭	<ul style="list-style-type: none"> <li>Stick with 3 story and below</li> </ul>
⑰ (22)	<ul style="list-style-type: none"> <li>Same – stick to 3 story</li> </ul>
Yellow J	<ul style="list-style-type: none"> <li>Traffic calming.</li> </ul>
Green 9	<ul style="list-style-type: none"> <li>Okay /w increased scale, 6 story means folks have access to green spaces.</li> <li>Higher is okay!</li> </ul>
Green 3	<ul style="list-style-type: none"> <li>good spot for transition for commercial + scale.</li> <li>Walkable neighbourhoods.</li> </ul>
Yellow D	<ul style="list-style-type: none"> <li>Biking on a street parallel to 33<sup>rd</sup> .</li> </ul>
Green 1	<ul style="list-style-type: none"> <li>Like options for more commercial</li> </ul>
Yellow B & C	<ul style="list-style-type: none"> <li>One of these dots was a comment about the pool being open yard.</li> </ul>

	<ul style="list-style-type: none"> <li>I agree with that idea, there's a huge demand for swimming lessons &amp; a lot of young families in the area</li> </ul>
1	<ul style="list-style-type: none"> <li><del>① Should be neighbor flex instead of commercial connector</del></li> <li>① Neighbor connector instead of neighbor flex</li> <li>② "Low Modified" instead of low</li> </ul>
2	<ul style="list-style-type: none"> <li>Fine as proposed</li> </ul>
3	<ul style="list-style-type: none"> <li>Fine as proposed</li> </ul>
4	<ul style="list-style-type: none"> <li>Fine as proposed</li> </ul>
	<ul style="list-style-type: none"> <li>(F) Phase 2 of main street Project at least the path finished</li> </ul>
	<ul style="list-style-type: none"> <li>⑥ Better low modified</li> </ul>
(G)	<ul style="list-style-type: none"> <li>Too much commercial, North of 30 AV</li> </ul>
⑦	<ul style="list-style-type: none"> <li>Maybe a little higher scale</li> </ul>
Yellow F	<ul style="list-style-type: none"> <li>Extend 34 street bike path to 4 street</li> </ul>
Yellow G	<ul style="list-style-type: none"> <li>Improve 20 street bike lane through Altadore and South Calgary</li> </ul>
Green 7	<ul style="list-style-type: none"> <li>More height west side of 16 St next to MLCA</li> </ul>
E	<ul style="list-style-type: none"> <li>Very much agree re: pedestrian connectivity across Crowchild, especially with new developments (improving ability to cross Crowchild → safety and appeal of crossing</li> </ul>
F	<ul style="list-style-type: none"> <li>Totally agree re: continuing Main Street 34<sup>th</sup> multiuse pathway past 18 st.</li> </ul>
B	<ul style="list-style-type: none"> <li>Indoor play areas <del>with</del> for kids to play during winter &amp; smoke season – similar to telus spark or library</li> </ul>
Green 6	<ul style="list-style-type: none"> <li>Keep older character homes as locations for small local businesses by having the area be limited or low-modified.</li> </ul>
	<ul style="list-style-type: none"> <li>insist on much greater setback √ should be happening at second storey for any buildings on 33 Ave.</li> <li>Some of the new buildings on 33 Ave are terrible – think about the building that houses Shoppers – awful building</li> </ul>
	<ul style="list-style-type: none"> <li>ensure set backs for all buildings to encourage patios</li> </ul>
	<ul style="list-style-type: none"> <li>improve tree planting along these roads.</li> </ul>
	<ul style="list-style-type: none"> <li>install public art along 33<sup>rd</sup> Ave and all street behind to the South.</li> </ul>
	<ul style="list-style-type: none"> <li>don't allow existing unique 1 and 2 storey building along the heart of Marda Loop to be taken down.</li> <li>put higher density buildings on the streets behind.</li> <li>The existing buildings are inviting unique and make the Streets attractive</li> </ul>
	<ul style="list-style-type: none"> <li>Insist on larger set backs to encourage patios and out door spaces for each business – put artistic elements in these spaces – trees, planters bike racks – out door seating</li> </ul>
	<ul style="list-style-type: none"> <li>Insist on articulation of any new buildings to avoid monolithic feeling of large buildings</li> </ul>
G6	<ul style="list-style-type: none"> <li>Low-modified on 2000 block of 34 Ave.</li> <li>(Character, shallow lots, no lane)</li> </ul>
F	<ul style="list-style-type: none"> <li>→ same on south side of 34<sup>th</sup> between <del>18<sup>th</sup> &amp; 19<sup>th</sup></del> the ??? rezoning and 18<sup>th</sup> St</li> </ul>
YE	<ul style="list-style-type: none"> <li>Better ped. Connection across Crowchild/33<sup>rd</sup></li> </ul>
	<ul style="list-style-type: none"> <li>A plaza or park on the 33<sup>rd</sup> Ave Main Street would be great (like Tomkins Pk) on 17<sup>th</sup> Ae.</li> </ul>

	<ul style="list-style-type: none"> <li>• Good for programming</li> </ul>
G8	<ul style="list-style-type: none"> <li>• Ok with higher density / height at 33<sup>rd</sup> / 20<sup>th</sup> Co-op site</li> </ul>
G16	<ul style="list-style-type: none"> <li>• Complete multi-use path all the way on 34<sup>th</sup> Ave (Crow to 14<sup>th</sup>, etc)</li> </ul>
Yellow G	<ul style="list-style-type: none"> <li>• Cycle Track this already.</li> <li>• It's time to do it correctly</li> </ul>
Yellow F	<ul style="list-style-type: none"> <li>• 34<sup>th</sup> Ave bike lanes. Please!</li> <li>• Bring on phase 2</li> </ul>
Green F	<ul style="list-style-type: none"> <li>• Low-Modified should be low to reflect the evolution of the area.</li> </ul>
Yellow Q	<ul style="list-style-type: none"> <li>• 14<sup>th</sup> St construction crossing is bad scary.</li> <li>• MUP along 4<sup>th</sup> as well?</li> </ul>
Green 21	<ul style="list-style-type: none"> <li>• TOD area At least low modified.</li> </ul>
A	<ul style="list-style-type: none"> <li>• Continuous Improvement Option for Traffic / Off ramp upgrade to accomodate greater commercial or building sale.</li> </ul>
B	<ul style="list-style-type: none"> <li>• Community assets to match increased demands and utilization.</li> </ul>
<del>14</del>	<ul style="list-style-type: none"> <li>• <del>Neighbourhood flex erodes the nature of the community, potential to reduce to</del></li> </ul>
① Gn	<ul style="list-style-type: none"> <li>• 14<sup>th</sup> St. East → the maximum height could be reduced to 4 stories &amp; no commercial.</li> <li>• → the height will result in tension with the residents as well as commil.</li> </ul>
Yell (B)	<ul style="list-style-type: none"> <li>• <u>Build pool + gym</u></li> </ul>
FOR ALL MAPS:	<ul style="list-style-type: none"> <li>• ① Bike lanes continued all the way through (not vanishing suddenly)</li> <li>• ② Indicate where cul-de-sacs are connected for bikes &amp; pedestrians (see European signage)</li> </ul>
	<ul style="list-style-type: none"> <li>• River Park : fountain for people &amp; dogs</li> </ul>
Yellow 5	<ul style="list-style-type: none"> <li>• Better access to BRT station</li> <li>• - for bikes</li> <li>• - car parking</li> </ul>
1.	<ul style="list-style-type: none"> <li>• Add more density in Upper Mt. Royal.</li> <li>• Up to 26 stories everywhere!</li> </ul>
K.	<ul style="list-style-type: none"> <li>• Add some park space</li> </ul>
L.	<ul style="list-style-type: none"> <li>• Good idea to add a little park space at end of cul-de-sacs.</li> </ul>
10. + 11	<ul style="list-style-type: none"> <li>• Add neighbourhood connector for more flexibility</li> </ul>
11.	<ul style="list-style-type: none"> <li>•</li> </ul>
	<ul style="list-style-type: none"> <li>• The density <del>and</del> on 32 ave (South side) should be reduced.</li> <li>• Generally Density should be lowered as represented on 22 St.</li> </ul>
Gn 5 14	<ul style="list-style-type: none"> <li>• Lower building scale</li> <li>• - access and traffic Concerns</li> </ul>

**Table / Map 4: Garrison Woods, Altadore, North Glenmore Park**



Colour & dot ID (ex. Yellow A or green 1)	Feedback
	<ul style="list-style-type: none"> <li>• Please keep the building scale and urban form zones that are in the BRT circle currently.</li> <li>• This is a high passenger volume bus station and can definitely support a commercial plaza.</li> </ul>
	<ul style="list-style-type: none"> <li>• Please increase building scale to 6 storeys along the athletic park, on 19<sup>th</sup> St and 50<sup>th</sup> Ave.</li> <li>• There will be a lot of demand to live close to the recreation area.</li> </ul>
	<ul style="list-style-type: none"> <li>• Please increase building scale to 6 storeys along 20<sup>th</sup> St, 16<sup>th</sup> St, and 14a St.</li> <li>• These are either important commuter routes or along River Park where people want to live.</li> </ul>
	<ul style="list-style-type: none"> <li>• Please improve bike, pedestrian, and bus connections to the athletic park.</li> <li>• It isn't obvious where one should enter and it is awkward with regards to biking or walking, making people want to drive there.</li> </ul>
Yellow B	<ul style="list-style-type: none"> <li>• Better bike connectivity (separate infrastructure) along 50<sup>th</sup>, particularly between 20<sup>th</sup> &amp; Crowchild.</li> </ul>



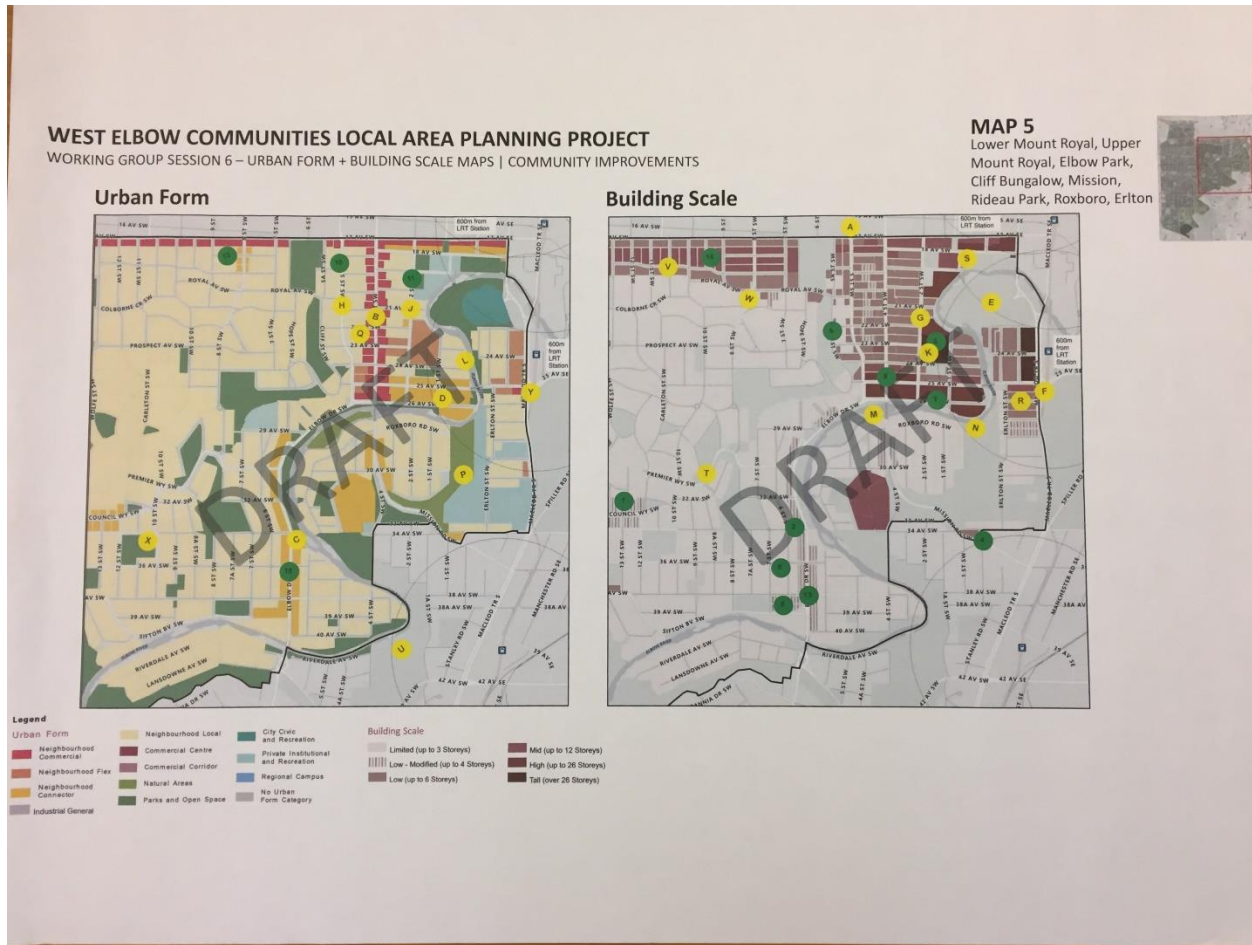
Green 12	<ul style="list-style-type: none"><li data-bbox="527 199 1421 262">• Low-modified building scale to see better transitions from the intensity at the BRT node radiating into the community.</li><li data-bbox="527 262 1421 298">• Also better able to support the BRT &amp; commercial along/at 54<sup>th</sup>.</li></ul>
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Colour & dot ID (ex. Yellow A or green 1)	Feedback
5 Green	<ul style="list-style-type: none"> <li>• Should be more Low-modified scale as:</li> <li>• 1) the “low” designated areas on the north side of 50<sup>th</sup> already has been redeveloped in the last few years to Low-modified scale</li> <li>• 2) There’s good access to Crowchild.</li> </ul>
⑫	<ul style="list-style-type: none"> <li>• South of 54<sup>th</sup> Ave should be limited to neighborhood local.</li> </ul>
	<ul style="list-style-type: none"> <li>• Glenmore athletic park</li> <li>• Upgrade streets for vehicle access</li> </ul>
*	<ul style="list-style-type: none"> <li>• 54<sup>th</sup> – 50<sup>th</sup> Ave can be neighbourhood connector.</li> </ul>
Yellow D	<ul style="list-style-type: none"> <li>• Wide sections of flex gives a chance for local commercial</li> </ul>
Green 12	<ul style="list-style-type: none"> <li>• Notes that the property value will disincentivize changes.</li> <li>• Using policy for the future is good but expectations are nothing to happen.</li> <li>• Low <del>modified</del> is good even if we don’t see it being a primary spot</li> </ul>
Green 8	<ul style="list-style-type: none"> <li>• Flex, connector &amp; Low-Modified = Good</li> </ul>
Green 3	<ul style="list-style-type: none"> <li>• Flex, connector &amp; Low-Modified = Good</li> </ul>
2 & 3	<ul style="list-style-type: none"> <li>• I like the density on 20<sup>th</sup> &amp; 16<sup>th</sup> – nice opportunity for commercial</li> </ul>
H	<ul style="list-style-type: none"> <li>• Good opportunity to connect Britannia &amp; West Elbow</li> </ul>
B	<ul style="list-style-type: none"> <li>• Opportunity for 2-way bike lane</li> </ul>
J	<ul style="list-style-type: none"> <li>• Improve access needed to support density at 54<sup>th</sup></li> </ul>
Yellow A	<ul style="list-style-type: none"> <li>• - Community Improvement → increase the number of public art.</li> </ul>
Yellow B	<ul style="list-style-type: none"> <li>• - Increase BIKE PATHS to allow kids going safety to their sports activities by bike</li> <li>• - increase the number of Water fountains. Specially along with the bike paths.</li> </ul>
	<ul style="list-style-type: none"> <li>• Bike radis – arts</li> <li>• Bike lanes so more children (as well as adults) can go on their own to the track</li> </ul>
	<ul style="list-style-type: none"> <li>• Water fountains, including dog Junction</li> </ul>
	<ul style="list-style-type: none"> <li>• high rises one block off main corridor, in order to preserve character</li> <li>• proper setbacks</li> <li>• - at street</li> <li>• - 1 or 2 floors up</li> </ul>
3	<ul style="list-style-type: none"> <li>• Strongly opposed to 4 storied buildings along 16<sup>th</sup> &amp; 20<sup>th</sup> &amp; 50h.</li> <li>• This would cause large shading &amp; privacy issues with the existing houses there.</li> <li>• There would be a large community backlash.</li> </ul>
F	<ul style="list-style-type: none"> <li>• Ensure the growth plan accounts for schooling numbers as well</li> <li>• → There is already a lottery</li> </ul>
1	<ul style="list-style-type: none"> <li>• Fine as proposed</li> </ul>
2/3	<ul style="list-style-type: none"> <li>• Unsure if this should be low modified.</li> <li>• Maybe just <del>neighbor</del> leave as is.</li> <li>• Four story buildings aren’t a lot of incremental density, but it breaks up the core of neighborhood as R1, R2, <del>RC</del> RCG</li> </ul>
G	<ul style="list-style-type: none"> <li>• Sandy Beach / Parking access / increase accessibility</li> <li>• at the top of the hill</li> </ul>

	<ul style="list-style-type: none"><li>• at the bottom of the hill</li></ul>
③	<ul style="list-style-type: none"><li>• Up to 4 stories would be fine here I think.</li><li>• I live behind an apartment building and have no privacy concerns.</li></ul>

<b>Colour &amp; dot ID (ex. Yellow A or green 1)</b>	<b>Feedback</b>
Yellow D	<ul style="list-style-type: none"> <li>• Larger sidewalks &amp; set-back/stepped buildings if density will be increasing</li> </ul>
Yellow B	<ul style="list-style-type: none"> <li>• Improved bike path – wide enough &amp; doesn't end abruptly.</li> </ul>
Yellow K	<ul style="list-style-type: none"> <li>• Keep as many green spaces &amp; parks as possible.</li> </ul>
Yellow G	<ul style="list-style-type: none"> <li>• Parking upgrades would be great.</li> </ul>
Yellow D	<ul style="list-style-type: none"> <li>• Keep it walkable with set backs.</li> </ul>
K	<ul style="list-style-type: none"> <li>• Keep the multiple small community parks.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Why not increased residential density here?</li> </ul>
Green 3	<ul style="list-style-type: none"> <li>• Support more density on 16 St. SW</li> </ul>
Yellow H	<ul style="list-style-type: none"> <li>• Create an active modes bridge across 50 Ave between Altadore to Britannia</li> </ul>
	<ul style="list-style-type: none"> <li>• Improve bike lanes on 20 St SW - more protection</li> </ul>
6	<ul style="list-style-type: none"> <li>• Might be better to not have that height there</li> </ul>
H	<ul style="list-style-type: none"> <li>• Bike Path to connect to Britannia</li> </ul>
B	<ul style="list-style-type: none"> <li>• Bike lane</li> </ul>
J	<ul style="list-style-type: none"> <li>• Improve the ship ??? before putting in that much density (Traffic Study)</li> </ul>
G6	<ul style="list-style-type: none"> <li>• What's rationale?</li> <li>• Why not limited here?</li> </ul>
G7 G1	<ul style="list-style-type: none"> <li>• Hard to imagine this with weird Crowchild access.</li> </ul>
	<ul style="list-style-type: none"> <li>• Save the old track @ N. Glenmore Park, so you ('one') don't (doesn't) have to worry about booking, just to jog around it.</li> </ul>
Yellow D	<ul style="list-style-type: none"> <li>• Approve of flex zoning.</li> <li>• MRU student housing + overflow attractive.</li> </ul>
Yellow B + M	<ul style="list-style-type: none"> <li>• Ditto extending bike lanes both directions.</li> <li>• - intersection not bike friendly</li> </ul>
Yellow L	<ul style="list-style-type: none"> <li>• Improve or maintain access to trails around reservoir</li> </ul>
Green 3	<ul style="list-style-type: none"> <li>• Improve density, families walking to schools.</li> <li>• 4 – 6 storeys.</li> <li>• Maintain canopy of trees.</li> </ul>
Green 7	<ul style="list-style-type: none"> <li>• space for affordable, or non-market housing.</li> </ul>
Yellow Q	<ul style="list-style-type: none"> <li>• change golf course to something with wider audience.</li> <li>• More accessible.</li> </ul>
Green 8 & Green 3	<ul style="list-style-type: none"> <li>• I like the 4-story option along 16<sup>th</sup> &amp; 20<sup>th</sup> Streets.</li> <li>• I think that makes sense</li> </ul>
Yellow D	<ul style="list-style-type: none"> <li>• I like the idea of keeping that a walkable corridor &amp; making space for art as well as requiring a certain amount of trees/planting along here, or having an engaging pedestrian experience in some fashion</li> </ul>
Green 4	<ul style="list-style-type: none"> <li>• 12 stories feels too high for that spot</li> </ul>
Yellow P	<ul style="list-style-type: none"> <li>• Affordable housing could be a good option here</li> </ul>
Yellow Q	<ul style="list-style-type: none"> <li>• get rid of the golf course, keep it as park space or multiuse recreational land, open it up to far more users.</li> <li>• Golf is an ecological course</li> </ul>

**Table / Map 5: Lower Mount Royal, Upper Mount Royal, Elbow Park, Cliff Bungalow, Mission, Rideau Park, Roxboro, Ertlon**



Colour & dot ID (ex. Yellow A or green 1)	Feedback
1	<ul style="list-style-type: none"> <li>Please keep this density and add back the #13 route building scale growth areas.</li> <li>This is a transit route and would greatly benefit with additional density along it.</li> </ul>
2	<ul style="list-style-type: none"> <li>Please keep this Elbow Drive density and further expand it to 200m on either side of the road, in-line with the Transit Plan indicators to have Calgary residents within 400m of the PTN.</li> </ul>
3	<ul style="list-style-type: none"> <li>I am not concerned with increased density here or car traffic.</li> <li>Residents will have great access to the LRT and other transit routes, as well as amenities.</li> <li>Not everyone wants to drive a car.</li> <li>There are other options for transportation.</li> </ul>
	<ul style="list-style-type: none"> <li>I am disappointed that building scale growth along the #13 route was removed.</li> <li>I am also disappointed that building scale growth along Elbow Drive was reduced.</li> </ul>

	<ul style="list-style-type: none"><li>• These are both transit routes and Elbow Drive is a future transit network route on the #3.</li><li>• Please add these growth areas back and increase density.</li></ul>
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Colour & dot ID (ex. Yellow A or green 1)	Feedback
	<ul style="list-style-type: none"> <li>• Would be very useful to have ariel photo showing existing buildings (photo/map)</li> </ul>
①	<ul style="list-style-type: none"> <li>• Should be limited to 2 stories</li> </ul>
② ⑤	<ul style="list-style-type: none"> <li>• Should be limited to 2 stories.</li> </ul>
③	<ul style="list-style-type: none"> <li>• Can see more density on Old Hospital site but access transportation may be an issue.</li> </ul>
Green 1	<ul style="list-style-type: none"> <li>• Low Modified with Heritage Area guidelines for the entire Carlton &amp; 10<sup>th</sup> couplet</li> </ul>
Green 2	<ul style="list-style-type: none"> <li>• Low Modified is good – use Heritage guidelines to be contextual.</li> <li>• No alley segments – Limited to reflect building reality.</li> </ul>
Green 3	<ul style="list-style-type: none"> <li>• Keep river shadowing policy</li> </ul>
Green 4	<ul style="list-style-type: none"> <li>• Good!</li> </ul>
Yellow A	<ul style="list-style-type: none"> <li>• Connect the Cycle Track already</li> </ul>
①	<ul style="list-style-type: none"> <li>• Council Way in Upper Mt. Royal should be single family home.</li> <li>• The addition of density will ruin the neighborhood &amp; will not keep with our housing ???</li> </ul>
Q (yellow)	<ul style="list-style-type: none"> <li>• → ADD PARKS; tennis courts &amp; etc.</li> </ul>
① ②	<ul style="list-style-type: none"> <li>• Make upper Council Way and Elbow Drive “Limited” (shown as “Low-Modified” on plan)</li> </ul>
⑤	<ul style="list-style-type: none"> <li>• ①, ② ⑤ → these areas do <u>not</u> have anything but single family homes at this point.</li> <li>• We dont have to maximize density on <u>every</u> block</li> </ul>
yellow T	<ul style="list-style-type: none"> <li>• Biking @ the intersection is a bit tricky.</li> </ul>
yellow C	<ul style="list-style-type: none"> <li>• Ditto community bike path.</li> </ul>
green 2	<ul style="list-style-type: none"> <li>• Okay /w 4 storey density, not more.</li> </ul>
<del>yellow L</del> green 7	<ul style="list-style-type: none"> <li>• Okay /w 4 storey</li> </ul>
yellow E	<ul style="list-style-type: none"> <li>•</li> </ul>
14	<ul style="list-style-type: none"> <li>• Should be maximum of 6 stories in Lower Mount Royal, shadowing already a consideration on north side of 17<sup>th</sup>, but doesn't seem to be as much of a consideration on south side.</li> </ul>
V	<ul style="list-style-type: none"> <li>• Traffic on Cameron Ave. will continue to be a concern.</li> <li>• Already Safety issues w/ drivers trying to avoid 17<sup>th</sup>, a lot of people running stop signs.</li> </ul>
W	<ul style="list-style-type: none"> <li>• Pedestrian crossings should be added across 8<sup>th</sup> St.</li> </ul>
yellow G	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup> St is tricky because you have pedestrians &amp; cyclists &amp; motorists all interacting, especially people who use it as a commuter corridor but also recreational users accessing the pathways, who are maybe less aware of traffic laws.</li> <li>• No real suggestion, just something to be cognizant of</li> </ul>
green 14	<ul style="list-style-type: none"> <li>• agree w/ comment to take height back down to 6 stories</li> </ul>
yellow T	<ul style="list-style-type: none"> <li>• agree that there should be a transit connection between Marda Loop &amp; Mission</li> </ul>
yellow C	<ul style="list-style-type: none"> <li>• bike lane on Elbow Drive should extend all the way to Glenmore Tr.</li> </ul>
green 3 + other similars	<ul style="list-style-type: none"> <li>• Do not mandate more parking spaces</li> </ul>

	<ul style="list-style-type: none"> <li>Mandate or otherwise stimulate better - safe + accessible bike parking on multi family buildings</li> </ul>
yellow J & H	<ul style="list-style-type: none"> <li>Keep these for commercial development</li> </ul>
F	<ul style="list-style-type: none"> <li>Improve the intersection by timing the lights (would you be able to make a traffic light where the trains stop?)</li> </ul>
H	<ul style="list-style-type: none"> <li>Sight lines for the traffic along 5 St</li> </ul>
C	<ul style="list-style-type: none"> <li>Improve bike path</li> </ul>
YT	<ul style="list-style-type: none"> <li>Bus Marda to Mission on Premier Way</li> </ul>
YS	<ul style="list-style-type: none"> <li>Better connection from 1<sup>st</sup> St to Lindsay Park</li> </ul>
Green 2	<ul style="list-style-type: none"> <li>Keep height allong Elbow Drive</li> </ul>
Green 12	<ul style="list-style-type: none"> <li>Neighbourhood connector, support more on 18 Ave between 7 and 9 st</li> </ul>
Yellow T	<ul style="list-style-type: none"> <li>Add transit from Mission to Marda Loop</li> </ul>
Yellow C	<ul style="list-style-type: none"> <li>Improve pathway Elbow Drive alternative rout to new pathway</li> </ul>
11	<ul style="list-style-type: none"> <li>I don't mind neighbourhood connector on 2<sup>nd</sup> St.</li> <li>I like the idea of a main street (4 St) + a secondary street (like 34<sup>th</sup> Ave to 33<sup>rd</sup> Ave)</li> </ul>
T	<ul style="list-style-type: none"> <li>Mission to Marda Loop bus connection.</li> </ul>
C	<ul style="list-style-type: none"> <li>Opportunity to improve bike access along Elbow Dr (safer separation of bike &amp; walker)</li> </ul>
Yellow F	<ul style="list-style-type: none"> <li>Improve crossing - make it safer for pedestrians &amp; cyclists</li> </ul>
Green 2, 6 & 5	<ul style="list-style-type: none"> <li>Keep as low-modified as the #3 bus route is very frequent &amp; reliable.</li> </ul>
Yellow J	<ul style="list-style-type: none"> <li>Improve walkability &amp; pedestrian/cyclist safety along 2<sup>nd</sup> Street by building out crosswalks/curbs</li> </ul>
Yellow C	<ul style="list-style-type: none"> <li>Dedicated pathways</li> </ul>
Yellow K	<ul style="list-style-type: none"> <li>Keep historical parts of the Holy Cross Hospital</li> </ul>
K	<ul style="list-style-type: none"> <li>Create a park when holy cross site is redeveloped</li> </ul>
L	<ul style="list-style-type: none"> <li>Pocket park @ culdesac at end of 23 Ave and 24 Ave</li> </ul>
8	<ul style="list-style-type: none"> <li>Building scale Should be ^ fully limited with historical conservation area</li> </ul>
9	<ul style="list-style-type: none"> <li>North side of 25 Ave betwn 5<sup>th</sup> street and second street should be mid instead of high</li> </ul>
N	<ul style="list-style-type: none"> <li>Building seating <del>not</del> infrastructure for rocky beach</li> </ul>
P	<ul style="list-style-type: none"> <li>Tennis Courts should be city owned and opened up to everyone.</li> <li>Right now they are for exclusive use of Rideau/Roxboro Community Members</li> </ul>
	<ul style="list-style-type: none"> <li>please consider having higher density buildings on the streets behind 17<sup>th</sup> Ave., 4<sup>th</sup> St</li> <li>keep the building heights on those streets.</li> <li>2 storey max. to encourage the preservation of the older/unique buildings that exist there presently.</li> <li>For example 5<sup>th</sup> Street would be allowed much higher buildings and 4<sup>th</sup> is low rise to keep the interesting and individual buildings that give an attractive street scape.</li> <li>- public art is very important – perhaps interactive or useful public art like art-form bike racks.</li> </ul>



	<ul style="list-style-type: none"><li>• - increase summer floral content with hanging planters from lamp standards or street level artistic planters like the huge red planters on 17<sup>th</sup> Ave West of Crowchild.</li><li>• or manufacture concrete barriers that we see on 4<sup>th</sup> St (they are nicely painted) with a planter function on top.</li></ul>
1	<ul style="list-style-type: none"><li>• Agree to open up this dead end and wasted access point across from Starbucks development.</li></ul>
10, 11	<ul style="list-style-type: none"><li>• In support of Neighbourhood Connector rather than neighbourhood local.</li></ul>

Colour & dot ID (ex. Yellow A or green 1)	Feedback
G-2 G-13 G – 5	<ul style="list-style-type: none"> <li>• Lower Density on Elbow Drive from Sifton Blvd. to 29<sup>th</sup> Ave.</li> <li>• Concerns re Access and Shadowing of Homes.</li> </ul>
G-15	<ul style="list-style-type: none"> <li>• Keep Residential</li> <li>• - why Commercial?</li> <li>• - major thoroughfare</li> </ul>
G1	<ul style="list-style-type: none"> <li>• Lower Density</li> </ul>
Y	<ul style="list-style-type: none"> <li>• LRT Crossing is a Big Problem</li> </ul>
	<ul style="list-style-type: none"> <li>• Elbow Drive - Urban Canopy</li> </ul>
2, 5	<ul style="list-style-type: none"> <li>• Keep at 3 storey.</li> <li>• 4 storey is too high along here.</li> </ul>
S	<ul style="list-style-type: none"> <li>• Improved walkability/stronger connection btwn 1<sup>st</sup> and Lindsay Park</li> </ul>
C	<ul style="list-style-type: none"> <li>• Dedicated bike pathways for people commuting.</li> </ul>
M	<ul style="list-style-type: none"> <li>• <u>Sustainability</u> increase amenities on the island park to draw more people to this green space</li> </ul>

## Phase 2: Heritage Guidelines Working Group Feedback

### Heritage Guidelines Working Group Session #3

**Precinct: #1 – Elbow Park, Rideau Park and Roxboro**

<b>1. MAPS</b>
<b>a. Identify any areas in the proposed Heritage Guideline Area boundaries needing attention and listing, and why?</b>
<ul style="list-style-type: none"> <li>• Should the block in Elbow park where the Church and neighboring houses are (right across from the park 8<sup>th</sup> and 36<sup>th</sup>) be included in the heritage area?</li> <li>• In Roxboro, the homes in front of Rideau Park School are missing from the heritage area. Some of the homes along Rideau Street near the river should also be considered within the heritage area.</li> <li>• Housing expropriated after the flood along the river. Should those be considered heritage? They were previously designated as heritage.</li> <li>• The little green space on Elbow Drive and 29<sup>th</sup> probably couldn't withstand a contemporary building. I would call this area heritage because of all its surrounding elements. Debate as to whether it should be a park (or just a mini greenspace) or designated as a heritage area.</li> <li>• By Elbow Drive there's a little park with 3-4 houses near it. The homes would not be designated as heritage, but they are surrounded by heritage homes, so maybe they should be included?</li> <li>• Possibly include the 3 little houses on 38<sup>th</sup> and 4<sup>th</sup> in the heritage area</li> </ul>
<b>2. POLICY DIRECTION</b>
<b>a. Which directions are you in strong support and why?</b>
Heritage Examples Booklet: What elements do you like? Large windows, sidewalk, porch, patio above front porch, bay window, brick chimney
<b>b. Are there any policy guidelines you see as too restrictive?</b>
<ul style="list-style-type: none"> <li>• Hard fencing. I don't think we want to restrict people from using fencing. If you don't have fencing, you don't have any privacy</li> </ul>
<b>c. What policy directions would you refine to help maintain the character of the block?</b>
<ul style="list-style-type: none"> <li>• Driveway access with no lanes, there's not a lot of them in elbow park. But there are some of them there. Is there something about this feature that you'd want to have written in the LAP? It adds to the site setback and is a nice feature, but not sure if it would be necessary to include in all homes.</li> <li>• When you look at the North Hill guidelines, it appeared to me we are trying to maintain the height of buildings. I get that you can't restrict height with the new zoning, but should we not put something in the LAP that maintains the roof lines (as in, keeping the height of the buildings consistent)?</li> </ul>
<b>d. Are there specific guidelines you see as missing?</b>
<ul style="list-style-type: none"> <li>• As a planner, how do you better apply the heritage guidelines to ensure that development really is following the heritage features.</li> <li>• Is there anything that makes a distinction between housing on residential streets vs. housing on more major streets like Elbow drive?</li> <li>• How can you describe vertical rhythm of the block in the LAP? If you can enforce a front setback, why can't you enforce a height? If a building fits all the heritage</li> </ul>

elements except for height, how do you make changes to enforce height so buildings meet the rhythm of the block?

**OTHER QUESTIONS OR COMMENTS:**

- Ensure there is wording to dictate the difference between a guideline and a requirement
- I feel like LAP has lost a lot of credibility due to the re-zoning
- Ensure that heritage guidelines don't seem like an after-thought in the LAP
- When we see development permits going up, there's typically a lot approved. How do we ensure that we're actually slowing these permits down to make sure the development will meet the upcoming heritage guidelines?
- The breezeway. A lot of communities are against that. My understanding as to why the community doesn't like it is more for shading because you can have a 10-foot-high breezeway and it can block sun from your neighbor's yard. Sun access and shading is super important in terms of design of houses, so we must be mindful of that.
- With direct control, can you do much more than you can do with heritage guidelines? Should direct control be applied to streets that are very heritage (for example, a street in which almost all the homes on the block are built before 1923)?

Precinct: #2 Sun

**1. MAPS**

**b. Identify any areas in the proposed Heritage Guideline Area boundaries needing attention and listing, and why?**

- **South Calgary**
- 33th Main Street should extend all the way to 14<sup>th</sup> Street
- For mapping – reference map with pink ink
- 33<sup>rd</sup> HGA should extend all the way westward to western boundary of South Calgary
- 30<sup>th</sup> Ave HGA are nice new rowhouses – not heritage – should not be included as an HGA
- Include Joe Lougheed's house on 29<sup>th</sup> Avenue
- 32<sup>nd</sup> Ave especially between 17<sup>th</sup> St and 19<sup>th</sup> St has multiple heritage
- **Cliff Bungalow**
- What do we do at places like 5<sup>th</sup> Ave and 20<sup>th</sup> St where we are losing a significant amount of heritage due to a DP before the HGA – could we work with City preemptively to guide development
- **Places where the LAP and HGAs are incongruent:**
- Elbow Drive should be preserved
- Cameron Ave / Mount Royal
- South Calgary is being penalized because of the park – why is all the growth going around the park

**2. POLICY DIRECTION**

**e. Which directions are you in strong support and why?**

- Generally supportive of the guidelines
- Support not including H-GO in HGA guidelines

**f. Are there any policy guidelines you see as too restrictive?**

<ul style="list-style-type: none"> <li>• Not clear about multis with front entrance in streetwall – does that mean you couldn't have front to back townhomes</li> </ul>
<p><b>g. What policy directions would you refine to help maintain the character of the block?</b></p>
<ul style="list-style-type: none"> <li>• We need more clarity on how a DP will ensure that pitch is maintained – you'll justify a different style based on guides to other architectural styles</li> <li>• Maintaining setbacks is critical to maintaining poetry of street</li> </ul>
<p><b>h. Are there specific guidelines you see as missing?</b></p>
<ul style="list-style-type: none"> <li>• BE specific on multis about the first three floors, but it doesn't matter as much above that</li> <li>• Look at the cultural (maybe he meant contextual) heritage of the street, look at the setback as it measures from the foundation, not the verandah or porch</li> </ul>
<p><b>OTHER QUESTIONS OR COMMENTS:</b></p>
<ul style="list-style-type: none"> <li>• Important to have HGAs immediately – not next year, we need them last year. Concern about lack of engagement with City – for example, only Civic Work does engagement for the 20<sup>th</sup> Ave and 5<sup>th</sup> St house – not city who administers HHA</li> <li>• Do district-wide approach of a whole neighbourhood</li> <li>• You should have included pictures from South Calgary</li> </ul>
<ul style="list-style-type: none"> <li>• LAP related – parks aren't similar, 15<sup>th</sup> St beside River Park should be higher density like other parks</li> <li>• Potential Names for Precinct: Potential for something from history of workers/labour housing</li> <li>• Each community should have its own precinct – Cliff Bungalow has historic homes in a row – other communities have them scattered. Sunalta/Bankview/South Calgary have Edwardian and larger lots, some Arts and Crafts and Craftsman some flatroof modern styling, but mostly 1912 Sears Catalogue. Cliff Bungalow/Mission/Erlton should be the same – they have more multis – but not a perfect definition</li> <li>• There should be capacity for housing options for different generations within a close community – there needs to be a housing mix all together.</li> </ul>

### Precinct: #3 – Mount Royal

<p><b>1. MAPS</b></p>
<p><b>a. Identify any areas in the proposed Heritage Guideline Area boundaries needing attention and listing, and why?</b></p>
<ul style="list-style-type: none"> <li>• Happy to see more places included in the newer draft <ul style="list-style-type: none"> <li>○ Happy to see heritage was given more generously</li> </ul> </li> <li>• Along Cartier Street, the boundary should be increased <ul style="list-style-type: none"> <li>○ It's across a very large green space and nearby 11 avenues</li> <li>○ Not along a bus route or anything else. Can appreciate the interest in development there</li> <li>○ Laval avenue and Cartier Street corner should be designated as heritage areas</li> </ul> </li> <li>• The areas under DC in lower mount royal are the main areas of concern <ul style="list-style-type: none"> <li>○ Art modern home that recently sold is driving some concern. It's a large lot that can hold quite a large redevelopment</li> <li>○ Around 13<sup>th</sup> street</li> </ul> </li> <li>• Everyone can look at areas afterwards and provide those comments later</li> </ul>

- Some more wayfinding on the map would be nice to see where things are
- Heritage working site and email is accept
  - Why not cover the entirety of Upper mount royal as heritage
  - Some of the streets not included have the capability of really changing
- When looking at the curvilinear roads of upper mount royal, you can see the difference from the surrounding areas
  - Those areas that were designed by the Olmsted brothers should be protected. Especially the first phases of Upper Mount Royal
  - Northern section designed in 1910 (below prospect), the second phase was the upper munt royal on the southwestern section
  - Lots of historical storytelling in the area. Monuments and burials of historical figures there
  - This history is there in the placenames but not there in the physical area. Is there a way you can incorporate THAT heritage in the area that's not just blanket covering-built form
  - There are other tools to protect heritage rather than other tools
- Belief that the whole neighbourhood should be protected
  - An opposing view is that there are different tools that should be used to protect the design
  - The heritage guidelines don't necessarily protect the assets, but they do protect the assets that need to be respected
  - When a new house gets built then it needs to match the rest of the neighbourhood
  - Places that recognize that history through history and plaques. People can appreciate the history of that time and how the history was used to inform the design
  - The neighbourhood itself is an asset of history
- Lower Mount Royal is already quite different and is facing redevelopment around the High School
- Cartier and Laval streets and areas need attention
- Around the parks need coverage
- Area Redevelopment Plans and guidelines aren't always followed, which results in disgruntled neighbourhoods
  - The new rezoning is limiting City Planning even further
  - Heritage guidelines were sometimes appealed and were unable to be materialized
  - Unsure if there will be anything that can help protect heritage
  - Appeal process is also broken and not there to help appeals

## 2. POLICY DIRECTION

### a. Which directions are you in strong support and why?

- In a home that has quite modern architecture that does not fit the guidelines, do those homes change for people who want to build them?
  - Once you have a flat roof, or already a modern building, it's difficult to retrofit the heritage guidelines
  - Supporting the windows and doors piece, but how would you enforce them if someone has a modern design
- The community association did not support the DP and the city is making it quite restrictive and is pushing for destroying the home and building a new home
  - Losing another home on 10<sup>th</sup> and prospect
  - What we're planning on doing to the home is fitting the guidelines

- Concern with front porches and privacy. Some of those front porches and investigate neighboring homes
  - Not neighborly but intrusive
  - Both mine and my neighbors' houses are 50ft setbacks, then I will be forced to change the setbacks. If I were to redevelop, I would come up 25ft from my lot. These guidelines would help would limit people from being imposing
- Shadowing concerns with homes built in close proximities
- Restricted to having a detached garage since the lots are so deep
  - Perhaps for long lots, you need detached garages
- Coloring guidelines perhaps, to further respect the heritage

**b. Are there any policy guidelines you see as too restrictive?**

- Type here

**c. What policy directions would you refine to help maintain the character of the block?**

- The porch has been brought forward so the renovation went right by the house, making things much too intrusive
  - Front façade projections could be more prescriptive to avoid intrusive structures
  - You are currently allowed to build to the setbacks
- Consistent streetscapes
  - Not allowing modern infills to mass over heritage assets
  - A formula perhaps, (the average of the streets + neighboring home) to determine setbacks
  - Opposing opinions with neighbours wanting homes to be brought forward and others wanting it to be brought backwards
- An example of a home that is built perfectly into the landscape
  - The setback of the home was such that it didn't have to set up but into the natural topography of the lot
  - Page 19 of the old guidelines as an example
  - Deeper setbacks
  - The home with the black windows is softened a bit with the deeper setbacks and landscaping
- There is example of flat roofs that do comply to the guidelines
  - Green home with red window shutters image example
  - Differentiation of materials and wider windows

**d. Are there specific guidelines you see as missing?**

- Olmstead movement, natural topography, buildings that fit nicely into the landscape is missing
  - Things from page 19 of the old heritage guidelines
  - Ensuring that buildings fit into the natural topography
  - Respecting the neighbours
  - Need to be careful of the word "neighbourly". Could be perceived as intrusive or encroaching
- In the building massing, is it unreasonable to ask for building materials
  - It's in the building materials but written as "encouraged"
  - Would want that policy to have more teeth
  - More strict language to that

- Some policy language should have stronger language

#### OTHER QUESTIONS OR COMMENTS:

- Doorway having a central focus is almost right but not quite. Lots of homes in Mt Royal have the doorway as not being the central focus, some refinement around the wording is needed
  - The first thing you look at isn't always the doorway. What is the architectural feature that draws the focus
  - Perhaps the sentence needs to be expanded and given more detail
  - Rewording this so it's not so vague would be great
  - The architectural design of my home is the home off to the side, so it would always be a bit of a condition. But it could architecturally draw focus
- Distinct roof lines. Interesting architectural trends of having two roof styles on the same buildings. Technically it is two distinct rooflines but doesn't match the intent for having differentiated rooflines.
  - Finding a different word than 'distinct' is important
  - Might not get at to what the purpose should be
  - Differentiated right not be word "individuated" is a thought
  - Example in Garrison woods where they all have individuated rooflines. They all look like individual units but look like they fit together
- Discretionary zoning, what does that mean
  - If you apply for a permit, then it's going to be considered discretionary
  - Timeframe with discretionary permitting
  - City planning staff cannot always understand the neighbourhood vision, especially now that timelines have been altered
  - Concern with the RCG process
    - The DP process would still have to applied for
    - The DP signs should possibly be as big as the land use signs
  - Blue signs aren't there at the moment as they're working on blue signs
  - Developers have been waiting for RCG in order to demolish homes and develop lands
  - More levers to approve this policy is needed
- 60% lot coverage for a single-family house is possible
  - If you can do 60% coverage and an attached garage on a massive lot, that is a huge home on a massive lot
  - The treatment of garages is completely missing
  - If you have an attached garage on a long lot, then you might as well put a mobile home on it
  - Some lots require the inclusion of the attached garage, the concern is not exactly the requirements of the attached garage but the size
  - The rule should discourage detached
  - Moving the attached garage requires moving the attached garage further
  - Attached garage with a certain ration of combined front/back setbacks
  - Crime issue as well with very narrow breezeways between homes
- Side setbacks were excluded
  - With RCG you don't have side setbacks and only increases the concern
  - Heritage home was beside an 8-foot-tall firewall which is incredibly concerning
  - Beautiful homes and gardens getting destroyed due to neighbourhood changes and RCG



- If your lot is shaped in a certain way and you're better off going high, then sometimes you need to go larger scale
- Even the issue of the front porch is a side setback issue
- People typically buy in the neighbourhood because of the big trees

## 1. MAPS

### a. Identify any areas in the proposed Heritage Guideline Area boundaries needing attention and listing, and why?

I was very pleased to see that the most recent map of Upper Mount Royal in the May 30, 2024 draft has increased the Heritage Guideline Areas to include more pink blocks. I completely agree with the addition of these blocks and parts of blocks to create entire block coverage or additional coverage. Thank you very much for listening and responding to feedback from myself and the rest of the group who had similar comments.

I would again ask that the entire Upper Mount Royal be considered as a Heritage Guideline Area. In order to preserve the beauty of the whole neighbourhood the inclusion of every street and block would provide a cohesive umbrella. It is also the easiest way to do it and not leave out anything.

That being said, looking at heritage assets and the formula or those very close to meeting the formula of at least three and 25% of a block, I would also specifically add the following listed below to the pink areas of the latest draft after walking, biking and driving and looking at the houses on the streets of the neighbourhood. I did my best to decide if houses were new or heritage (sometimes it is a little unclear with renovations or certain styles from the previous century that are old but maybe not pre-1945 so if you note any discrepancies with other records you have of these properties I apologize as these are my just best guesses and opinions):

1. Please consider including all of Montcalm Cr. SW in pink as you head south and both sides of the street as Montcalm joins Carleton St. SW and continues as Carleton to the south, crossing Premier Way SW and extending to Council Way SW which is the boundary of Mount Royal on this map. On the west side of Montcalm from where the pink heritage part ends I count eight heritage houses and eight out of 13 or 62% (including a contiguous grouping of four old houses leading up to the corner of Carleton and Council Way) and on the east side only two but although only two it is two of four or 50%.

2. Premier Way SW can arguably be included both sides- my notes are a little unclear as to where Premier Way SW ends and 14th St. SW begins (Premier Way kind of curves into 14th St. so I was using the draft map but not house numbers but still get 11 of 26 (42%) on the north side and 6 of 26 (23% which is close to 25%).

3. 10th St. SW from Talon Park to Premier Way SW has 7 of 10 or 70% on the east side of 10th St. in that section so should be added and 1 of 4 on the west side which although only one is still 25% because there are so few houses on this part and when joined up to the other pink part of 10th St. seems to make sense.

4. Levis Ave. SW has seen some new development but could be included as it still has two heritage houses out of seven or 29%.

5.. Why was the row of houses on the west side 8th St. SW from Frontenac Ave. SW to Premier Way SW which was blue on the first map removed in the recent draft? I walked down this part of 8th St. SW and found that west side of the street had a number of older houses and I counted 6 and 6 of 11 (or 55% to meet the formula to be included ) as a Heritage Guideline Area.

6. Earl Grey Cres. SW has six of 14 heritage houses so it has at least three and 43% to meet the formula and could be added.

7. Colborne Cr. SW from 12 St. SW to 14th St. SW has 4 of 8 heritage houses or 50%.

8. 13th St. SW on the west side from Colborne Cr. SW to Prospect Ave. SW has 4 of 8 heritage houses or 50%

9. Prospect Ave. SW is basically completely pink on both sides and the very end approaching 14th St. has two of two heritage houses on the southern side and two of four on the northern side so I would argue should be included for completeness.

10. I can arguably see why a street like Morrison St. SW or Valois St. SW, that has experienced significant redevelopment and does not meet the formula, might not be included but my hope would be that by including it in the framework it would set it up for a positive outcome for the neighbourhood as a whole in the future. As some of the more modern houses come up for redevelopment they could go through the Heritage Guideline Area process and renovations or new homes built would be encouraged to conform to the heritage guidelines and could help to nudge these streets back in line with the rest of the neighbourhood and would assist the two heritage houses on either side of the street on Morrison that currently still exist to provide examples.

11. I noted the "main street" exclusion of the houses on the east side of 14th St. SW on the previous draft which forms the western boundary of Mount Royal but see it is not included in the most recent draft however this draft is also less detailed so that may be the reason. I would like to again suggest these homes be included in pink. I have looked at those houses on the east side of 14th St. SW running from Council Way SW to Prospect Ave. SW and they are overwhelmingly heritage, my count is 36 of 44 or 82%. The section of the boundary on the east side of 14th St. SW after Prospect up to Mount Royal Jr. High School (which marks the southern boundary of Mount Royal) has small two and two and half story apartments so I do not know if they would ever go back to being individual homes so perhaps could stay out of the heritage shading (9 parcels north of Mount Royal Jr. High up to but not including the corner house on north side of Prospect Ave. SW).

12. On Royal Ave. SW between 9th St. SW and 10th St. SW I could not really see the houses that were excluded from the pink shading as they had high fences although on the previous draft map one of the houses does have a star which it is a special municipally or provincially

designated home. I was wondering if there was way to obtain this information other than by visual inspection from the street?

## **2. POLICY DIRECTION**

### **a. What directions are in strong support of and why?**

From the general policy for all areas I strongly support:

- For the Site Access + Design category "Front yard setbacks should be informed by existing heritage assets on the block" is very important for Mount Royal (and other neighbourhoods in West Elbow) as front yard setbacks in the neighbourhood are often greater than the required minimum and are to be encouraged.
- For the Materials category "The use of natural materials, natural-looking building materials, or masonry is encouraged" is very accurate for Mount Royal (and others in West Elbow) and well written in my opinion.
- Same comment for Windows + Doors for the four points
- For the Building Massing category "Visual impact of upper storeys of buildings should be reduced" is also very important for Mount Royal (and others in West Elbow) as single storey elements should predominate.

### **b. Are there any policy guidelines you see as too restrictive?**

Not at this time.

### **c. What policy directions would you refine to help maintain the character of the block?**

For the general Building Massing "Front façade width exceeding 12 m or height exceeding two storey should mitigate their visual impact", I am not sure why 12 m is selected which is a question I had if someone has that handy to let me know. I still thought some detail for how visual impact could be mitigated could be included. There is an example in the Upper Mount Royal Area Redevelopment Plan (UMR ARP) that states (I'm not sure if this is more specific to Mount Royal and not the other precincts):

p. 19 "Architectural elements should be employed to mitigate the effect of relatively large facades which are visible from the street (including sidewalls on corner sites) e.g. , incorporation of second-storey elements into the roof design, articulation, detailing, colour and materials, etc."

### **d. Are there specific guidelines you see as missing?**

Yes, I see the following specific guidelines for Precinct 3: Mount Royal to be missing for roof pitch/style, window + doors, building massing, site access + design as follows:

## ROOF PITCH/STYLE and WINDOWS + DOORS

Consider adding more specific language. I found an example but think something even more specific could be added, I am just not exactly sure how to phrase it or even the appropriate substance. I did find for a start:

"Well designed and detailed roofs, windows and entranceways" (p. 19 UMR ARP)  
"Covered or recessed doorways"

## BUILDING MASSING

Consider adding to existing text that states "To enhance the visual interest..." perhaps from UMR ARP dealing with this on p. 19 at

"43. The detailing of new development should reinforce the major elements of the building appropriately. Features such as roofs, windows and entranceways should be designed as meaningful features of the house. The building should be articulated with projections or recesses and avoid flat front facades."

## SITE ACCESS + DESIGN

More detail on LANDSCAPING specific for Mount Royal:

"The use of existing mature vegetation and other landscaping as deemed appropriate" (p. 18 UMR ARP). I feel a lot could be added but not sure what the minimum and maximums for landscaping are.

Currently has very limited direction on garages but could consider at least the do's and don'ts from the UMR ARP that I have listed below and/or the further garage guidelines although I am not sure about what the restrictions you have for length so will just provide below for your consideration so that you can summarize those which seem most appropriate:

## GARAGES

1. garage guidelines as identified on p. 30 of the Upper Mount Royal Area Redevelopment Plan (UMR ARP) which states with helpful pictures that the driveway "do's" are:

- single width driveway
- well landscaped entrance
- cars brought well into site
- or garage at rear, side of house
- driving surface minimized, use of natural stones for textures, detail

Driveway "don'ts"

- don't be too visible from street
- don't have garage be too prominent, too far forward of house

Further garage guidelines for garages on pp. 31-32 of the UMR ARP state:

44. Parking areas and garages should not dominate street frontage
45. Where lane access is available, driveways and garages should be located at the rear of the property. During redevelopment, existing front driveways and garages should be converted to uses more compatible with a garden suburb streetscape where possible and the garage located at the rear of the property.
46. Generally speaking, on corner lots with no lane access, the garage and driveway should be located on the side street.
47. The driveway entrance should be narrow and the edges treated by landscape screening or masonry work in order to minimize views from the street of large areas of hard surface
48. Where it is difficult to avoid having large paved areas on the property which are visible from the street, decorative (e.g., paving stones, textured concrete) or permeable (e.g., turf stone, combination of grass and driving surface) paving treatments and patterns should be used.
49. The house facade should always be the primary focus from the street
50. Garage should be sensitively sited and visually unobtrusive
51. Garages larger than a two car garage should not be allowed unless they are located in the rear yard
52. emergency vehicle access -not sure if relevant
53. A visibility triangle for safety - not sure if this is relevant for heritage guidelines

## MATERIALS

Nothing is currently listed specifically for Mount Royal and maybe natural materials from general section is sufficient but thought I would mention this very specific thing:

- and "The use of river boulders, sandstone and other natural and local materials is encouraged for retaining walls and fences" (p. 34 UMR ARP) seemed perhaps useful for Mount Royal as you see a lot of these in the neighbourhood.

I believe minimum side setbacks are very important for Mount Royal but there was some discussion that they are not to be included in the Heritage Guidelines. If I am incorrect, please let me know and I can add some thoughts.

## Precinct: #4 - Scarboro

1. MAPS
<p><b>a. Identify any areas in the proposed Heritage Guideline Area boundaries needing attention and listing, and why?</b></p> <ul style="list-style-type: none"> <li>• Lots not directly on 17<sup>th</sup> – but just behind it? Main Streets – Look at extending those if its not Main Streets</li> <li>• What happens over time? We have some developers on 17<sup>th</sup>. Let's look at 17<sup>th</sup> Ave as a corridor as time? It will be revisited over time. Some of these are not necessarily heritage assets.</li> </ul>

- Can this along 17<sup>th</sup> Ave be recognized as part of heritage? They are contextual , small, not conducive for large development. It should be considered for low density heritage guidelines.
- The setback would need to be reconsidered – lot wise front and back would not make sense

## 2. POLICY DIRECTION

### a. Which directions are you in strong support and why?

- Roof pitch (main roof)
  - depends on massing if we are going into that detail?
  - Want 9:12 – steeper pitch and more contextual
  - They should all match – all the roofs
  - Like that the flat roofs not accepted
  - Like the steep, dominate form
- Windows/doors
  - No mid century moderns style windows
  - Like vertical breakup
  - Like to see window proportion and placement (height) in the HG –
    - Don't like the very skinny vertical windows – it's not proportional.
    - 2:1 proportion of height to width
    - Prescribing a ratio
  - Encourage window panes and upper sashes
  - Encourage traditional window patterns – similar to what is in Mount Royal wording
  - Dimension and location – long/wide window high up not okay – not permeable
  - Skinny horizontal is also not appreciated
  - Transim (sp?) window is okay
  - Casing helps
  - Max. skinniness should be 2:1
  - Multiple panes encouraged, divided pans and appearance of sashes
- Front façade:
  - Front projections – does that fit in the community?
  - Like front roof over the door, porch or something that draws attention to the door
  - Should be structural – front facade porch projected but integrated into the structure of the house – should be a “real” roof
  - What about front projections of porches? This counts.
  - Is it possible to have these rules then have something that no one has thought about
  - Projection – we think it's a should – should look structural 90% has this
  - Privacy thing – welcoming but separation still
  - Could be enclosed that's okay – sunroom, veranda okay
  - Symmetry – dominate doorline should have a roof centered/projected over it
- Building massing
  - Olmsted – all about ratio of built form to landscaping, unusutal topography to maximize sightlines – views into gardens, outside and inside work together as a whole, these sightlines are crucial to the area, cultural landscape and the value of this

- Ratio to built form to landscape – perspective, views, created by the shapes of the streets, then protected by setbacks
    - Position of the sunrooms, the kitchen, where each room in the house is
    - Front, side setbacks should be taken into consideration
  - Cant use a number because it varies a lot
  - Are side setbacks crucial?
  - Patterns for many many streets and it is consistent
  - How do we protect ratio of landscaping to build form?
  - Massing broken up is good, not so boxy
  - Reducing the second/third floor?
    - With the roof slopes, you would need to do this
- Site access / design
  - Few streets don't have backlanes so this would be okay for driveways
  - Can we put something in about having trees in the backyard?
    - In the DP – ex. has to have 2 trees in the backyard
    - So you are not looking at a back wall of cement
- Materials
  - Are there any houses in Scarborough that don't have brick or stone?
    - They all have chimneys
  - Require brick at some point – adds to the cohesiveness of the area
  - Shakes, wood lap siding and brick – the 3 most used
    - Consider any of these three to use
    - Natural stone has a similar feel
  - This would help to reduce the new builds that are primarily stucco (fake stucco) with the huge blank walls
  - Discourage aluminum siding – roof or accent is okay but not as an entire siding
  - Can we say synthetic rock in landscaping is discouraged? Faux rocks not allowed
    - Likely not
  - Synthetic material discouraged – plastic, resins, vinyl etc.
    - Discourage turf

**b. Are there any policy guidelines you see as too restrictive?**

- 

**c. What policy directions would you refine to help maintain the character of the block?**

- 

**d. Are there specific guidelines you see as missing?**

- 

**OTHER QUESTIONS OR COMMENTS:**

- Minimum for a usual front porch? Esthetic only?
- Appreciate deciduous trees was mentioned – is this for canopy reasons? This is in scope?
- We can't be TOO prescriptive - balance
- Can we provide elements to choose from? IE: Of these ten things do three of them
- Is it possible to have these rules then have something that no one has thought about and that isn't on the list?
- You have to have this – or you cannot have this – ex. Flat roof

- Symmetry is so important when choosing the elements – be consistent – stick to one style – balance
- Don't want to close the door on something innovative but still have cohesion
- Sometimes there are beautiful homes that don't fit in the neighbourhood as it doesn't match the styles of the rest of the homes
- Corner lots – will the HG be able to speak to the both side wrapping on corner single units?
  - Two street fronts
  - Has to be addressed – side has to match the front
  - Mid block is okay if the side doesn't match the front
    - On the corner this would not be okay. I.e. Brick would need to wrap
- Can we say something about front door placement – discourage placement of the front door that is not street facing? Front door should be seen from the front street
  - Should be in proportion as well
  - Ex. A door that faces the side as a result of a renovation
- Still feel that every DP in Scarborough should have eyes on it
- Should we have a clause – notwithstanding above – for example take one element and run with it
- Can we say: require trees on the side yards as well
  - Glenn Wright – has numbers on the numbers of trees in Scarborough



## Appendix B: Public Engagement Verbatim Feedback

### Topic 1: Draft Vision and Core Values

**When thinking about the West Elbow Communities and how the area could evolve over the next 30 years, do the Vision and Core Values resonate with you? Please share your thoughts and let us know what you would add and/or change and why?**

- The Core Values expressed here resonate with me, especially that of building a community that includes housing for all and safe mobility. As more residents establish themselves in these communities, we must ensure that cars are not prioritized over other modes of travel, and those in transit are not prioritized over a growing residential base. The following points will work towards following through on safe mobility:
  - wide sidewalks and curbs suitable for pedestrians and those with mobility issues
  - short wait times at traffic lights on 14th street and 17th ave
  - protected bike lanes separated by a physical barrier

Thank you for your consideration.

- 4-6 story growth along 20th and 40th st SW is not at all in keeping with the average current development and is a marked departure from existing housing. There is no transportation infrastructure along those streets to support a marked increase in density. Density would be better developed close to crowchild and 33ave sw with better access to public transit
- Yes but missing a critical focus on neighborhood schools which are already at capacity
- No they don't resonate with me! Don't disrupt our life please.
- No. I do not support higher density housing or rezoning
- I am in agreement with the plans for the area over the next 30 years. I do not have anything to say about adding or changing.
- I support sub divided residential lots. But Against 4-6 story buildings on residential streets. My address is [removed]. Add high density to 33rd ave and 14 street. Not existing residential. 25 ft lots already has 2x the neighborhood density plus 4 plex on corner lots
- Vision and Core Values align with my expectations. No changes to suggest.
- Hello,

I see that this plan was created long before the recent public hearing. I want to make it clear that I oppose the upzoning bylaw that some councillors and the Mayor approved, for all of the reasons you heard at the hearing. I am in the 70 - 80% group who opposed default fourplexes on lots across the City, which does not figure into your West Elbow plan. I'm surprised you issued this plan given the recent City bylaw change and clear disregard for what people said during the public hearing (i.e., engagement is a sham). But I guess you wanted to let us know what else is going to happen in our neighborhood in terms of apartments, 6 story builds, and continue to pretend that engagement matters. For engagement practitioners in the City, good luck. I think it may be time now to switch from "engage" to "inform" on the IAP2 scale.

I live in Knobb Hill. Here are my comments:

#### Core Values:

1. Social Connections: Sounds good. However, the City is developing parks now for housing. How many? Where? Why do you ignore residents re: paving parks, such as the Nose Hill Creek area and Richmond Green This is inimical to your value about Climate Adaptation. Also, what is "improved wayfinding"?
2. Housing for all: The current plans will create more expensive housing. You know it, we know it, the developers know it, Trudeau knows it. The Contract that the city signed with the feds for the Housing Accelerator Fund only requires that 1.77% of the builds under the new zoning be "affordable". The City and Feds have handed the building of affordable housing to developers, whose idea of affordable is \$1350 plus utilities for a 400 sq foot rental as seen with RNSQR's build on 20 Ave SW, west of Richmond Road.
3. Safe and Convenient: Your traffic calming bump-out curbs are not safe and certainly not convenient. They back traffic up for blocks on Richmond Road to access Crowchild Trail every morning. They are expensive to build and create delays, idling engines, and greater safety risks because drivers become impatient and proceed into intersections, blocking them. Bump-out curbs may be necessary in a few select intersections, but they have also been built in places that make no sense at all, apparently to keep pedestrians "more safe" on sleepy streets in the Beltline, by parks. There are too many of them. Ditto on roundabouts on sleepy streets. And expensive for taxpayers to build.
4. Climate Adaptation and Resiliency: the most interesting part of this core value is that urban ecosystems are so important but the building models you have are completely inimical to safeguarding them. Developers make money on every square foot of INSIDE floor space. So what does that mean? Trees and gardens are razed. Parks are paved over as per the Nose Hill Creek wetlands. If the City was serious, they would update their ecosystems services assessments and implement it. Attached here FYI. But I don't believe that the City is serious about the urban environment. Mayor Gondek calls a Climate Emergency, and then approves a zoning plan that will reduce the greenspace in every neighborhood.
5. Daily needs and amenities- totally agree. good idea.
6. Parks and open spaces: YES!! The more, the better.

#### Why do we need to plan for Growth? Page 8:

1. Predictability: That's gone with the upzoning. Under the new H-GO zoning, precise information about what will be built is absent. A sign recently posted on a house down the street says this: "A change is proposed at 2102 21 Ave SW to allow for dwelling units that primarily take the form of a rowhouse, town house or stacked townhouse and may include secondary suites". It is not clear what will be built – a four-plex with subsidiary suites? A lane dwelling? Any parking?
2. Housing choice: the only new thing offered is the odious "Lane Build", which is euphemistically called a "Garden build" in Edmonton because the house is built where the garden once was. We have everything else within five-minute drive of my home: town houses, rowhouses, apartments, condos, duplexes, fourplexes, basement suites. The Missing Middle slogans are propaganda. that's all. Please take a look at the video attached that explains what the Missing Middle is, and the disrespect demonstrated to citizens' legitimate concerns. Complete with violin strings behind film footage from a public hearing. Note carefully selected images of that have elderly Canadians at the mic, expressing their

valid concerns, which is driving a wedge between the young and old. This is both disheartening and disingenuous.

3. I'm all for local amenities, reinvestment, and sustainability. But can we be more practical? From end of October to April we have snow. Why can't we have bike lanes that are just lines painted on the cement, like Montreal had decades ago (not sure what is there now), or Vienna now has along many bike pathways. I don't think we need the protected laneways because of the weather here. Makes sense from mid-April to mid-November.

4. Population Stabilization – I don't understand this assumption. The Feds are gearing up to double the population by 2050. That's driving our current housing problems – massive immigration. Nobody wants to say we need to hold back on this and let people settle in. There is no guarantee whatsoever that this plan will stabilize the population.

5. Housing choice: "one size doesn't fit all". This is getting a bit insulting. You don't think we know that? We have tons of choices all over the city as mentioned above in #2. This housing plan is about densification for a great tax base. That's the bottom line. And developers are supporting it, and some councillors have dubious ties with developers. There is big money to be made.

6. "More housing provides the opportunity to live and remain in the same community close to friends, family... as our housing needs change". Hmmm. I doubt it. Marda Loop has ramped up options for 20 years, and the new options cost a small fortune. None of my sisters four sons who are age 30 – 46 can afford to live there. I couldn't move there from Knobb Hill. I can't even move to a new place here. A new duplex on 23 Avenue was built this year on a lot that once had a lovely, well-kept small bungalow. Each duplex is listed for \$1.5 million. I can't afford that house. This statement in your pamphlet is false.

The MAP

I live at [removed]

- You have not clearly marked Richmond Road SW, a major route. Why?
- You've got what looks like the Richmond Medical clinic south of 17th Ave in orange – are you ripping it down? And building 7-12 story apartments/condos?
- You have apartments/condos higher than 12 stories north of 20th Avenue. Are they rentals, for purchase, who is building them? It says in your booklet these suggestions are based on engagement. Who did you engage with in our community to build large apartments across from the medical clinic? We fought against RNSQR's 32-unit rental rowhouses on 20th Avenue, so the City certainly did not engage 100+ people here who opposed the RNSQR townhouse build (on 20th Ave) and ask us if we want a 12+ story apartment complex. Who was engaged for this plan?
- Four to six story builds are down the street from me. I oppose this level of densification due to the same old things you hear, but ignore: loss of trees, loss of gardens, increased traffic, no parking, doubt that they will be affordable, and the latest in light of the burst water main pipeline in Bowness: undue pressure on our water, sewer and power infrastructure.

What is really missing? Not the middle, but rather: There is NO Cumulative effects assessment for this zoning scheme. There is a massive build of thousands of units planned by MINTO where Viscount Bennet along Crowchild. You have apartments and low rise condos/ apartments scattered all thru my neighborhood. How are these thousands of people going to move around the city? I don't see any dedicated bus lanes, plans for more metros. Crowchild TR and Glenmore can't accommodate this massive inner-city population. Don't'

tell me everyone is going to take a bus. It can take an hour to bus from here to Macleod Trail and Southland drive.

I don't understand what is going on, so please enlighten me:

HOW MANY dwellings are being planned over what time frame for the West Elbow Community?

How many people is the City predicting will move to Calgary? Over what time frame?

Why are developers told to build high with many units, but no parking?

Why are they allowed to tear down every living tree possible?

Why are kitchen gardens not valued?

Why are our wetlands in the city being paved over?

Why do developers say that millennials don't drive or like to garden? It is so absurd to say that they don't garden – as if they are aliens rather than human beings. It is ridiculous.

My take on the whole situation is this:

- The Feds are buoying up GDP through immigration because our economic base has been hammered (different topic, but to provide context).

- The Feds have decided immigration and housing will be a significant contributor to the economy. Therefore, we have to boost our supply of housing. Both parties are the same on this. I can't get a straight answer from my conservative MP about immigration levels, and Poilievre backs the upzoning approach. Note: Immigrants are being misled about affordability in Cda and are being lied to about ease of finding work and places to live. So this is a plan that also tramples on human rights.

- Developers are in a position to build, and are getting money and tax breaks from the Feds to do so, and will make a fortune in the process. Why not? That's their biz model.

- Affordable housing is NOT a priority, as made evident in the contract the City signed for the Housing Accelerator Fund. Only 1.77% needs to be affordable.

- The idea of living in row houses and town houses is being romanticized. Wait til you have a neighbor stomping over your head or on the wall next to you. I've watched a few of the town houses get built and there were NO concrete walls and floors poured. One developer has been noted as building as cheap as possible.

- Some councillors have been identified as having dubious ties with developers. I am sure this is rampant across the country. Case in point: Ford wanting to pave the Green Belt, and a half dozen developers stood to make billions as reported in the mainstream press.

You asked what I think? I think the Mayor and those councillors who voted in favour of upzoning failed to listen to their constituents and they are going to ram through what they want to do, through. E.g., [removed] the Feds and the Accelerator Fund had nothing to do with upzoning. The City was going to do that anyway. IF that is the case, then why are you wasting my time and that of others engaging about this plan?

I don't believe they care about the urban ecosystem and preservation of family gardens and trees. I am utterly discouraged by the entire housing scene in Canada, and looking to move. If it makes sense to do so, and I can, I will. I don't think I can stomach watching perfectly good houses with mature trees and gardens get torn down around the city in the volumes laid out in this plan and watch rowhouses, townhouses, apartments, lane builds, bump-out curbs go up. Not to mention roads ripped up for years, like over on 33rd Ave in the Marda Loop.

[removed]

- You are adding soccer fields, eliminating baseball fields, adding arenas and a new track which is all good but it is pay for use. How about some public basketball courts. A decent baseball field. And I mean real baseball not slow pitch.
- We need free places for kids to play. Kids parks do not fulfill the needs of teenagers.
- Yes, but one problem with making the sidewalks bigger in neighborhoods like Bankview is that the street is too narrow for opposing vehicles to pass by each other.
- Maintain and add recreation facilities. Without community recreation that is accessible to all youth all you end up with is crime. Hi density housing belongs downtown not in close knit communities.
- suggest: vision include connected community where groups get involved in improved health, wealth & power. asset-based community is key to develop a real sense of agency with local relationships to help people feel powerful, connected & satisfied. create a shared future. core values ought to include each of the preceding. neighborhoods are units of change. discover hidden value in built & natural environments close at hand. there is abundant local cultural value available to be invited to be involved. ask & expect receipt. see what we have & leverage it. create a decent neighborhood life for each resident. use six building blocks as a sustainable start point: 1. enable local sourced ingredients to produce well-being, 2. get local residents to contribute, 3. involve local associations, 4. support local institutions, 5. leverage local economy & 6. identify local stories, shared heritage and diverse cultural experiences. rather than Refine start to connect each neighborhood with active connectors, then mobilize (realize) and create a good life for each resident. we want to enjoy satisfying & sustainable outcomes. small things impact big things. make small the new big. involve connectors to engage neighborhoods. connected community is a nest where health, wealth & power is born & grows. it can be homegrown & homespun woven by gifts from every neighbor, association & local place.
- I appreciate the core values and all of them are important. The values that resonate the most with me are “Safe and Convenient Mobility” and “Daily Needs & Amenities”. In the future we need to be driving less, and factoring in how and where we go to get what we need will be important.
- City of Calgary would have to fix our roads and put a plan for infrastructure before we can actually build a plan for the next 30 years. There seems to be no further planning with the city just build, build, build with no thought about infrastructure.
- Yes, I think the plan fits well with the area and shows the path forward
- They shouldn't stop letting developers line the pockets of our city councillors and develop in areas that are undeveloped like the industrial parks, east Inglewood, old downtown buildings or the swaths of abandoned land in sunalta. Stop trying to destroy our neighbourhoods
- Yes it does BUT our city has a serious homeless and drug use problem that is completely being ignored. ALPHA HOUSE has completely outgrown their space and our neighbourhood is filled with drug users and drug leftovers scattered all throughout the streets. This is a serious safety issue and families are not safe to raise children in the area. This must be addressed now before we can plan for the next 30 years
- I am going to focus on 17 Ave for my response. I have a mouthful, 1. sorry 2. hear me out 17 Ave is a bustling area with a variety of mixed use and vibrant social scene. There are plenty of restaurants, patios and quick access to green/public space, it is close the the event grounds/stampede - lots of positives and a lot of foot traffic. However, traffic congestion is BAD, the noise and air pollution ruins the overall enjoyment of the area. Fart-can exhausts

loudly blasting in your ear when you are trying to socialize on the patios or enjoy a relaxing walk in such a great area. I live on 17 Ave and the traffic is so loud all the time. It disrupts your sleep, it's hard to enjoy your outdoor space, you are constantly over stimulated with noise there is no peace. This is something that should be addressed as more housing is provided along this area.

Resolution? Make 17 Ave (and maybe 4 St) pedestrian only from 14 St to Macleod Tr, shared with a small, slow electric tram making frequent stops along 17 Ave. This has multiple benefits such as, reducing carbon emissions and noise pollution; increases walkability and bikeability and encourages people to use green forms of transportation, which aligns with climate change initiatives. For the people who do not want to walk/bike, they have the option to use the tram to hop from place to place on 17 Ave. Maybe it can even swing up 4 Street as this is also a busy pedestrian area.

Additionally, allows more opportunity for permanent expansion of patios. Opens more space for natural vegetation, acting as a form of green infrastructure for stormwater - which can help collect runoff and reduce water pollution. This idea meets at least 3/6 of the core values in the engagement booklet (social connection + safety, safe & convenient mobility, climate adaption & resiliency). If successful, there is the option to explore the idea of expanding it (long term goal: city square only accessible by foot, bike, tram???)

Other benefits of electric trams:

improve air quality and public health, offer last-mile connectivity in an environmentally friendly way, tourist attraction, quick access to daily needs and amenities.

Okay enough of my persuasive essay on the pedestrian+tram dream of 17 Ave.

Housing - Agree with the increase of density and encouragement of mixed use along 17 Ave. Ensure shadow studies are completed prior to approving development so that 17 Ave still gets adequate sun, otherwise it will be dark, cool and crummy - but overall, great plan.

- No, the vision and core values do not resonate with me. The plan just facilitate a bunch of developers getting rich at the expense of the rest of us who worked hard to buy a family home in this area and just want to raise our kids with a backyard, with other kids and families nearby. For those of us whose primary value is in their home you are screwing us over in favor of rich developers. Our property values will decrease, crime will increase, green space will decrease and quality of life will be drastically negatively impacted. To the councillors who are pushing this through and refusing to listen to the majority of Calgarians that don't want this - shame on you.
- The vision and values do not align with mine. This will kill the character of historical buildings. Like blanket rezoning you are ruining neighborhoods.
- I do not understand what you are referring to by "nodes" and "activity centers", please clarify. I have a graduate degree and this is still unclear.
- I live on 50th ave and 20th street S.W in Altadore, I strongly believe that with the potential for high population density around this area that it is very important to consider parking on the street and overall traffic. Currently 50th ave between Crowchild and 20th street is extremely congested, I live between two high schools and the traffic and parking situation will become worse if population density increases. Perhaps the city could consider a few items:
  - 1) Widen 50th Ave between Crowchild and 20th street
  - 2) Consider traffic circles instead of 4 way stops
  - 3) Provide overhead crosswalks for students to ease traffic

4) Provide a secondary entrance into North Glenmore, by connecting Glenmore and 20th street S.

Please note that permitted parking is not a solution, it is already in place and does nothing to mitigate the congestion from school pickups, kids soccer practice, or mount Royal students. I currently have the expectation that if I move my vehicle from the front of my house, I will lose my chance to park in front of my house.

- The vision of density is important to consider. I feel the balance of height of buildings seems aggressive in our community (Altadore). I am concerned about traffic and the street parking. I live in a semidetached house. We park in our garage and rarely is parking available in front of our house. My parents are elderly and it is difficult for them to park near by. I understand development of vibrant communities is important, however I think parking and road use considerations need to be developed along side with these to ease residents concerns.
- I agree wholeheartedly, though I wish they were even more aggressive in terms of mixed-used and sustainable development. (Though this is unlikely in Calgary.)
- The vision is a meaningless word salad. There are already people living in these communities. You cannot just erase whats there.
- No, stop ruining the very thing that makes calgary nice, we have space to use, stop cramming everyone together
- Beautiful, people friendly, safe, green space, modern urban vibe.
- I am concerned the planning is losing sight of the desire for walkable light filled human scale streets and that is what attracts visitors and residents to erlton mission and cliff bungalow.
- I believe that making the West Elbow communities, specifically Marda Loop, a destination that promotes social connections, housing for all, and preserving natural areas is great. What concerns me, is with all this desire to make our community a go-to location, is that nobody is coming from outside the neighbourhood without a vehicle. This leads to the question of parking. There is already a serious issue with limited parking for visitors and residents in Marda Loop, with visitors parking in residential areas, and locals not having anywhere to park themselves. The limitation in street parking with widened sidewalks, as well as development of new buildings, will cause strain where there already is a lack of parking. I am a local physiotherapist who has heard numerous clients report to me that they had a difficult time finding parking, and that if it weren't for their appointment, they wouldn't be coming to Marda Loop. This neighbourhood is not a destination due to it's inaccessibility for parking, lack of transit, and challenges with construction. Calgary is not, and will not be in any near future time, be a walkable city. We cannot plan to eliminate parking, or add infrastructure without the adequate amount of parking for residents and visitors. There MUST be a focus on maintaining street parking, adding parking lots, or adding permit parking so the residents are able to park their own vehicles without being displaced by visitor vehicles if there is no public retail parking.
- The vision and core values are good.
- No. Core values include families. How will this plan attract and keep families in West Elbow communities. This is density for densities sake. Also the above ground infrastructure won't be able to handle the congestion in Marda Loop.
- You are missing 26th Ave SW as one of the listed Main Streets. Please add this. It has a lot of potential for mixed-used and transit access.
- Too many low and high rise buildings will take away the character of many areas.

- The area already has a diversity of housing. Higher density and growth is happening in Lower Mount Royal and in areas west of 14 St. Current areas of Upper Mount Royal and Elbow Park are not and will not be affordable to all income levels and planning should reflect this. Also, the character of these established areas need to be preserved. The Upper Mount Royal area is, and should continue to be an area where people from all areas come to enjoy the green spaces, the quiet streets, the tree canopy and the varied architecture
- The vision and core values do resonate with me, however, I would try to balance these with solutions to traffic congestion, parking, alley access, bin storage, and possible adverse effects of 4+ story buildings on houses, duplexes and row houses.
- I like proposed value partially, but the main value should be existing community and property consideration. You can develop community with make suffer existing residents, for instant building big MDU next to their home which will obstruct the light intake in the windows and view obstruction. On top you can't forfeit smaller private property to build bigger MDUs. Main idea is the respect and consideration to the existing properties and exist residents as should be main core value.
- 1. It's great to provide more homes but also it's significantly important to keep in mind that proper distance and building heights between buildings are needed to keep the good quality of homes and residents life quality for sunlight and privacy.  
2. Back alleys around 27, 28, 29 Ave Sw need improvement as they are too low with many holes that retain water and snow that is harmful for the houses around and negatively influence residents life quality.
- The vision and core values resonate with me. They are open ended enough that it will be difficult for anyone to fight against them.
- I don't understand the need for such large developments along 20th St, 16th St, 50th Ave and 54th Ave. These streets/avenues are far away from the "core" of Marda Loop. These developments will push away families and bring down property value for everyone surrounding them.
- If we want to take climate change seriously, we would be increasing density everywhere and encouraging cycling a lot more than what's presented here
- I want to see more trees on streets and less lawns on properties. Why can't we grow big trees anymore like that ones that create canopies over the roads? Why do we have to get these little 10 foot tall trees that die and don't provide shade?
- There is a big missing part, which is completely glazed over, and that is around the support infrastructure needed to attain this. Altadore is not set up for density, you cant walk to grocery stores or doctors offices or other ammenities. Density along 33rd and a few blocks each way makes sense, but not down 20th and 16th south of say 36th and definetly not along 42nd. The other MASSVIE missing piece is schools. Schools are BURSTING in the inner city. While it may not be a city responsibility, completely ignoring it does not help either. Show some leadership. Come with a comprehensive plan with all levels of government aligned.
- Here's my opinion:

The planning issue to discuss is the character of the streetscapes.



In Bankview, we have a mix of century old homes, 1950's and 60's apartment blocks, newer multifamily buildings (like ours), infill homes and townhouse developments.

On our street we are predominantly multifamily and larger apartment blocks. Our building is modest compared to our neighbors and fits into the context.

The proposed development is a larger building on a street dominated by older historical homes and a more modest scale of infill development.

I think it is important to maintain the character of the block streetscape with more sensitive infill development and not insert larger buildings into blocks that have smaller scale or we run the risk of ruining all the neighborhood character that has been established.

- The map and the vision don't make sense. My understanding of this was more mixed use housing and diversity, and yet this plan shows self Calgary becoming all 4 to 6 story buildings. The neighbourhood is nowhere near any transit hub and the traffic concerns and density don't match up. South Calgary has already achieved, a high-level of diversity and redevelopment, so I don't understand why we continue to push for more in an area that's already suffering from congestion and growing pains.
- There needs to be a vision for how people get to the neighborhood by car as well and for where they can park.
- Yes they do resonate. However, given the current housing crisis, 30 years may be too long of a timeline for this, so I wouldn't mind a more aggressive timeline in this matter.
- Over the next 30 years I think the plan would help make the West Elbow area grow, however I'd expect that asking with this growth would be a major increase in transit for people who need to get downtown. Parking management and traffic calming activities will be important to continue to make the community a success. I like the walkability of the community now and that needs to expand along with all forms of transportation (cycling and powered wheels).
- Affordable housing is not addressy
- "Build upon a rich history" - with many historic and culturally significant buildings and communities included in the study area. Ensure the history is preserved while improving communities for future generations. Continue to expand public spaces and parks to allow for community connectedness. Improve walkability and mobility by bicycle. Increase public spaces for social gatherings. Provide guidance on architectural controls to ensure history and ethic of community is maintained while expanding and increasing housing density.
- The vision does not consider the impacts to traffic, parking, travel and safety.
- They do not. The City should not be attempting to impose policies that are at odds with established legal rights (eg legal caveats on properties), which affected residents have relied upon and are defending.
- Housing for all is not right focus as the area is expensive and shouldn't be developed for low income families. Focusing on walking, bike paths and transit is nonsensical as a small percentage of people use transit and bike paths. You should stop planning like these numbers will increase significantly as people will not stop driving their cars. In addition, older people who like to stay in their homes prefer bungalow style houses without stairs; your plan seems to want to get rid of the existing bungalows and hence, all the older people who current live in these neighborhoods. The current area is walkable and your current

changes to 33rd Ave will have a negative effect to the businesses in the area as it takes away parking and makes the area more congested (i.e. harder to drive in and around).

- Very much so, I strongly believe allowing larger and more diverse forms of housing would not only encourage broader access to housing but allow for more small to medium size businesses to thrive in a more densely developed area.
- My thoughts are, the current councillor of ward 8, the mayor, and those that share their idéologies should be barred from making wholesale changes. Their arguments are not grounded in fact, reality and have shown complete incompetence and arrogance in the disaster unfolding in Elbow West. It is obvious and if they are allowed to proceed, will not address the issues they claim to be serving. It will destroy business, some have already closed, ruin the neighbourhood, and increase property and pit a cohesive neighbourhood against each other. Stop the nonsense ideology and implementation. Every city that has gone down this path is worse for it. Let's wait till after the next election before we make wholesale and destructive and expensive plans on our dime. No thanks [removed]
- I am worried that the value of the properties will not reflect the current level of income in the neighbourhood. People in this area CARE and can afford to maintain things - I don't want people who don't
- No to rezoning
- Leave the housing density alone. Some of us worked hard to get this life style and you're ruining it
- No, the neighborhoods and the communities supporting are already taking care of residents. We don't need to change anything organically things will mature as required. There is no need for forced diversity, climate change initiatives or safety changes. In fact we need better traffic flow, increased speed limits and less bike lanes. The city needs to stay out of the community plans.
- I do not agree with the core values of adding housing that diverges from the character of the neighborhood. Adding 4-6 story buildings beside historic single family homes in one of Calgary's most established and oldest neighborhoods does not make sense. Many of these residents have put significant effort and money into their houses to maintain this neighborhood. Additionally the sensitivity of the area around Elbow Park to the effects of flooding, prohibit such major developments which would divert and channel significant flood waters during another flooding event. Finally, high density housing would further complicate the challenges facing local schools where wait lists and overcrowding is already a significant issue.
- Not really. Misinformation presented particularly on climate change makes me doubt the whole premise. The lack of planning consideration for the primary mode of transportation leads me to believe that this is just that, a fake appeal for input on decisions already made.
- More density is needed. Stop focusing all development on car culture. There are some people in the world who prefer not to spend 2-3 hours a day in the car.
- 1. The Vision statement is a poorly constructed, confusing run on sentence with no mention of Core Values.

The information suggests that new LRT and BRT lines are driving the growth in the area. Or is it the proximity to downtown? Or is it new stations along these lines? Add some clarity to fix this confusion.

The City has no plans for LRT lines in west Elbow neighbourhood, so it seems the idea that the newly redeveloped Stampede and Erlton stations are meant to drive future gentrification within walking distance of those stations. If so, then put more effort into developing those areas.

Are new BRT lines meant to shuttle people from West Elbow community into downtown? Or is it meant to be a commuter route transporting riders from farther communities through West Elbow into the downtown core? BRT is meant to be Rapid, so these types of commuters won't be stopping in these communities located adjacent to the downtown Core; and therefore this objective of BRT routing doesn't mesh with West Elbow core values. The existing east-west road infrastructure, the existing bridge network crossing the river/park network highlighted in the "Vision" statement, and the river/park network itself don't work with BRT routes of commuters coming from south of Glenmore Trail using BRT to get downtown and back.

- Yes, densification is needed in this city to increase affordable housing; yes, mixed residential and mixed-use residential/commercial are necessary for vibrant communities...but put a local area plan in place that doesn't have BRT routes like those along 14th Street South or Centre Street North rip right through the heart of existing established neighborhoods like Mount Royal using Carleton Street.
- Safe and convenient mobility starts with good public transport. Currently, that is not in place so allowing development to proceed first, is reckless. Currently the pedestrian experience in gray zones is very poor. Stewarding the natural environment has included cutting down excessive numbers of trees. Access to amenities has meant overcrowded schools, lack of parking and overburdened sewers. The below ground capacity must be addressed before open the flood gates to development. If anything, safety has declined since no provision as been made for affordability and support services.
- Yes they do.
- Increased residential and business density should only occur along and near main streets such as 17th Ave, 4th street, Elbow drive, 8th street north of 17th avenue and not within existing neighborhoods such as Mt. Royal.
- Yes, these resonate. Would also love to see commercial node grow, e.g. 20 St SW and 42 Av SW. Recommend 40 km/h speed limits along collectors like 20 St SW and 16 St SW.
- Yes, the main reason that we selected this area to live in is because we felt that neighborhoods such as garrison woods have a strong sense of pride due to the wonderful common spaces, not just playgrounds but even beside roads, for example somme avenue has a wonderful common space in between the streets. While population density increase is an inevitable result of growth, we must carefully understand the profiles of people living in dense to sparse areas. This is paramount when decided which zones to update. We must be cognizant of the load that increased density will place on systems. I would propose to make 33rd Ave a thoroughfare at least in certain sections to ensure walk ability for those that have moved to the area expecting this. Climate resiliency is important and while not everyone may have the space for growing, we should provide a common garden for people to gather and learn.
- Yes, this resonates and modernizes the area according to changing needs and priorities.
- Parking will become a big issue (near Marda Loop) - how will this be addressed?

Mandatory green building standards/building codes need to be enacted for all new construction. Why is this not prioritized by governments. Retrofitting all this new construction after the fact is too expensive.

- I agree with all the statements in principle but these are very vague. What is important is that each community on its own will work and blend in the overall plan. Good interactive discussions at the working group sessions are the key.
- No, this is absolute [removed]! Calgarians DO NOT WANT THIS
- No. Leave this area alone. It does not need any more densification ! It's too busy as it is. Not enough parking.
- While growth is inevitable, there is already too much growth, too quickly, in our neighborhood. Protect what little space and tranquility we have.
- I am generally in support of the overall vision though calling our neighborhoods walkable is a stretch. It is possible in theory but by no means comfortable. I am also in support of the core values though my priorities would be "Housing for all" and "Safe and Convinient Mobility". As of now our neighborhoods are treated as thoroughfares for people in the suburbs. Ultimately we need to take back our streets and put our communities first rather than prioritising car traffic.
- Where is the Heritage and character of these very important neighborhoods.
- It looks okay, but it also looks like there's some large swaths of areas that don't need to take on more density. There's a lot of white on that map
- I think this vision is surprisingly misguided and doesn't actually represent the areas of density that exist. In fact the lack of perspective on where density currently exists, and where there is density of services is totally mistaken. Particularly i am surprised that there are no thoughts of appropriately developing 14th St which is a fundamental thoroughfare already! I am also confused as to why there isn't any planning for mass transit tied to inner city development. It makes little sense to create density around areas without dense non-car travel options. It seems to fly in the face of providing safe equitable homes for all.
- No absolutely not!!!!
- The councillors and mayor are misrepresenting the people, selfish reasons only! Move affordable housing to mobile parks and other spaces that won't ruin the beauty safety and flow of the west elbow community! We are paying higher taxes to maintain this beauty and safety so we should get a say and respect— I have grown up in this city and seen alot of changes but want to preserve the beauty , safety , flow opportunities and healthy lifestyles !
- I think everyone can agree with these blanket statements it's the way in which the city goes about them that I disagree with. For example having lived bed the Marda Loop area for over 20 years in terms of climate resilience all I have seen is a reduction in tree cover and an increase in hard surfaces. This leads to neighborhoods being hotter and run off to decades old infrastructure that was provided with less density in mind being stretched to its limits. Further the city has shown no willingness to hold developers to the ARP so how can I have any faith that participation in this process will make a difference. After years of trying to engage in these processes all I've seen is a lack of leadership at the municipal level.
- No these visions are frightening, need to remove all orange , firstly this blanket zoning was misrepresented by the councillors and it should not have been voted in, the councillors are misrepresenting their constituents, [removed] There are area to build affordable housing in the city and not in existing west elbow community, - this will increase crime, traffic making unsafe for children , need to preserve the beauty of this area!

- I got the booklet home and I am very confused about the fact that the city is planning for all these houses and new homes but absolutely no word about new schools to be built, no new libraries, no new bus or transit routes. There is absolutely no talk about this. Why? If there are thousands of new people moving to an area they need schools and services.
- I would add a core value of: preservation of historic character of the neighborhoods. There should be more architectural guidelines and requirements enforced in development of all types of homes. Regardless of the type of residence developed, it should match the character of the community.
- Less woke.
- Yes. They look good. There should be a recognition of what commercial areas already exist (many within walking distance) and that residential areas should be protected as such. There should also be more direction on where to density despite the recent rezoning approval. The plan should still have recommendations on where higher density should occur (where it makes sense) and not necessarily in the middle of established neighborhoods. There should also be a consideration for preventing over densification (like is happening in Marda Loop). This is not contributing to a livable area.
- They do resonate with me. On the note of pedestrian friendly infrastructure, I strongly support the idea of closing 17th avenue from 8th street to 4th street during the summer months and making it a walking and cycling area. In order to avoid negatively impacting the businesses on the street, underground, or above ground parkades should be built to allow for east parking for visiting suburban folks to the area. I see this as an expansion of the extended patio program initiated during covid. I firmly agree in diverse homes being built in west elbow for varying income levels. There are far too many homes being built that are far out of reach for the average person to rent or purchase. Heritage properties are also important to maintain as they give character to a city.
- The draft core values resonate, but should include an additional core value of : "Prioritize liveability and ease of movement within and between communities." This would include:
  - #1 - Safety: this should be a top priority of which all other core values stem from. All of the suggested additions below tie to community and resident safety.
  - Parking: a focus on ensuring streets are wide enough to accommodate parking and two lanes of traffic, and that new multi-storey housing permits require sufficient resident and visitor parking as part of the development (underground parking or dedicated non-street parking spaces). Why? Increased density will bring more cars to the community and street parking is already very limited, and the streets are often too narrow to accommodate parking on both sides of the street and two lanes of traffic. Parked cars also present safety concerns because it's difficult to see around them when driving, and small children are often hidden behind them when attempting to cross the street.
  - Improved lighting: prioritize street lighting and community playground/park lighting. Why? So that it's useable in the winter months when it's dark in the early evening.
  - Ease of travel on community streets where all modes of transportation (cars, bikes, pedestrians) have space, and streets and intersections provide clear visibility for all, particularly in areas near schools. This would include defined and visible cross walks, and reduced speed limits within the community (40 kmph). Why? Creates safer conditions for pedestrians and bikers, especially those commuting to school.
  - Preservation of mature trees: Prioritize keeping mature trees on lots that are being redeveloped where possible (at the front of back of a lot). Why? Ecological function and preservation.

- Seems like you've taken a family friendly area and turned it into another downtown hub. Sad for the families.
- Living in a West Elbow community I would say the values line up. I think more thought could go into shifting to more pedestrian and bike friendly.
- I wouldn't change anything and am insulted by this predisposed and already for all intents and purposes path forward. You should be ashamed of yourselves. Disgusting.
- No - what the city has done relating to blanket rezoning is atrocious. The people involved in that decision, those that support it, and those planning to embark on rezoning of traditionally single family neighborhoods should be ashamed and resign.

My wife and I are in our mid-30's and have made significant life sacrifices (and continue to do so) in order to live in Elbow Park. We moved in here 5 years ago and have continued to invest heavily into our home because we love the way the neighborhood as it is, and has been for decades prior. This is an aspirational place to live in its current state (which is the same as it has been for decades prior). Do NOT make any density changes to this neighborhood. Nobody in this neighborhood wants any sort of densification (townhomes, rowhomes, apartments, condos, etc.). The community did a survey less than 3 years ago and over 80% of the community was vehemently opposed to any sort of zoning changes that would add this sort of densification. Not to mention that the vast majority of respondents to the blanket zoning policy by the City were against it - yet the city went ahead anyways. You are not listening to the citizens and you are not listening to your communities, it is insanely shameful. Our property (backyard) backs onto 14th street. The type of development permits and densification that is occurring (12 unit multiplexes) is insane. Not only does it impact the character of the neighborhood, but zero thought has been put into parking - which will directly impact our house and our surrounding neighbors - ruining the quiet, spacious, clean characteristics of our street. There has not been nearly enough parking provided for these units and vehicles will spill over into our neighborhood. We live in Calgary - people need and want vehicles - that is just a reality. Again, it is obvious that the City and the city planners don't actually care about what individuals and communities want. It is clear that you have a particular agenda that is not routed in logic and not reflective of the people who live here want. It is frustrating, it is sad, and it causing unbelievable stress to the residents.

Please, please, please, do not change the zoning, do not change the densification of our neighborhood, be considerate of the people who have invested in these communities and those who live here and plan to live here for well beyond the next 30 years. When something is not broken, don't fix it.

- Daily needs and amenities should be limited to main streets. If somebody wants to open a corner store they should be able to do it in a residential area.
- I always find that the Vision and Core Values start to conflict when we make concessions for vehicles. There needs to be solid and tangible action to reduce car usage or these plans will never work. You will never stop hearing complaints of parking and congestion if you don't start making those modes of transport not as attractive
- one of the visions is improving transit and has this in the plan:

infrastructure that improves the efficiency of transit service along Primary Transit Network (PTN) corridors; and

I hope that we will be seeing lanes on 14th street cut down to two for vehicle traffic so that buses can operate more efficiently

- How much do you wanna bet people in Elbow Park will think they shouldn't have 6 story buildings? That alone should be a signal that those are a good thing.
- Put a streetcar on 14th st, make bus only lanes, reduce the setback requirements, may curb bump outs. Literally do anything on this street to make it more pleasant and enjoyable for people. Stop treating every street like a major car traffic through street. Nobody wants to enjoy those places in the inner city.
- The plan talks a lot about mobility and TOD type stuff. However there doesn't appear to be all that much density around our transit station areas. Those areas have like 600m radius but only allow density right beside them. We should have more density in this plan
- It seems like there isn't enough density or housing choice in this plan. It's very boring, vanilla and plain. The circles around our transit stations should be packed with density, not just like one tower. MAX Yellow and primary transit areas should be much more dense.
- I would like to see more cycling connections. We started off with a pretty good connected bike network in the Beltline, but now it just misses connections. 5th street should go all the way to the Elbow River.
- You know, I agree with the Vision and Core Values. But parks an open space is so much harder to do in urban places like West Elbow. What if we started just making plazas everywhere like in Europe. Just plaza all over this place cause trees are kinda over-rated in a place where they don't grow naturally
- I would like to see as much effort as possible put into the retaining of the historic character of the area when new homes and businesses are built. I would like to see natural areas preserved with buffer zones.
- If any multi family is going in, please for the love of humanity include parking for every driving age person that would live there. As a renter, I've turned away from so many new builds in the city center because I'm in a roommate situation (no car sharing) and I require a car for my job. Assuming people can take transit is VERY ablist and not realistic with our climate. Having recently suffered a foot injury, I had extreme difficulty walking a block to catch a bus and the schedules were very unreliable. Anyone could fall victim to the same fate. I don't see the need for cars going away, but I can see not needing to use them as often if there are reliable and convenient alternatives. Please stop removing parking in the hopes it will reduce driving! That does not make sense.

The best part about this area is it still has a lot of low rise/single family homes, and it's nice to walk around.

- Safety, community and walk ability. Less focus on vehicles
- Sure, and being an inner city neighbourhood, I've come to expect high density with single family homes nearby, parks that are becoming lively with youth again, and commercial areas that can be accessed by bikes in the non-winter months and parking for vehicles when it's not optimal.
- Yes, particularly the part about exceptional parks. We have good parks today but much work is needed to reach exceptional status. However, that should indeed be the goal for our communities given densifications and the increasing importance of public spaces within that strategy to keep Calgary a livable city.

- Respecting history and single family housing
- I do not know why the City bothers to do these ADP anymore. It is a colossal waste of money to complete the plan and then the City planning turns around and has total disregard for the plan. Just look at the disaster going on in Marda Loop. Not one of the new large-scale developments are following the ARP and the City continues to approve everything and showing disregard for the ARP. This exercise is a complete waste of money and resources. And the City wonders why public trust is being lost - open your eyes!
- I would like to find out what is the vision and core value of the Parks department regarding the cemeteries in Erlton community? Are you going to approve their expansion in the 30 year time frame of LAP? Or getting them to commit to no further expansion beyond 2019 fenced boundaries?
- The values resonate with me but so far I don't think the plan matches those values. There are multiple places near the MAX Yellow transit corridor that appear critically underzoned. These areas near transit should at minimum be 4 stories.
- WHY DO YOU WASTE our time with your [removed] surveys and questionnaires??? It is quite obvious that City council doesn't give a [removed] about what the citizens of Calgary think. Lots and lots of swear words aimed at you - you should be ashamed of yourself.
- I agree with mobility values. Less car-oriented, safe pedestrian and cycling infrastructure is needed. Pedestrian infrastructure is seriously lacking. 14 ST SW and 17 AVE SW west of 14 st are big roads. Button activated crosswalks feel like a gamble on life every single time. Especially the main streets densities, there needs to be better traffic calming infrastructures including medians, protected crosswalks, lower speed limit (40km/h).

Bike infrastructure is seriously lacking. I use the downtown and Beltline bike network extensively, year-round to commute. However, the disconnection from 12 ave bike lane in Sunalta to Bankview is seriously concerning. There are good opportunities for bike lane connection from 12 Ave bike lane to Bankview. For example, 15 St SW to 17 Ave, create a protected cyclist crossing to cross into Bankview would be amazing. Many cyclists use this crossing but they have to dismount every time. In the winter the snow is not cleared so it deters winter cyclists, despite the 12 AVE lane being well maintained for winter cycling.

Better transit connectivity along 14 St and 17 Ave communities, between Bankview, Marda Loop, Hillhurst, and Capitol Hill. Although connected via 14 St, these communities are not easily transit or bike accessible.

- Yes
- The vision of intensifying "main streets" like 17 Ave and 14 St seems orthogonal to the goals of the Roads Department within the city of Calgary. Given that the Roads Department does not do public consultation or respond to any feedback, why is this plan not focusing more on building housing in desirable places to live instead of main streets that are filled with traffic noise and won't be meaningfully improved?
- Overall is good, there needs to be some consideration of the current homeowners in the decision making process. Parking requirements to new developments need to be realistic to the fact that Calgary is a commuter city and most of this district is only serviced by poorly running bus routes
- Lighting, activity and wayfinding does not improve social connections. Social infrastructure does. Is the plan proposing new libraries, parks, community centres, schools? How exactly will the plan be prioritizing pedestrian experience, active mobility and transit connections? I



assume this means reducing vehicular lanes, improving crosswalks, minimizing crossing distances, building dedicated bike lanes. Yes? 12th Avenue should be a Main Street, 10th Avenue does not have the catchment to support retail.

- I've seen the proposal for up to 12 story buildings on 25th and 27th Avenues and up to 6 story buildings on 28th Avenue in Erlton. This must be the City's idea, with the intention of ramming this down the throats of Erlton residents, much like the the recent city-wide rezoning debacle. There is zero support for this as far as I know.
- In general, I support the plan; however, development changes should stay with the larger roadways.
- In Upper Mount Royal both Carlton and 10th Street are residential. The plan seems to be thinking that bus routes are fair game; however, that is not correct. Carlton and 10th Street do not have much traffic and actually are residential roads inside of the community. Some rows of nice townhouses could possibly be considered on 10th, but not Carlton. It would decimate the community.
- Yes. I like that walkability, park access and growth (both business and increasing residential options) are a priority.
- I expect the Mount Royal Community will continue to evolve over time, but I don't agree with your vision. Every effort should be made to preserve and enhance this historic community so that Calgarians will continue to cherish it for generations to come. Your vision would destroy its character, insert high density across its core to make it unrecognizeable, wipe out trees, pit neighbour against neighbour, tax existing infrastructure.
- We expect that the Mount Royal community will continue to change in the future, but we don't agree that change should come at the expense of existing homeowners and by radically altering the character of our historic neighbourhood. Any change should be well thought out with the goal of preserving the uniqueness of the community.
- I like the plan. We should have more retail in bankview so it is more walkable
- The Vision & Values do resonate with me. Housing for all, accessibility, safety, and the need for local amenities is something I strongly support. Building a community that has safe access to public transit, bike paths, and high walkability for daily needs and amenities, as well as forms of housing that allow for greater density all contribute to supporting the fight against climate change.
- There are some major gaps in this community plan as it tends to focus on only one aspect of a community...create more homes / densify. As a member of the community I want to see more statistics. What is the population in the areas now v.s the intended increase over time, what is the status of our school enrolment v.s. capacity (do our schools have the ability to support the increased density in our local community or will this mean that children will need to spend more time travelling on buses to schools further away)? With the obvious electrical and water supply issues we've had (power alert in the winter now the aging water lines creating a possibility that Calgary will be without water) what type of infrastructure upgrades have been considered, is this cost for upgrade going to be at the expense of the increased taxes and utility bills that are already increasing at an exponential rate, and if needed what impact will it be to the existing residents to upgrade (2-3 year Marda loop project as an example)? I myself can attest to the fact needing to be a dual income family in the area having moved here two years ago, I did not believe that I would still be on a wait list for a daycare in my community. We travel 10km one way to drop our kids off at their old daycare. So the increase in housing needs to show the intended increase in services to support the community and the ability to do so. With the change to a blanket RC-G to now a further

push to line the pockets of building developers who do not need to consider the costs associated with infrastructure upgrades, City hall just seems to be focused on the topic of the day...create more housing.

- Yes, all these core values resonate with me.
- The overall vision of the west Elbow community plan doesn't make sense to me. Within this plan you talk about different communities at very different stages of development. Marda loop and South Calgary already seeing significant densification and then Elbow park and Mount Royal that have seen none and now blanket zoning has been passed. we do not know what that looks like in specifically Mount Royal and Elbow park. Elbow park and Mount royal isn't growing and hasn't grown so your vision is incorrect. It is growing in a different way a new generation of residents are moving in and updating the existing character of these wonderful single family homes or building new single family homes. Not every single neighbourhood has to grow in your vision of density like Marda loop. New families, singles and couples are making the communities of Elbow park and Mount Royal updating the old and revitalizing what is run down with new single family homes. That is what people want for this neighbourhood. Housing for all is a socialist agenda and if it talks about affordability that is not what will be created in this neighbourhood by these values and densification. homes built will be out of affordability for most and this is a high tax neighbourhood so all the costs of these homes will be passed down in expensive rents, housing for all is a myth. Safe and convenient mobility, more densification makes the streets unsafe and busier. And a no car future is not reality this is an affluent neighbourhood and everyone has cars, everyone who will move into this neighbourhood will have cars, more cars are being sold now than ever and the amount of cars are increasing. It is cold climate in the winter cars are used. there will be more cars parked causing difficulty with sight and traffic when right now in Elbow park and mountroyal we see kids playing on the streets and sidewalks and parks walking to these parks by themselves without parents because it is significantly less busy with cars due to the lower densification. Climate interesting concept when densifying and adding more buildings will increase the temperature of the city and remove significant amount of trees I have already watched three houses behind me get torn down for ugly square block buildings that cover the whole lot removing many large beautiful trees that help with carbon footprint. Most importantly there is no Core Value about maintaining character of the neighbourhoods or a focus on listening to residents that live there and how they want to see the change. These values are all focused on new people moving to the neighbourhoods and how to get more people to be in these neighbourhoods but the residents don't want that. There is a quality of life that they signed up for when making the most important decision of their life and one of the largest investments. There should be a core value of protecting that for the residents and protecting their investments and retirement money (as most houses are) . A core value should be to move through this change thoughtfully and slowly. Not straight from blanket zoning allowing row homes on lots and then three weeks later presenting a plan that is way beyond the scope of blanket zoning. People are not afraid of change and accept change but when it's done thoughtfully and not forced on them with a plan that is way beyond the scope of what has been in their neighbourhood and what has recently been changed. Blanket zoning did not involve 4-6 story buildings. Mount royal and elbow park have not seen the effects of the new blanket zoning and by not having a core value of going slow and seeing how these neighbourhoods change this plan skips that. You are dealing with two very distinct neighbourhoods (elbow

park and Mountroyal) in two very distinct phases of change and the values should respect that.

- I am opposed to further high density building in Erlton. The community has already been welcoming to three story multi-family builds recently and new owners are putting down roots. The increased density will destroy the streetscape and the quality of life in our neighborhood. There is already too much traffic and not enough parking for the residents. Furthermore, this plan goes counter to the stated plan for heritage homes, many of which remain in the areas scheduled for redevelopment. Has anyone even visited our community? I am opposed to this plan.
- Not really... it all seems to be about increasing the number of people in the area when we can't handle the ones we have - there are no doctors... no services and you want more people! Why? This is not helpful and I don't share this vision at all!!! More is not always better! Please stop with the liberal/socialist attitude and resolve the issues we have today!! Less housing... less people... better standards for those of us who are here now!
- These definitely resonate with me. They reflect a lot of the reasons that I love my community (Sunalta) and all of the things that are so great about these areas. I think in particular for me I am supportive of continuing to improve active modes of transportation (does this include Transit? If not I would add Transit) and also supports a mix of transportation options. We are very lucky to have lots of good active transportation already - I primarily bike and live and work in the West Elbow areas - but definitely support a continued focus on this. I also love the diversity and housing mix in my community - higher and lower incomes, higher and lower density, ethnic diversity - and hope that other communities in this LAP area can embrace new housing options to realize a similar situation.
- Why do I have a sneaking suspicion that "heritage" is going to be used to protect places like Eblow Park and Scarboro from being more dense?
- I agree with the Vision and Core Values
- 14th street needs a complete overhaul and not just be viewed as a commuter route. It has shops, businesses and residential on it. With the new towers around in needs to be scaled back and beautified. Why are there barely any trees there?
- The city needs to maintain the work that they do better. They plant d many perennials for example in River Park, and often the weeds are bigger than the perennials.
- Generally the values of diversity and preservation of greenery resonate with me however need to consider a contextual plan. Established neighborhoods that also offer single family dwelling are at the core of many communities. Preservation of community values is essential to the fabric of our city
- I think you are missing financial considerations , like respecting that a house is most people's major financial asset when you are making planning and zoning decisions.
- It's nice seeing more density being proposed along transit corridors, I keep hearing we should do that, however these areas need to be mixed use and include commercial in them as well.
- We need to value trees more. Not in the sense that they should be blocking development, but we should allow big trees to grow across streets again. How come trees used to grow like 50ft high and now they barely get over 10 feet?
- This is all very nice but very vague. For example, housing for all: will there be low rent (non-market) rental places? Will there be 3-bedroom apartments for families, or will the increased density be all 1-bedroom apartments forcing families to move to the suburbs? As typical in

Calgary, will the developers be left to decide what they build so they can maximize profits? Or will the city actually do some true planning and grant building permits only if the developers build the housing the people need?

- Climate adaptation: blanket rezoning will result in established neighbourhoods losing trees and garden areas, and increase land artificialization. Increased density should be prioritized in areas with one-story businesses and parking lots.
- Honestly don't do anything, you've done enough damage. Focus your attention to simply maintaining what you haven't yet ruined. This mayor and city council lackeys will be out of office soon enough. It's insulting that you're asking for the opinions and engagement from taxpayers when it's clear you'll do whatever you want despite that the vast majority of them pleaded with you not to. I have zero interest in gutting my community to make way for the liberal ideology of "housing for all". So the Liberal federal government packs this country with record breaking immigration levels for votes, my federal/city taxes, property have escalated beyond measure, cost of living with the carbon tax is suffocating everyone and now you want lower my property value, bottleneck traffic on roads cluttered with sink holes, a power grid that fails during a cold snap, in a city run by inept fear-mongering leftists who vital infrastructure catastrophically fail....just resign and go back in hiding. We wouldn't need safety addressed if we had police arresting the violent drug addicts who commit crimes. This city has turned to such disrepair in such a small amount of time. The next election both federal and municipal can't come soon enough. **DON'T DO ANYTHING!! YOU'VE DONE ENOUGH DAMAGE!**
- I think 26th Avenue really should be focused for more local and daily amenities, as well as transit/active transportation.
- A greater focus on preserving the high concentration of heritage homes in the area should be a core value. This is a unique aspect to this LAP and should be highlighted separately.
- The recent removal of these carefully crafted zoning regulations threatens to disrupt this equilibrium. Without proper zoning, there is a real risk of haphazard development that could lead to a host of issues, including:

Overdevelopment: Unchecked construction could result in overcrowded residential areas, strain on public infrastructure, and loss of open spaces.

Traffic Congestion: Inadequate planning could lead to significant traffic problems, affecting commute times and increasing pollution.

Loss of Character: The unique blend of the community could be eroded, with historical and cultural landmarks potentially being overshadowed by new developments.

Environmental Impact: The absence of zoning laws could lead to environmental degradation, as green spaces and ecosystems are replaced by concrete structures.

The future of the West Elbow Communities hinges on our ability to maintain the delicate balance that has made this area a desirable place to live, work, and play. By reinstating proper zoning, enhancing communication, and adhering to our Vision and Core Values, we can ensure that the West Elbow Communities continue to thrive for generations to come. Your feedback and active participation in this process are invaluable as we navigate these changes together. Let us work collectively to safeguard the essence of our community while embracing the opportunities of the future.

Infrastructure is key to the issue, as this area does not have the infrastructure to support density.

- Yes, although 26 ave SW should be considered as another main street and area for retail amenities.
- No Multi Family in Elbow Park!!!! Quit trying to ruin the city.
- The Vision and Core Values laid out for the West Elbow Communities over the next 30 years are generally positive, but I have some concerns around safety, congestion, and ensuring responsible development occurs.

One of the core values is "Inclusive and Safe Communities" which is admirable, but I think more specifics need to be provided on how safety will actually be increased and prioritized. As higher density development occurs, there need to be clear plans and funding in place for enhancing lighting, promoting crime prevention through environmental design, and ensuring adequate police/emergency response resources for the area.

Congestion and mobility are also top concerns of mine. While supporting "Connected and Accessible Communities" is critical, I worry that insufficiently plans are in place to handle the increased traffic and transit demands that will come with higher density. Road infrastructure will need to be enhanced, transit frequency and coverage expanded, and amenities located to enable 15-20 minute neighbourhoods where driving is not always required. Concrete steps should be outlined to avoid gridlock on roads like 33 AVE SW.

Finally, the vision calls for "Moderate Evolution and Context-Sensitive Development." I agree that low-rise, gentle density is the prudent approach, avoiding drastic disruption to existing communities. However, clearer guidelines and protections need to be put in place on elements like height limits, setbacks, open space allocations, and shadowing impacts to ensure compatibility with existing homes and avoid overdevelopment. Strict design standards should govern all new developments.

Those are my main issues I would prioritize - focusing on tangible safety enhancements, addressing congestion through multi-modal transit investments, and responsible low-rise guidelines to preserve community character. I believe addressing these areas can balance growth with livability in West Elbow.

- I provided thoughts and included our submission on the question of rezoning - in review of the draft plan - pg 8 illustration of potential growth areas - the idea of 4 to 6 storey development through the core of Upper Mount Royal along the route 13 (Carelton and 10th Str) is totally contrary to the historic nature of this community. As you may be aware the community is challenging the rezoning decision and are making a very strong case for the preservation of this historic community - the shading on a draft map along these residential streets is contrary to sound planning when one takes into account the uniqueness of this Urban Suburb and the long term benefit that the City will gain through preservation and protection.
- My thoughts are specific to Upper Mount Royal - we are pleased that the background overview recognized the uniqueness of this historic neighbourhood - so while we believe in increased residential density we are also very concerned about the loss of streetscape and character if densification is allowed to advance unchecked. The plan needs to be more detailed to clearly illustrate where additional density will work in meeting all the objectives of the plan. My presentation to council elaborates on these concerns:
- Our family has lived in Upper Mount Royal since 1992. As with many of our neighbours, we are opposed to the rezoning proposal as it applies our community.

- In my presentation, like others who spoke to the uniqueness of their community, I will speak to the values that we feel our residential community of Upper Mount Royal holds and why the proposed rezoning will be detrimental to our community and its historic significance.
- Upper Mount Royal was developed based on the early 1900s planning concepts of the Garden Suburb, which is unique in North America. This is on full display as one walks or drives through the neighbourhood; the wonderful mature forest cover that provides shade and a micro-climate away from the pavement and our modern downtown community; streets that follow the natural contours of the land, generous open spaces for parks and recreation areas; the separation of different types of traffic routes; the mixture of 100-year-old homes and more recent but respectfully designed single family dwellings with setbacks and side yard clearances that illustrate the spaciousness and commitment to an unique and special place.
- This planning concept was recognized by the City when in 1998, Bylaw Number 1Z98 identified Upper Mount Royal as a Direct Control District and confirmed R1 single family residences with existing setbacks and other caveat restriction preserving and ensuring responsible development and the preservation of the original Garden Suburb. Additionally, the June 2008 Upper Mount Royal Area Redevelopment Plan objectives included:
  1. Enhance and ensure the continued stability and character of this single-family home community.
  2. Encourage the conservation and compatible renovation of the existing housing stock within the community, where viable.
  3. Encourage new development to respect the existing residential character of the community and to be compatible with the existing streetscape and mature landscaping.
  4. Assist the Approving Authorities and the Mount Royal community in their review of residential subdivision and development proposals.
  5. Clarify expectations for property owners who wish to renovate or redevelop their properties.
  6. Reaffirm the single detached residential use of the community and prevent the encroachment of commercial and higher density residential development into the Upper Mount Royal community.

This rezoning proposal ignores the uniqueness and heritage value of this historic inner-city neighbourhood by splitting the designations – identifying approximately one-half of Upper Mount Royal as R-C1 and not subject to rezoning due to the unique nature of the community and the other half proposed R-CG. This division defies logic and ignores the very basis of the Garden Suburb concept.

I see a real threat to our community of Upper Mount Royal – a move away from a community steeped in history --

To a community where a family home could be replaced with a 4plex with 4 suites, add 4 or more cars to the street, removing the tree cover to accommodate a boxy multifamily dwelling, eliminating the set back and changing the streetscape – resulting in a hodgepodge of development – the loss of a unique place – the loss of a heritage community that the City can hold up and be proud of – the loss of an opportunity to demonstrate to potential businesses, investors or families a community that is similar to Vancouver: Shaughnessy Heights, Ottawa: Rockcliffe Park, or Toronto: Rosedale, as these neighbourhoods hold a special place in the identity of these cities – providing living examples of how focused and

restrictive planning and a defined development model can preserve and protect the unique heritage character of a place.

Calgary will benefit by maintaining the historic character for the entire community of Upper Mount Royal. We ask that the objectives and nature of this original Garden Suburb be preserved and protected now and for the future and identify Upper Mount Royal in its entirety exempt from this blanket rezoning proposal.

Civic leaders need to recognize these special places and show pride for these unique and historic examples of western residential development. We need to reflect on the attributes that communities such as Upper Mount Royal hold for current and new Calgarians who wish to live in a place founded on this unique Garden Suburb planning concept – an urban model well worth protecting!

Thank you for this opportunity to present our concerns.

- They definitely resonate with me, I appreciate how the core values are holistic.
- No. They don't consider key issues like the fact that the existing infrastructure is already being pushed to its limits. It's also disappointing to see heritage communities be stripped of their identity for the sake of housing which isn't even going to be affordable. This plan also resembles a continuation of the creation by the cities planners of affordable food deserts. It feels poorly thought out and gives off the impression that appeasing developers is more important than protecting the city that has elected so many of the officials responsible
- This plan will mean the total destruction of the lovely inner communities. It is a disaster that the City is attempting to impose without a plebiscite to approve it. You should be ashamed of yourselves!
- I would like to see more density throughout the plan and especially an increase in prioritizing the development of support infrastructure like schools, recreation centres, libraries, etc. This neighbourhood needs to be more dense so that it can be more vibrant and lively AND so that we can get more public buildings and third places. Definitely want more third places.
- The Vision is clear but "housing for all" is too broad reaching and short sighted. The reality is communities benefit from diverse housing, but adding a bunch of high or medium rise to existing established communities across the city will take away from the beauty of the city. Options for housing is critical, but that doesn't mean every community should meet the needs of all the population. This generalized approach is short cited at best.
- The other thing that's missing in my opinion is the plan to develop and maintain the underlying infrastructure to support the changing areas - what's the plan for the septic and water systems to handle all these medium and high density towers in established communities? Where will they all go to school? Where will all these new people have their health care needs met? What's the plan to upgrade the roadways to support the growth? A plan that speaks to housing only gets the "buzzword of the moment" but it's only a part of the solution to growing communities. We're learning the hard way with the current blown water pipe that the city prioritized growth of surrounding communities over supporting, maintaining and growing existing infrastructure and I expect that will be a big issue going forward.
- The two core values that resonate the most are "Housing for All" and "Safe and Convenient Mobility". Increasing our housing supply and creating robust transit connections are key to an affordable and livable area. Mixed use developments in particular lead to an abundance of housing and vibrant communities. As a younger person, It's important to me that we create a resilient and sustainable city into the future.

- No, they do not. How can you expect diversification if we do not have the infrastructure to support it. While it is a great tag line to say communities will be walkable and accessible by bike and other transport, let's keep in mind Calgary's transit system is more that lacking. Plus, our weather does not promote for the average person to bike year round. The ideology is not feasible.
- This process is flawed. Post-hearings it is clear that no feedback was assimilated from the 100s of speakers and letter writers. The historic, garden and park-neighbourhoods require careful consideration as large high rises will impact - for many years to come - the skylines. Note - this will NOT solve low-income housing needs but 1) reduce green coverage 2) increase parking issues 3) place strain on local schools and services 4) reduce housing values. There is no consideration being given for those who CHOSE neighbourhoods based on their heritage, character and green space. Please consider how the Netherlands has managed city planning - much more cautious, focused with preservation of heritage, parks and green space.
- I live in the sunalta community, and I honestly think it's great how it is now. It feels like you're in the suburbs, but are in within walking distance to so many stores. I'm a huge advocate of nature, and hope that we will have just as many trees and parks in the future. The way they bend over houses, sidewalks and roads offer safety from the sun during summer, and it helps keep temperatures down. I am all for more housing, however, I'm not too keen on high risers. If our community could stick to 4 floor or less buildings, townhouses, and rowhouses, I think that will help keep the charm and the downtown look away from our community. It's nice to feel like you aren't living in a city since you're surrounded by nature and tall trees, and I hope that we keep that vibe here.
- A sense of community is exactly what I am looking for. I love being so close to downtown and having access to so many local businesses in my area.
- As nice as it is to have lots of accessibility for walking and scooters and bicycles, there is still a need for cars to have access as well. The lack of parking is a problem for residents as well as people visiting these areas. Traffic builds up in these areas, especially during rush hours which causes major issues and can result in accidents.
- Large Construction projects also become an issue during every season. Frustration rises when projects are not completed in a timely manner and causes more traffic.
- No tall structures or tall buildings leave the areas as they are. The proposed ideas are not realistic and destroy the current community. The proposed ideas are made by people not from Calgary and do not care. The current council and all the developers are terrible.
- Density breeds contempt and decay. People need space and should not be crammed together.
- The vision does not address the overcrowding, congestion and disruption resulting from constant construction and increasing densification. Reduction in green space (proposed developments at Richmond green and viscount bennet) is at the same time unhelpful.
- Some of them do and some do not. Safety, convenience, natural areas, all resonate, but the vision of materially changing the neighborhoods from a density perspective do not. Many of the current citizens purchased homes in these neighbourhoods for a specific quality of life and many of the proposals being put forth by the city planners negatively impact that quality of life. I do not want 4 story apartments and the traffic, congestion, noise etc that comes along with it. If I wanted this I would have purchased a home in the beltline. The city needs to ensure that existing citizens in these neighborhoods have an impactful voice in these neighborhoods evolve over the coming decades.



- These communities require a lot of care and should be looked at as communities where Calgary can actually maintain their existing look and feel without the intrusion of massive densification. These are some of the last remaining historical neighborhoods in Calgary.

Keep the beauty of the single family housing and stop pushing more housing into areas where the community clearly does not want it.

- The vision and values appear to have been drafted from a City template without community involvement. See my attached document.
- I agree with the Vision and Core Values identified. Open spaces/Parks and social connections resonated with me the most as I believe they are very important when building community. I do think some investment in the Sunalta area would be beneficial to the community. Examples like the new community centre are great.
- The Vision and Core Values definitely resonate with me. The most important item that I would add/change/focus on is a SIGNIFICANT reduction in homeless/addicted/mentally unwell populations in this area. I have only lived in this area for nine months and I already want to move because of how bad the activity is of the population that is living on the streets in this area. Many other people will not want to live in this area either, let alone consider what the future plan for the area is, if this is not significantly reduced, improved and taken care of. It is extremely unpleasant and unsafe to experience this on a daily basis (examples: garbage/trash/paraphernalia constantly left behind and all over the place, yelling and screaming at any hour of the day and night, witnessing people shooting up at any hour of the day and day of the week). It is a significant, severe problem that needs to be resolved for the greater good of everyone in the community and city. Another item I would add to/enhance in the core values is quiet and peace in general. This area is very loud with excessive motor vehicle activities like stunting, revving engines, and purposely loud cars and motorcycles in general. This constant, extreme noise and loudness is also a deterrent for people wanting to live in this area. These are solid opportunities for improvement for a better future vision and core values. Thank you so much for considering our feedback and input.
- I'm fine with the idea of increasing low level density in some areas closer to the core such as in the Beltline certain areas should be off-limits to preserve the historical integrity of the neighborhood. Or there need to be more strict architectural and construction guidelines imposed on developers to weed out the money hungry devils who don't care about good design and cut corners on construction making hideous buildings that the city is then stuck with for decades. You need to be old studying European cities like Paris which had a well thought out plan and a core full of 4 story buildings that actually have beautiful architectural style, no one loses their sunshine because the buildings aren't huge and the communities are vibrant. You should also be looking at Scandinavian cities like Stockholm or Copenhagen or Amsterdam that have successfully built up their density in a beautiful way vs the garbage that keeps getting built here. You shouldn't be afraid to impose more strict design restrictions on people trying to develop so that are city looks beautiful as well as accomplishes its goals.
- I do not believe that you really obtained community resident input into the vision and core values stated here. What is presented here is a marketing plan to mask the larger agenda for rezoning. It is a tactic to cloak ideas of social justice in the guise of rezoning. Use some vague slogan that seems to be universal so if someone were to object in anyway they can be labelled as elitist, uncaring or even hateful and as a result their viewpoint can be

dismissed as unreasonable. "Housing for All" is a worthwhile value for the City as a whole. It is not feasible for every street in every community. The residents and property owners in these communities must have a mechanism to regulate unsuitable or poorly conceived development. This vision and these values, as written, are meant to erode those rights.

- There is no question that Calgary is growing and must adapt and densify. There are already streets like 14th, Elbow Drive, 4th Street S.W. and avenues like 17th and 33rd which are high traffic, close to transit and already less attractive to low density usage like single, row and duplex occupied by families. However, it should be a priority not to encourage moderate to large -scale development in existing, more remote but cohesive single detached areas. Rather these areas should allow compatible detached and some townhouses and some townhouses as obsolescence takes place. For example, this would include the Prospect, Carleton, 10th Street and Council Way corridor.
- Horrible ideas, the Mayor and city hall suck. Go get a real job. Losers.
- We have lived in East Elbow Park for over 30 years. The Vision and Core values presented in this document seem fine and I support them. Increased housing density seems to be part of the future but it must be accomplished over time so it can be modified as it is being rolled out. The plan must respect the integrity of the historic communities.
- You should be embarrassed to be lining Elbow Drive with high density housing. One of the best and most beautiful areas in Calgary. I absolutely profoundly disagree with any such action!
- Proposed 4 - 6 storey growth along Carleton St. S.W. will detrimentally affect the safety of the community especially decreasing bikeability, walkability and access to parks. The existing single-detached home should and must be maintained to induce pedestrian traffics. Also, affect the heritage of Mount Royal
- Why would anyone waste their time with this? You have demonstrated your lack of interest in citizen's input. Please quit wasting our tax dollars on this type of thing!
- My community is already "active and vibrant," and this plan is additive to that in a positive, long-term way. The commitment to a variety of housing types and price points ensures better inclusion and access.
- I agree that walkability and amenities are what will keep these communities vibrant. Generally I agree with the draft vision & core values.
- we gave you input you're not interested! No
- No interest in making my community multi-family we pay a premium to live here - I accept that cost. Leave us alone.
- The vision & core values are fine
- Please Please stick to the Core values. Those are the reasons I choose to live here
- The vision statement lacks clarity. It refers to LRT and BRT stations yet same are not shown on page 12 and 13 of the growth map, thus make it impossible to share an opinion how the vision statement fits for the growth area. In addition, the core values are what could be classified as "motherhood" statements, statements that are so vague and that could mean pretty much anything that their meaning are up to an individual's wide interpretation. In short, anybody can identify at some level with what is said in the core value statements. If the City has a serious intent to agree with the residents of the impacted communities, and if the City wants to ensure that the vision and core values are those of the communities, an in person conversation and dialogue should occur. Such an in-person meeting would show that the City has a serious intent that vision and core values drive the design. I recall what

had happened in Inglewood when the RSQR design for the old car dealer lot was approved across from Spolumbo's and despite the fact that there were almost 10,000 signatures collected opposing the density the City went ahead anyway. Why did no in-person meeting occur? Dialogue requires participation by all stakeholders and only through a collaborative process should a first draft have been created, which unfortunately didn't happen. I may have missed an invitation but to date I have not been part nor invited to a meeting with City staff to discuss the above. I also did not have an opportunity to share my perspective and opinion on core values or vision or density.

- These mostly resonate with me, but I think SAFETY should be its own value - whether that is safety from traffic or safety from theft/attacks/bad actors. There is no traffic calming on my street and the outdated lights leave the area very dark at night. While density will bring more safety organically, I still believe the city needs to do more.
- filled with the feel-good buzz words fashionable today. Don't "resonate" with me at all. I've been active in my community association and am well aware of how City Hall works
- Why are all the gray areas in Marda Loop and Garrison??
- Safe transit and transit that is weather-friendly. Moving to stations & stops should be easy. Well-lit lit? and high tech monitoring. People need to be able to walk at most a few blocks to excellent transit. Bike lanes are impractical. Housing and business will follow with good transit.
- Bankview is already a high Density living area. I live in a 4 story condo 14 st/23 ave. Putting in anything over 4 stories in this area will create more traffic & chaos than it is. Look what you've allowed/done to Marda Loop & Altadore. It's ruined! I avoid this area once vibrant neighborhood!
- 7,000 people came to City hall - opposed "blanket" rezoning - The very next day the Mayor says "We heard & listened to the people - we are going ahead w/ blanket rezoning. Trust in the city (elected) officials is non-existent - Why bother with surveys - you do what you want anyway -
- All Good.
- N/A ! All Good !
- Marda Loop continues to be a disaster. Parking & traffic will continue to be a growing disaster. You have already destroyed valued businesses there. Already noticing increased traffic on 14th Street. Are you trying to create a Los Angeles? Stop destroying our established areas and parks and build on new land. Maybe fewer immigrants would be helpful!
- Elbow Park is an older community with many Heritage homes. There are no duplexes at this point which is perfect. Anything higher than two stories will change this area for the worse. Please leave it the way it has been for over 100 years.
- My wife and I have lived in the West Elbow Comm. our entire lives. We are absolutely opposed to blanket rezoning to a higher density. The City is not listening to the population. Leave the zoning alone.
- Does NOT resonate with me Vehemently opposed
- Overall fine, but Mission Road is an important link between McLeod Tr and Mission district. It should be left as is, as it will not support additional traffic.
- SOCIAL CONNECTION Daily NEEDS & amenities Safe & convenient MOBILITY Park, open space & NATURAL areas.

- While your listed core values do align with ours, we do want to emphasize climate sustainability. Adaptation. Resilience are part of sustainability, but we also need to prevent our contribution to climate change. In addition, the walkability of our community is integral to us, such as having all necessary amenities close by (walk-ins for example are greatly lacking in Marda Loop).
- Parks - we need to Preserve Parks - not rezone to build on them (as Proposed) - housing for all - Proposing MORE density in already dense areas while leaving rich areas alone. - Environment - we don't have space as is - for garbage + this promotes overpopulation
- The city Does Not Listen or Learn from other cities. A development Plan is for greater than 30 years. Planning is from the bottom up not the top down. The City, Mayor, Alderman were told from every community. "No Densification Plan. The city is destroying the future place to live in. So many communities. Density is planned from day one for the future.
- These values apply to only the Poor areas of the city. The wealthy areas aren't getting any 'growth' Presented as opportunities to Protect the environment Even if there are more amenities Calgarians have to have cars to live a decent quality of life This density won't allow people to have cars.
- Safety. I'm concerned that this plan to over densify my area is going to lead to conditions where not everyone has enough room. The roads are very narrow Where I am and it's not safe to walk or drive with new large/tall buildings Proposed along 14th and new rules about parking that don't require builders to have enough Parking for all residents I worry this will make the area more prone to accidents. I currently live on a 'no through' Street and this was important to me when I moved in. You would have to eliminate those streets /w your Plan.
- Access to amenities is important although I don't think that is an issue or that this needs to be addressed. - Building to address Climate Change is important you can't put everyone on top of the hill on bankview because the river keeps flooding
- I think that the trends in the next decades will be towards more people being single with less people marrying & co-habiting and the divorce rate increasing. Most people I know live by themselves. Smaller single unit dwelling will be the future
- Honestly all of the core values resonate for me. Safe & convenient mobility with less focus on cars is important to me. I am happy that the blanket rezoning went through as I believe this will help with the "housing for all" core value. Climate change is also a concern for me. It's good to see it is a core value to adapt to it.
- Vision - agree with except for Growth on secondary corridors. These need to be limited to 2-story housing to preserve the streetscape. Values - no they do not resonate and seem like they were created by young people without families. West Elbow is about families, walking, biking, parks, schools and not some DEI and climate change ideas. This area is not for "housing for all", it is special.
- There needs to be a focus on healthcare (ie) clinics, walk in clinics to compliment the growing number of pharmacies in our area. Otherwise the core values & vision are the perfect way to move forward with the growth of the West elbow communities. Local amenities & the range of choice is what makes our communities strong. These mix of local & small business must take a greater importance when considering moderate - large growth in the action plan.
- The vision and core values make no mention of the fact that a house is often most people's #1 financial asset. • As such one of the principles is that growth in the area should not negatively impact property values. • Also there is no mention in the "vision" as to how

infrastructure will be upgraded to accommodate high rise density. eg. parking ? water sewage. Need more detail on how this vision will be operationalized

- City councilors who voted for this plan should be ashamed no one wants it Except developers and Left wing lunatics
- The Core Values do resonate with me - I would change the amount of small scale detached homes in this area (↑them) live in Bankview and love the parks. accessibility to 17th ave and Marda loop, but would be sad if this area turned into all condo buildings / agree with denser housing (row houses), but not condo buildings unless they are going to be on designated streets (14 St, 17Ave, 33ave) - if that were the case I would want them to be a mixed building for business + condos.
- Yes, I really like the vision & core values. I especially like the focus on maintaining parks/green spaces as well as accessibility for all. Oh, & being able to get needs met close to home is really important.
- There needs to be a reference to "Access to the Elbow River" in core values.
- Consider restructuring the core values section to add, for obvious reasons: • Adequate policing services; attention to crime reduction • Adequate schools and schooling for all West Elbow residents • Improved/repared road surfaces; avoidance of excessive signage • Athletic facilities as necessary for the growing population • Improved car and maintenance of all city-owned tree • Timely removal/replacement of all dead/damaged trees
- Our lots are too small for you to build what you want. Most of us depend on our property values to meet our needs in the future !! The property values will go down Your plan is wrong. Why are you giving permission to tear down 1 story homes with secondary suites to build town homes - That people can not afford!!!
- I Agree with the vision. We need to densify the community and stop the suburban sprawl !
- Build one and two bedroom rental units in the downtown core. Decrease business and property taxes in downtown Core. Sell Safty uses on LRT + BRT and have people use it later in the evenings. Have older people meet with business owners in downtown areas. Go Calgary Go
- No, the proposed developments are too high density. the traffic into Altadore off Crowchild onto 33rd is already a nightmare and to changes to traffic flow has not helped. Parking will be difficult or non-existent especially for current residents.
- Something needs to be done about Alpha House if we are going to have a safe community. Drug use and homelessness needs to be addressed first before our community can thrive!
- Council's strategy to "school" Calgarians is both tone-deaf + flawed/ This area's representative's (no doubt will be ousted next election) obvious "Presentism" mindset brought understandable anger to many in my area leading to closed minds. This is not how you bring people along in a change.
- 30 years is a long time! This plan looks good to start out with, but it will have to evolve over that time too The mix of own/rent is about 66/33 so one consideration is how that mix will change - will renters be relegated away from the core?
- All are good. The expansion of the classification of a historic home should be updated, adding years such as 1950 and earlier
- Core Values which do not address restrictions on how larger (ie up to 6 storey) buildings will infringe upon the the privacy and Sunlight to adjacent existing properties are not acceptable. These issues need to be addressed in core values In the case of Scarboro, the north side of 17 Ave SW should not have buildings are 3 stories

- I have lived in this area for about 20 years and the improvements have been incredible, especially to businesses but also residential. Drug crime in my area is a growing concern - stepping on needles is bad in some areas. If people don't feel safe they move away, so crime will be a big factor in new growth
- Housing for All - Yes, but this already exists on the main corridors. Do not encroach on areas where this devalue homes where residents have built new, added value, and pay taxes. • Downtown is the place for big projects & beltline as well
- This booklet didn't really describe the 'Daily Needs and Amenities' topic outside of describing pre-existing growth on six streets. I don't know how anyone could consider this plan 'adaptive to climate change' when most people will have to drive to commercial areas. No one should be more than 15 minutes walk from eggs or milk. Why are there no 4-6 storey residential/commercial buildings?
- I disagree with the aggressive re-zoning core values. We have lived in single detached zoning R-1 for 40 years.
- I do not believe blanket rezoning will decrease affordable housing in our area of Elbow Park. Our taxes are very high. - I do not believe in infrastructure of area can support massive increased housing. We are in a flood zone and deep digging for additional height and area could be problematic. - If the shrubs & trees along the river are torn down to add area for housing our protective flooding barrier is influenced.
- I think all are important in theory but this plan doesn't address any of them
- I would like to see your plan for the growth in services to support this rapid increase in density - eg. - building/expansion of schools in area so children can attend their community schools - no lotteries - increase in water/gas/sewage without continual digging up of roads - traffic, parking and other infrastructure impact.
- I am reluctant to write, since The City has not listened to my comments before. I do not have faith that I will make a difference. Higher density should not be at the expense of beauty. Some very ugly development have been approved and built along 33rd Ave SW. No setbacks. Steel cladding. Narrowing of 33rd Ave Inadequate traffic design 33rd Ave has been destroyed.
- do the vision and core values resonate with me? Yes this is a very difficult assignment and I am not sure I have the required skills to advise anyone on the matter but we need more affordable housing in our community or Calgary. instead of building 4-6 storey high buildings in your suggested I would build 7-12 storey buildings on 12 storey buildings. We desperately need more affordable housing so build more 12 storey building along main streets or close to bus/transit stations.
- 1) - 34 Ave west of 20th + 4-6 storeys, Not 7-12, make it same as 3rd Ave. Also 35th Ave block = 4-6 storeys! 2) - Nothing more than 12 storey i.e. where Safeway is on south side of 34th Ave 3) - Parking is a HUGE issue now, how can all those Businesses function. Cars are not going away. 1/2 stall per living unit is not enough! Who's random dream is that!! 4) - No metal siding - on multi-storey Buildings. Out of character.
- • Richmond Knob Hill has Heritage Homes. We live in one. • You envision the Old Children's Hospital to be replaced w/ more than a 12 storey highrise and it's surrounding area to be 4-6 storey "homes". I'd envision a development on the Old Hospital site to be more in line with the University area "District" with one 12 storey Tower surrounded by 4-6 storey units. To transition to the variety of homes in the 20th Ave & Tecumseh Roads, in Richmond. (single, duplex, 4plex)

- Agree • Social connections + safety • Safe and convenient mobility (inc. cars) • Parks, open space & natural areas • Climate adaptation Neutral • amenities → already happy w/ current availability Disagree • Housing for all → we need to stop dramatically altering neighbourhoods so everyone can live in one place. We have different communities in Calgary for a reason.
- 1. We bought our home knowing there was caveat that would prevent this kind of development (max allowed is a duplex). I don't understand how the city can overrule a caveat. 2. A 4-6 level residential building behind us on 26th Ave would seriously diminish the enjoyment of our property, decrease our ability to use solar energy and reduce the value of our home. 3. The plan does not adequately account for infrastructure needs like parking and sewage upgrades, or increased use of roadways and alleys. Availability of school spaces is also a question we have.
- The map and the Vision and Core Values don't match up. Particularly in South Calgary. The suggested map shows no diversity in housing. Way to many 4-6 in one location. Diversity is Key stick to main roads + BRT. Still needs more parks + green space. Social Connection great!
- Housing Choice has been eliminated in South Calgary. Your option of housing for all but just not in SC. Only 4-6 stories? My neighborhood would be gone. I love all the beautiful houses in S.C. and unique townhomes, the c-space. 6 stories buildings would eliminate the use of Solar panels? Our public spaces are not safe at night no lights at lower levels. I would change the map to reflect the Values.
- I think a lot will depend on what happens with the green line as I think a lot of the way the city will spread out in development hinges on that. Rent controls will be critical to keeping a mix of renters & owners in these neighborhoods as luxury condos/townhouses will dominate without an eye for renters
- I think it is important that parking be provided underground for all the developments & transit be provided where larger projects are proposed.
- No. My neighbourhood is all of the best values in the Core Values. It is thriving and regenerating. I do not agree that 4-6 storey growth belongs in my neighbourhood. Who are you to ask for my feedback and my neighbour's feedback and then completely ignore what we say? What are you even asking? You need our feedback? What for? You are clearly not listening to the people who live here. Who are you? Who do you work for? I do not trust anything that you say. You are ignoring the voices of the people. It is disgraceful.
- There has been no shortage of luxury developments over the past year, notably the last 5-7 years. We must keep an eye towards family units, not just single occupant 'yuppie' dwellings (apartments & condos). If we don't have a plan to incorporate families & minorities then we chase away a vibrant part of our communities
- Yes it does resonate. However, given the current housing crisis, 30 years may be too long in this matter. I would not mind a more aggressive timeline. I appreciate the vision consideration for transit as this would be critical in supporting local amenities, sustainability and affordability for the residents.
- This plan feels well thought out & a focus on all kinds of developments is good - don't forget about the development of a look at how demographics & immigration will play into this development as well
- I recently moved from a dense community in Toronto and wanted the same lived experience in Calgary. What made it wonderful was (in Toronto) 1. transportation (public) 2. bike lanes

3. ++ trees 4. local school to walk to (for the little ones) I believe the above need to be built in lockstep with densification. People need to get out of their cars & that only works if transportation is easier/cheaper/faster

- Core values are quite broad so its hard to give feedback on. Feels like corporate speak. - Something missing is an explicit call out for community/ municipal spaces, beyond sparks. This area does not have great access to community halls, pools, or gyms. We could use another library too. - I'm glad to see parks have a core value, but we also need to prioritize our existing urban canopy and look for ways to increase it. So much of our recent development projects in my area have resulted in significant tree/vegetation loss.
- My wife and I do not share your vision for the area. We do not agree with the planned upzoning and are opposed to the idea of constructing 4-6 story residential building along the bus routes and within Upper Mount Royal. The lot development in Upper Mount Royal is protected by restrictive covenants on most lots. These covents are legally protected & enforceable.
- Core values are good, but one of the value, Housing for all" have to be re-consider, with ammendment that the housing of existing residents have to be protected as well as their interests. New MDMs & development can't strike if interests of the existing property owners are not protected. New developments have to compliment existing properties & residents and not to de-value, destroy & ??? in anyway.
- We just switched R1 to up zoning last month. Shouldn't we wait to see the impacts of this first. - All these 4 story plus buildings are taking away important green space these are built sidewalk to alley with very little green space. It is creating a concrete jungle in a city that wants to be green! - What about traffic/parking and the electric grid when we all have electric cars in the future. - Good planning is the University distric where you can plan from unencumbured space!
- The Vision and Core Values do resonarte with us, especially the Core Value of "Housing For All". I deeply believe that housing for every age, ability, income, household compositions, and every ethnicity, culture, background, citizenship status and life story, Should be a human right. I also deeply appreciate that this is a main consideration in measuring the activity and vibrancy and growth of the West Elbow Communities. To me, this is also the most crucial core value because I want my community to be part of the solutions for saving Calgary's housing crisis.
- It all looks great and makes sense until I look at the actual maps. I am in a gray area - 4-6 stories, but live across the street from beautiful expensive homes that should last close to 80 more years. That should not be an aea of 4-6 story growth. 4-6 story growth along major roadways is excellent, but NOT through the middle of Mt. Royal! I know these homes. Please never ruin our gorgeous historic high end neighbourhods. Mt Royal is surrounded by higher density. There is no need to disparage what has remained beautiful since Calgary began.
- I have no concerns with the vision or core values. I do think the historical importance should really be weighed, but also love the idea of mixed use buildings to help strengthen communities. A little old, a little new is good, but BALANCE is really important here. I live inner city b/c I do not want to live in Suburbia. Please don't lose the character and uniqueness of these communities.
- No. The vision and core values do not resonate with us. Redevelopment and actions by the City of Calgary directly contradict these principles. For example, the forced traffic changes along 33rd & 34th Avenue SW has been damaging and wil not be a positive force. It has



only served to increase community style, crippled interest in supporting local business and worked to isolate the area by disrupting reasonable transportation for no benefit.

- When I bought my home I liked it because I could see blue sky from the windows and a few (not many) trees. I don't know what dystopian waste land you are trying to put in but I don't need to look out my window to see bodies stacked on top of each other, shared together ass to ankles, being 'Stored' overnight to be ready to work again the next day. I get our population is exploding but my home is the one Place Where I am happy. Please don't ruin it. I already can't have visitors as they can't find parking. This makes no sense.
- Hello, after reviewing the draft vision and core values. The vision and core values resonate perfectly with my expectations 100%. Thank you.
- The Vision and Core Values are all very politically correct. But I wonder if anyone has actually walked the streets to see the effect of these new developments. I would like to add a Vision. That all new development should try to maintain the overall ambience of the community.
- We support housing for all so long as it does not compromise the safety of the community. Areas like Victoria Park no longer feel safe, especially at night. It would be a shame for our lives (and our property value) to suffer from a similar experience. We really value the Parks and natural areas in this community and support this core value. We need to recognize that despite the lower density, this area is one that people from other communities travel to. Therefore increasing population for the purpose of increasing business revenue may not have the 1:1 relationship that other communities require.
- It is surprising to me why they would want to build apartments on 17 Ave. It is so noisy! I can't imagine living right on 17 Ave. My place faces south on 18 Ave and it is surprisingly rather quiet except for hearing slight white noise & sirens & occasional big trucks going by.
- Vision & Core Values do not resonate with me. Elbow Park Community should continue to be only single detached homes. Also no businesses or commercial as both Mission & Britannia have all necessary services.
- Speaking about safety and convenient mobility, sidewalks with access corners for walkers/wheelchairs - terrible condition for both from 2 St SW along 25 Ave. SW (going West.) Cracked, broken & difficult corners at 25 Ave. SW and 2nd St. SW and also at 25 Ave. SW + 4th St. SW. Worse in winter - difficult to navigate.
- You don't care what I think. You never have - Never will. Just the fact this was printed before City Council passed it tells me everything I need to know.
- The West Elbow Community 'draft' local area plan appears to be a text-book inspired document and not one that has looked at the community(s). Upper Mount Royal (UMR) currently meets many of the core values outlined in this document. Many people walk in the area --- from UMR and South Calgary, Bankview, Lower Mount Royal, Cliff Bungalow, as well as those that drive to the area to enjoy the tree lined streets and gardens and the parks. Mobility for all is possible on most sidewalks. Social connections are made through walking in the area and talking with people in front of their houses. There are schools and a community association to facilitate/further social connections. While there is a bus route, hardly anyone gets on or off the bus in UMR and there are a few riders. Businesses already exist on 14th St., (in walkable distance), 4th St and in Marda Loop. UMR may see drought, but unlikely floods so not all climate adaptation is applicable to all areas. To cut down on power consumption you need access to sunlight, which may be blocked by 4-6 story buildings. A common approach or plan may make it easier for the City, but not all areas of

the city need to be the same. I would not substantially change the Upper Mount Area Redevelopment Plan.

- you never listen so not sure why you are asking
- 1 of 2:

When thinking about the West Elbow communities and how the area could evolve over the next 30 years, does the core values resonate with you? Based on the state of the infrastructure currently, clearly there is an issue with maintenance and thoughtful intervention and execution. The roads are laden with potholes, and the main water line in Bowness has ruptured, a complete disaster with the blame squarely lying within the municipal government. We have seen ridiculous vanity projects, prioritized instead of maintenance of city roads and infrastructure. The potholes and infrastructure failings are present and observable everywhere. The folly development main street plans are coming at an enormous cost to taxpayers (cobbled tiles from Spain for 19th Street and 34 Ave - the arrogance or foolishness in the procurement of expensive foreign materials is abhorrent). Also worth mentioning the erroneous zoning laws that have proven, in numerous other municipalities, to lead to the increase in housing prices per square foot, destruction of neighborhood communities, congestion, poor transportation, less parking, more traffic congestion, increased crime and disharmony, and underused bike lanes. This is the direction chosen by this mayor and supporting councillors. Whenever and wherever these idealogue based decisions have been made in Canada or the United States, the result has been consistent - An unmitigated disaster of crime, business closures, corruption, high cost of living and housing, traffic, garbage, and unhappiness for residents. So, while cities change over a time frame of decades, this current municipal government has demonstrated it does not have the management, procurement, or wherewithal capacity to plan or execute short term projects and certainly not the long-term visionary ones proposed.

- 2 of 2:

I demand an election be held before anymore long-term decisions are made by this group of arrogant and destructive politicians. No more help from councillors please, your help is expensive and results in the destruction of our neighborhoods and livelihoods. I would finally like to alert the municipal government of the findings of several journal articles that prove the more intraruminal issues like road, hydro and electrical damage corresponds to a higher corruption index (Chen et al. 2022; Gillanders 2014; Tanzi & Davoodi 1997). So, we can easily demonstrate that corruption within municipal politics in Calgary is on the rise. Call the election. [removed] Robert Gillanders (2014) Corruption and Infrastructure at the Country and Regional Level, *Journal of Development Studies*, 50:6, 803-819, DOI::10.1080/00220388.2013.858126 Tanzi, V., & Davoodi, H. (1997). Corruption, public investment, and growth (IMF Working Paper WP/97/139) Washington, DC:IMF Chen, C., Lie, C. and Lee, J., 2022. Corruption and the quality of transportation infrastructure: evidence from the US states. *International Review of Administrative Sciences*, 88(2), pp.552-569. Would you add or remove any of the areas being proposed and why Absolutely no more densification or proposals from this group of councillors and this mayor. We do not have the capacity for traffic, garbage removal or waste management for these schemes. I double down on my call for an election before this administration makes anymore decisions. Their track record shows their planning and execution is a disaster. The current work is haphazard, never ending and poorly executed. Stop the rezoning and development plans and call an election.

- More density is always better. The Road Infrastructure needs review to support traffic increase. Commercial/mixed use is missing in the plan but is critical for growth. Population

increase/density leads to more interesting cities. Don't touch upper & lower mount Royal except South of 3rd. It's a beautiful area that would be diminished if dense.

- Creation of living/walking spaces to support a better living area instead of roads & parking lots. Parks, Markets and walkable/ridable areas to support the increase in population
- It does, but I would like to see more bike lanes and wider sidewalks. No more than 1 car per family. Family convenient stores/shops within each community so that we can walk for necessities. We must prepare for elderly people to downsize into smaller dwellings within their communities.
- Fully agree with densification, some concerns with the 7-12 storey growth and 4-6 story in the mount royal Community.
- I love the whole plan! It's about time. This probably have got done years ago if it wasn't for [Removed] the President of our Local Community Association and his old [removed] buddies.
- I don't agree with the draft vision!! The vision will overall unfavourably impact the community - sunlight, traffic, infrastructure, schooling, etc. (Parking) It will negatively impact value of the existing properties.
- Please remove mention of Elbow River. It does not reflect the west/north west communities Also, park spaces are not equally distributed. West/Crowchild boundary lacks in meaningful green space.
- [removed] = WEF UN Agenda 2030 15 min city
- I am completely opposed to your blanket elimination of our zoning bylaws. This reckless plan needs to be put to a city-wide referendum to allow the voters an opportunity to decide for themselves. You are on the wrong track with complete disregard to the irreparable damage it will cause. Building high-density, low-income housing throughout the city in an already fully and carefully developed neighborhoods will not solve any perceived housing crisis. You are chasing an impossible dream. "If you build it, they will come." The problem will be greatly exacerbated as migrants pour in from around the world clamoring for the newly available accommodation. This will greatly overload our already overstressed residential road system and available parking, schools, hospitals, ambulance and fire services, police services, sanitation services, sewer, water, electric and gas utilities. All of these were never designed for a vastly increasing population influx which you will not be able to keep up with and are not even considered in your high-density housing proposal. The advantages Calgary possesses, which make it an exceptional place to reside will be destroyed quickly due to the vastly increasing population density and you will still not have solved any perceived housing crisis.
- The vision resonates with me. I think building density is a good idea. → I would also prioritize maintaining the area's green space and installing more bike lanes where possible.
- Stop patronizing Calgarians by pretending to care about their input. We let you know our thoughts on April 22 and you did not listen to the overwhelming majority. Congratulations on approving developments that will turn the inner city into a slum.
- Shouldn't these questions been asked prior to passing the rezoning by-law. Why ask for input when you already have decided for the public.
- I would like to see car sharing parking zones. Over the next 30 years, it will be important to have other means of transportation, and an electric car sharing platform with designated area parking can be a great ad-on to calgary downtown

- I agree with your general Vision & Core Values. My home is in an area slotted for 4-6 storey growth. I agree that this particular area should be in this category, definitely not any higher. I have seen the community grow significantly during my residency in the community. My greatest concern is being priced out of the community I call home. I work in Education and am grateful to live in an accessible + central community. I'd like there to be considerations from Developers/Buildings to keep the community accessible for current residents.
- The vision and core values resonate with me. I don't understand the need for such big developments along 20th St, 16th St, 50th Ave and 54th Ave. These streets are far away from the "core" of Marda Loop. These developments will push individuals and families away and ruin property values.
- I would continue with the Core Values, but don't forget parking. We don't know how transportation will change but we will surely still need more parking.
- Great job! Looks good to me and I feel you are on the right path. Focused on the right things and like the direction.
- Vision and Core Values resonate with our household. Would be concerns about the following changes/adjustments: ① love that "Housing for All" is a Core Value, but could this be mention of this need within the Vision, as well? Want to be able to pointback to a vision that directs our LAP to be inclusive to all, especially variety of incomes. ② Main streets listed in Vision dont match those listed under Core Value "Daily Needs + Amenities" what about maintaining consistency + limiting confusion in the future?
- I don't have a problem with the Draft Vision or Core Values.
- • I support walkable neighbourhoods • Lets not forget "Electric Ave" (proposal for 17th Ave) • Those who ignor history . . . . .
- No, it does NOT Resonate with us! In a higher income neighbourhood you should not put low-income housing. We pay top dollar for income +High taxes; our property will decrease. Low income housing will bring issues that do not resonate the way my family behaves.
- I am in favour of reasonable growth without destroying Calgary's older heritage communities, see below.
- yes the vision & core values resonate with us. We are firmly in support of increased density in this area. That brings more amenities & businesses. I would like to see a strong emphasis on safety.
- Please don't spoil the neighborhoods of Mount Royal, Elbow Park, Rideau & Roxborough - by tearing down the lovely old properties you are destroying history.
- CORE VALUES: 100% Agree, but it's a lot ot ask. VISION: "Unique mix of local business" - unique, like everywhere else. "Proximity to downtown, walkable" - this does not describe N. Glenmore Park and others, but this is essential for Mission, Upper Mt Royal, Elbow Park. Let's not apply one size fits all solution across such a wide area.
- Agree to core values but it has to be affordable (ie) lower incomes are able to participate + live in the area. Independent businesses should be able to afford & sustain for the long term. We do not want to see empty commerical spaces. - pedestrian streets here & there will be nice too.
- I think there is benefit to adding housing but not at the expense of access into older communities.
- Look good, love it!
- It completely changes the entire fabric of the community, - for the worse. What resonates is how much I dislike it.

- This vision does not resonate with me. Do not promote multi-story buildings (4-6 storeys) in a detached home neighbourhood. Allow the city to maintain differentiated areas. Already our streets are clogged with parked cars.
- Many are reasonable but don't waste money on "Climate Adaptation". Respond as changes happen.
- If you have to build ugly, cramped apartments - please design these ugly buildings to have greenery! Make large enough balconies or small gardens at ground level to grow shrubs and plants so these dwellings are not so bleak and ugly as most of your tall-story apartment blocks are -
- I like the density. It provides life & community. It also makes me feel safer at night because I am never on an empty road. There is always someone near-by. I want more emphasis on bike infrastructure! Including bike stands & lock-up spots
- Given the present situation with water restrictions and deteriorating existing infrastructure this whole project should be shelved and re imagined until such a time when these issues have been addressed. We are also, in time of questionable energy availability into the future - these concerns should be addressed - before any such density plans move forward.
- Please confirm receipt to this email [personal info removed] Vision Statement - no definition of secondary corridors, nodes or activity areas. - with the recent densification strategy, how does that position fit with this vision statement - would suggest the vision statement reference building a planned strategy Core Values - How does densification compliment "climate adaptation and resiliency with less canopy, more heat absorbing green area with higher density - how will the plan "enhance and expand" open space systems? what is an open space system? - how does the densification along Carleton, 10th St and a short portion of 8th Street fit - how will climate adaptation (homes with solar) be protected from shading by 4-6 storey developments?
- The addition of 4 - 6 storey apartments will have a very negative effect! Permit some duplex development but nothing more dense than that.
- Transit: the system around Bankview sucks. There are no accessible Ctrains or Max lines. All busses lead to westhills going south. Getting to Chinook mall from Bankview is such a hassle, also considering how expensive transit is. I suggest more of a grid system, with only 1 or 2 turns on the entire route of a bus. Also busses are always upwards of 15mins in between, so if you miss your bus you have to Uber in order to get there on time.
- I agree partially with the Values and Vision. We should have more living spaces, efficient uses of the commercial areas for events and in general have places to see and things to do in the area. But affordable amenities like grocery stores, doctors offices or registries, banks etc. aren't always conveniently located. In addition, b/c the apartments in the area's aren't available for sale so we'e all renters. So what ends up happening is we don't feel invested in the Community. It's all property investors who have ↑ rent and just want to make as much profit as possible, but those of us who want to live and buy here just can't. My private landlords have been reasonable and amazing people, but they're the minority. If the area had more amenities to make things convenient for residents it could justify the cost here, but without this and property investment companies ↑ rent it's not worth being here.
- I believe all the Core Values resonate with a vision to help pave the way for a Calgary that is better for all. I believe the greatest emphasis should be placed on housing for all. Ensuring all areas and communities are zoned to allow for various styles and density of housing, ensuring that each and every community can support all kinds of people from every socioeconomic background. A diverse community will lead to a stronger community.

- I believe that the idea of developing already aged area is great. But rather create infills and multistorey houses (4+), it is better to upgrade roads, playgrounds, bike lanes connections to downtown and overall facilities. I believe the area close to downtown (business core) can't be for all incomes, mixed communities created will downgrade the value of the area I have selected to live in.
- Yes they make sense but they will obviously need to evolve over time. The city and people will benefit from increasing the density in these neighborhoods. The removal of gas stations in place of med to high density residential + commercial establishments will follow the removal of single homes.
- I would question the focus of intensification on the least desirable places to live. Why would anyone want to live on 1 Ave where you get waken up by motorcycles at 2am? Mirroring that, the vision identifies the parks as "exceptional" yet keeps all zoning far away from them. In short, the "values" of this plan are to keep "the poor" far away and out of sight.
- Seriously? The LAP process is merely the illusion of engagement & the City of Calgary Engage Team has failed to acknowledge input from community residents. The outcomes from the council meeting & all working groups I have been on deviate drastically from what was discussed at the meetings. The LAP process is a waste of time & money and an insult to all participants.
- No! They definitely DO NOT Resonate with me. I think this council's vision is [removed]. Leave single family neighbourhoods alone. Densification does not make for affordable housing. The kangaroo court that the city put on where 70% + citizens opposed the plan was passed by the [removed] is a joke. I cannot wait for the next election - remove them all
- Vision and core values do not resonate with me! Your lofty goals are laudable, but until you control city bureaucracy and spending, lower taxes and fix potholes, the West Elbow Communities cannot absorb more traffic, more parking and more children in overcrowded schools. Your vision will change an historical area for the worse and make a beautiful community less estetically pleasing and much less desirable.
- Increased density along certain corridors is sensible. - Tearing down historic homes to densify the internal parts of a community with 4-6 dwellings is short-sighted and diminishes the charm and value of a unique neighborhood.
- We wouldn't change or adjust the vision or values in the slightest. The visions are forward thinking and promote growth in the community that is sustainable and exciting for all. The values appear to touch everything and hold profound importance in each other.
- Safe & convenient mobility! - natural areas - not only parks but roadway tree-scapes.
- you are in lock step with the WEF 15min cities - all foot traffic, bikes - no vehicles - massive ↑ in density. Immigration is massive - why is that? too many people shunted here with no house for them - who pays for that? the taxpayer. The developers have [removed] to approve this massive change to my city - taxes are out of control (as usual) fix the problems and potholes - quit finding new ones
- How does this vision address renters vs owners? The move seems to be away from renting and towards ownership of condos/townhomes. If renters are part of the mix, AB will need rent controls like other provinces, otherwise ownership will be the only option in the inner city
- While I agree generally with the DRAFT vision + core values, I don't agree that 7-12 story buildings are necessary. Safety, walkability, unique & varied businesses, "homes" vs. 'housing' can be achieved while maintaining the historic charm that is being stripped away.

- No - they do not resonate. 1. - Historical legacy of large properties & big trees. A rare and unique gem for Calgary. 2. - Current Schools cannot support the students now. High density will increase students. Where will they go. 3. CP Rail Legal Protection 4. Parking problems. Look at Marda Loop. Visitors & residents need to park blocks away!
- The core vision & values resonate with me. There are some terms within it I would like to see more specified, however. For example, "Local Business" means locally owned and operated to me. I hope it does in this plan as well. I also want to stress that "Access" is not a generic word - it refers to specific things in disabled, low income, and newcomer populations.
- Overall, I think the draft Vision and Core Values are good. Sustainable, smart growth is critical : growth should not come at the expense of greenspaces, history, safety, or the environment. As the population of this area grows, so too must transit/bike infrastructure, parks, and green energy production. Hastily-built buildings should not de facto replace historic ones until it's really time for them to come down.
- There are a lot of people who migrated to working from home after covid. I wonder what the sister plan is for all the office vacancies we have now, that look like they aren't going away? Can't convert to residential, so are we creating a Detroit where the core dies? Calgary can physically move in any direction we are going to see incredible change in the next 10 - 30 years
- City of Calgary is behind the times with modernisation. It's about time we accept the future population requirements and move Forward to accommodate. Existing zoning bylaws are ancient and require to be updated if we want to keep up with leading cities of the world. Change is good even though many will argue they don't want it in their back yard.
- I would not want a 4 - 6 story building on 17th ave as it would block the sunlight from my home @ [personal info removed]. I would also be very concerned with loss of parking in front of my house. If allowed there should be setbacks to avoid blocking LIGHT
- I love Mission. I love being able to walk or bike for nearly everything I need. I think gradual change towards denser housing is desirable. I think the denser community supports a wide variety of shops and businesses, and this combination is what makes this area one of Calgary's best neighbourhoods to live. However I can only live here because, even when my daughter lived at home, it was just her. Anyone wanting space for a larger family unless they are extremely wealthy, has no choice but the sprawling far-flung suburbs.
- I live in a townhouse in mission, and I am OK with the development that has happened in the last few years. I think more 4 - 6 storey developments, and some 7→12 storey ones will not alter the unique character of this part of Calgary, but if over 12 storey developments are built, we will not have this unique community feel, and we will instead be just an extension of Downtown or the Beltline.
- Oh I forgot to mention ... Developers are licking their [removed] greedy lips to breathe band!!
- Some values resonate 1. Daily needs and amenities 2. Social connections and safety 3. Parks open spaces, Natural Areas NO - Climate Adoption needs to be independently driven NO - Housing for all. Varied options are key however community values are driven by consistent contextual plans
- Daily Needs & Amenities. - I think that the 1st floor of 4-6 story building should be retail/professional space for walkable access. Additional parking for moderate to large scale developments is a must. Parking permits should prioritize low density to avoid conflicts with high density neighbors.

- Agree with vision for densification. However, we DO NOT agree with the proposed heights of buildings on indicated sites.
- I think that this is a comprehensive plan that is well thought out. It takes a lot of planning and preparation to produce a booklet such as this - but I'm not sure that you are going to get many responses from the citizens affected, it's a complex problem as to how, and when, growth should occur. Some expertise in urban planning might be necessary to juggle all of the factors involved.
- \* more bike-friendly / walk-friendly streets, especially 33rd and 34th Ave. Consider 1-way as permanent (existing construction detours): 33rd one-way WEST 34th one-way EAST (with wide cycling paths, trees, calmer streets. \* more dense living = more cars in an already congested area. TRAFFIC CONTROL A MUST!
- Add? Subtract density, density has increased 5 fold, but the streets are the same. High congestion as most drivers drive in the centre of the road until they meet another owner of the Road!
- Topic 1 - The Proposed Draft Vision and Core Values do NOT resonate for several reasons:
  - 1 I was advised by the City planner at the information session that the proposed West Elbow Communities Area Plan as presented had NOT been integrated with the proposed City of Calgary Blanket Rezoning, thus no final projected population for the Area Plan has been determined. I have grave concerns regarding the adequacy of the current infrastructure - water, sewers, electricity, roads, public transit, fire fighting, police services, schools, recreational facilities and all the necessities that make the area not just habitable but desirable as a place to live with the great quality of life Calgary is noted for.
  - 2 The West Elbow Communities Area Plan includes several heritage communities with home 70 to over 100 years old. These home have been very well maintained and updated to meet current standards of energy efficiency and safety. The integrity of Heritage communities must be maintained to provide a positive atmosphere to a vibrant and dynamic city.
- My focus is w.r.t. Erlton. I have reviewed your vision and core values and my comments are as follows: TOPIC 1
  - 1) How do you envisage downtown Calgary in the next 30 years? Facts are many companies left the downtown to the outskirts and post COVID many wish to work from home.
  - 2) What is the condition of infrastructure in Erlton to support the core values
  - 3) In the flood of 2013 up to the north side of 27 Avenue SW was declared flood plain zone. The mitigation of Springbank and Glenmore reservoir will reduce the risk however will not eliminate future floods with more severe impact.
  - 4) What is the relationship between future floods and climate adaptation and resiliency?
  - 5) What is the Parks department plans w.r.t. potential expansion of the cemeteries in Erlton? Are they prepared to put a stop to it as part of Erlton LAP?
  - 6) None of the core values are compatible to expansion of the cemeteries in Erlton
  - 7) There are large parcels of empty land along Macleod Tr. And 25th Avenue SW referred to as Anthem properties. The vision and core values have to be tested there before tearing down the interior of Erlton.
- Totally opposed to the plan, there was never any agreement from community representatives for 4-6 storey buildings in the neighborhood.
- I live right next to a 1950's (missing middle) 2 story affordable Apartment - we need more of these type of housing - not mega mansions, more bike paths, encourage people to do alternative transportation to work. Shopping instead of feeling that they can't live in the city without a car. Short sighted. I don't own a car.



- Please pay attention to street scapes. When increasing density, or other development, ensure that urban forest and greenery/green Scape is a foundational element. This makes building feel human and approachable.
- First with high density. Comes with parking problems. - There is steams under ground. The road is started to sink in areas - With under ground/covered parking comes more street person (cause break in/thief etc) - Streets are to narrow for more traffic & speed is way to high now. Very few people go 40 ms/hr let alone 30 km/hr in playground - Transit goes way to fast for the size of road (early am rush hour & late pm runs)
- In reviewing the Vision and Core Values for the West Elbow Communities and how it could evolve over the next 30 years, one cannot help but think that it is pretty much picture perfect. Probably too perfect and seems and sounds like a Hollywood Barbie World. What appears on paper, on drafts, on submissions and the actual physical results are sometimes totally different. What developers submit as propositions on paper are usually very different from the end products. From having travelled to numerous different countries, I have found that rather than building communities, the over building and over population of communities are isolating and dividing people. The destructoin of natural spaces and the difficulty in getting into "nature" affect the mental well-being.
- None of the Vision and Core Values resonate with me. There is absolutely NO understanding of the importance of heritage and historic neighborhoods and what they represent. There is no respect for existing architecture, or the neighborhoods where such exists. There appears to be little concern for an already stressed canopy. The proposed "Vision and Core Values" and the changes in the density will result in less permeable land, a reduction in sunlight and privacy to existing homeowners. The past 100 years or more have encouraged people to use cars, and the push by this city to change that is laughable. We live in a northern climate. People are living longer and living a more active lifestyle. To expect people to give up their cars is a dream. Do you ever watch Television?? Have you ever seen the proliferation of car and truck commercials, selling you a lifestyle of freedom and adventure in your very own shiny, new vehicle? Judging from the very vibrant sales of all vehicles, people are enjoying and taking advantage of vehicle ownership in order to access the great outdoors in order to engage in whatever activity they wish to pursue. And where pray tell, are they to park those vehicles in your short-sighted plan which would allow 1/2 a car per residence. Many of the streets and alleyways in the older neighbohods are narrow. The clutter which would result from your poorly thought-out plan is unimaginable. The older neighborhoods have aging infrastructure - sewers and electricity - and may not be able to support the proposed increased density. The schools are already full to capacity and have been for years. The roads - already in deplorable condition - will erode further and more rapidly due to the increased number of vehicles driving over them. Major roads such as Elbow Drive, 33rd Avenue, and 14th Street are already congested. The bridge over the Elbow River at Sifton Blvd. is congested at the best of times and with the proposed increased density all along Elbow Drive would be a parking lot.
- June 20, 2024 [personal info removed] feedback on West Elbow Communities Local Area Plan I did not receive a copy of the City of Calgary engagement booklet and the Community Association was not communicating about redevelopment issues in the community newsletter (The Mission Statement). [personal info removed], the community association President, lives in Cliff Bungalow and is determined to prevent redevelopment there by dumping it into Mission even when Mission residents dont' want it either. I borrowed a copy of the engagement booklet from a next door neighbour and was most annoyed by the map

which does not show Avenue addresses so it is difficult to identify the future potential redevelopment sites. In order to maintain their popularity and successful neighborhood life styles the West Elbow communities do not need extremely increased residential density and building heights. Mission was always an affordable neighbourhood until redevelopment destroyed old affordable buildings with replacement by much more costly luxury rentals and condominium buildings. I would have preferred to see support for affordable senior housing projects so that people can continue to live in their beloved neighbourhood as they age. The West Elbow L.A.P. map shows buildings taller than 12 storeys bordering the northern edge of Mission which will be shaded from early morning and late afternoon sunshine and blocked from scenic views of downtown. I have lived in a historic home on the [removed] for nearly 40 yrs and I highly value my views of the Calgary Tower and the more recently built Telus tower building both of which have gorgeous outdoor lighting which creates very special views which I enjoy very much.

- Too much density without a plan and the appropriate infrastructure. We do not want another Marda Loop (traffic nightmare). You need to consider the infrastructure, both underground (water, sewage, gas) and above ground (roads, transit, etc.).
- [personal info removed] I would love for these areas to focus more on walkability since it's already set up with amenities nearby. I would go as far as reducing 17th ave to one lane each way! expanding sidewalks/patios. We need more housing choices that are not "luxury" condos. We need basic, decent, affordable places for all types of people to live. I'm OK with ↑ population density as long as people are prioritized over cars/roads. ie. walkability
- Longtime Calgarians, who love this city, we are thrilled with the entire community development plan. We have lived in a Mission hi-rise condo for 25 years. We lived for 30 years, worked and raised kids, in Haysboro, in a single-family dwelling. I can remember in the early years as a young [removed] bride/mother, married to a Canadian, looking out my doors or windows and feeling lonely and isolated. But like most situations, I adapted to the somewhat [removed] (to me) structure of a 'community' with schools, recreation, community centre etc. We had a great street with lots of intrinsic community feel within it. With kids grown up and gone, after 30 years we moved to a condo in Mission (Elbow Dr. & 4th St. SW), surrounded by shops, restaurants, pedestrians, walking and bike paths, very available public transportation, !It is perhaps because of this contrast in living that we began to see that the character of most of our city, since the 1950s, seems to have been shaped by the suburban built form - exclusively single-family dwellings. This 75 year character of our city seems rather limited in its view of what a city is, should be and/or could be. Our understanding is that the city, in its overwhelmed state of housing demands after WW2, 'handed over' the development of suburbs to developers. This needs to change. Rezoning, and Community Plans seem to use the way to do this. It is not easy to change such long mindsets.
- Join 50 Ave S.W with 50 Ave Elbow Drive with bridges across elbow river at sandy beach - or high rise connecting if some disaster should happen to the causeway people living in the area across dam would have to go to the highway 22 and then come back to area making a long commute - this project would eliminate problem - joining with Elbow Dr. Macleod Trail.
- I am not sure why I am wasting my time on this as you have proven conclusively that you have no intention of listening. The construction that never ends in Marda Loop indicates that the city is not capable of supporting growth.
- not sure

- Core Values; yes and no. Although I agree with Social Connections - 'Advanced Wayfinding' translates to more signs. We already have too many signs; parking signs all over the neighborhood, bike lane signs every 30 feet, school hours signs, stop signs, yield signs, cul-de-sac signs, one way signs, street plowing signs, no left turn signs, no stopping signs. More visual clutter - signs are not part of my core values. Therefore their interpretation of my core value is not accurate. Housing for all is a core value however our infrastructure is failing. We do not have water for all. Currently we have run out of water in our city; more people means more issues. Can the city support this; currently i do not believe they can. Safe and convenient mobility is a core value however the bike lanes that the city has already established are among the most dangerous areas of the city. Removing the bike lanes would make it easier for seniors to be safe. Flood and drought mitigation important for climate adaptation and is among our core values. However this means infra-structure development - not the signs around the Elbow River asking "Is the River Angry?" like the city initiative in 2014. My core values include putting the money into infrastructure not more 'social engineering'.
- Topic 1: I appreciate that the efforts of the City of Calgary to create a thoughtful, well-planned strategy for inevitable expansion and I am grateful for the opportunity to provide feedback. Unlike new areas of the city, established neighborhoods have the disadvantage of having streets that were designed for traffic demands decades ago. The city cannot keep adding housing to areas where the streets cannot be widened. Our core values should acknowledge this reality. Our core values should also prioritize the development of empty lots and buildings - of which there are many - over replacing existing buildings that are being used.
- These are all lofty values which any city would welcome but like other projects this council passes we end up on the 'cart before the horse' result (BMO expansion, no hotels). These values are built into new communities with wider sidewalks, roads, parking, parks, etc. Squeezing these into older existing landscapes, particularly the downtown core, is like adding fuel to a fire that is starting to burn - congestion because of narrow sidewalks, roads that now have bike lanes added, too much concrete resulting in flooding.
- \*not sure why you ask for feedback when we all know you will put through and approve what you want.
- Yes! Thank you. This is much needed. I see my needs reflected in the core values. I hope we can see the plan come to life by 2030. As a working professional, I would love to be able to purchase a home with 2 bedrooms at an affordable price in these neighbourhoods (Mission). but this doesn't exist so I rent for \$2700/mo. and I am not building equity for retirement this way.
- You have already ruined Altadore and Marda Loop. I would move but this new "Vision" will just spread this disease else where.
- We believe that the increase in density in these communities is a bit too much. The Altadore area is already becoming more congested with parking challenges
- The Vision + Core Values do resonate with me, but I would kindly request that neighborhood integrity (small home developments/incl. infills) be encouraged + protected. I feel large apartments / buildings be kept a long main corridors + not inside the neighborhoods.
- It appears that the areas around Garrison Woods and Marda Loop will be under construction for the next 30 years. Daunting!
- Not a vision at all - a plan to impose unneeded change. Agree with core values. However, feel heritage preservation needs to be a core value

- Yes, the core values and vision resonate with our household. They do not need to be changed as they correctly capture what is required for a local area plan. They are sufficiently detailed to build off of without being overly prescriptive.
- This looks like good, well thought out planning. I'm comfortable with the vision you have outlined for the area. Change has to happen and being prepared for new development is necessary.
- Nothing to add or change my Core Values are similar.
- The local infrastructure (roads, parking, grocery stores, schools) is currently unable to accommodate increased density. The schools are over capacity, there is limited parking and small grocery stores that barely provide the necessities required. Increased density diminishes the highly valued community connections.
- My husband and I are completely opposed to all of the Potential Focus areas for growth, and especially related to secondary corridors and nodes which the Vision and Values gloss over. While the idea of "Housing for All" may sound altruistic it really means taking away existing rights (property rights under Common Law and right of consultation and appeal), essentially expropriation without consent. The plan as we see it will actually have a negative impact on "Climate Adaptation and Resiliency" as we can see with the stresses already visible in Marda Loop with reduction in the tree canopy, drainage problems due to overdevelopment of the surface land without adequate infrastructure, and extensive parking crowding. The upzoning process should be ruled illegal.
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- 1. The visions do not resonate with me for my neighbourhood as those visions were not what we were looking for when we purchased our house. When we purchased our house, we specifically looked for homogeneous zoning of R-C1 where there are properties of single-family use only with restricted height and lot coverage limits. That is one of the most important reasons we bought our home. For decades we have been paying high property taxes which we believe, in part to maintain the expectation that the original zoning is the constant status. People have been paying high taxes in our area to maintain the nature of the neighbourhood. For city councillors to arbitrarily change it at this point is unfair. These proposed changes are NOT congruent with the traditional land use zoning. Mixed zoning and the visions and values outlined are perfect for some people and some neighbourhoods, but not where the traditions, expectations and costs have been for something else.
- Agree with the Core Values stated
- Preserve single family areas. Do not destroy residential streets with higher density buildings that create traffic and parking issues and increase noise and crime
- I agree with the Core Values and Vision. I believe the city should continue to invest in transit networks an infrastructure in this area to help manage increasing density. I expect that increased tax and developer fees in this area will be need to improve infrastructure in this Community. I look forward to seeing this Community grow in the coming years.

- The importance of income accessibility cannot be understated. New residential construction must be regulated so that private buyers (individual/Rental companies) Cannot simply amass more property and continue to create a housing crisis. As an AISH recipient, I cannot continue to live in a market that becomes more expensive every 3 month.
- Heritage guidelines are important for the neighbourhoods identified, but development will still impact private green spaces (ie mature trees, gardens) • This work is an opportunity to design for traffic flow - Sifton Blvd is already a busy route, shared by cars, bikes, pedestrians, and school children. Additionally, thoughts need to be given to off-street or underground parking requirements.
- The area is becoming too bus and overcrowded. It is losing the charm it once had. There is not enough parking for any large scale developments.
- Very frustrated. It doesn't matter what I think. The city has already decided what to do. My taxes went up over \$1000.00 this year. Don't waste my money with survey booklets when the city consultation doesn't mean anything
- Looks good, but the vision should focus not just on access to the elbow river valley, but also to ensure good connectivity to the Bow River. Currently North - South Cycling connections are poor / non-existent and it's difficult to cross 17 ave, Scarboro, and Sunalta from Bankview to get to the river path by bike.
- The potential focus areas for growth do not take into account what is currently in place or on the horizon. Specifically, the orange on the north side of 36 ave between 18 + 19 Street. The west portion is currently slated for 4 - 6 storey (mixed-use) growth. It is my understanding that a land use change has been granted already. The 4 - 6 project is set to span all of 19 street (East side) b/w 36 and 34 ave. So half of this orange bar for 7 - 12 storey growth in the next 30 years is unlikely to even be possible. That leaves the other half which includes a relatively new building on the NW corner of 36 ave + 18 street. It's difficult to respond to these questions when the proposed growth is not even possible in the next 30 years, if new developments are already in place ... or planned.
- I agree we need more density in the inner city core but lets please remember what makes a city livable - walkability neighbours, parks and community. I'm totally dismayed with how Marda Loop has been developed. Its become an ugly blight of high rises, traffic. I refuse to shop there even tho it's closest to me. It's unnavigable. Lets learn from this huge mistake
- Continued development along "main streets" and primary transit networks make sense as the roads and infrastructure there can accommodate. Enhanced traffic calming in Mount Royal and Elbow park and retained single housing development to retain historic nature of communities and honor restrictive covenant. Sunalta and Hillhurst have more Fixed traffic management.
- Of course, I agree with the Core Values. What sentient mammal would not? They're common sense. I live in Cliff Bungalow - Mission, have volunteered with the CBMA's planning & development committee for over 25 years and it's fair to say that I understand planning and urban issues better than most. I have witnessed first-hand and up close how development pressures and social issues (and affordability!) have changed the character of this community. And I guarantee you that the people of Elbow park, Garrison Woods and N. Glenmore Park share little of our concerns around loss of heritage, drug-related crime or unrelenting redevelopment pressure. Why have we been thrown in with such dissimilar communities?

- Vision - should be more detailed and include specific highlights. ② Parks, open spaces and Natural Areas - add to this the preservation of mature and historic trees on the boulevards and properties in the West Elbow Communities.
- These are a good start, but there needs to be more specific plans for implementation. Schools and critical infrastructure (water, sewer, electricity, waste control, etc.) are not mentioned at all. The 'improvements' noted are very vague and non-committal. While public transit is considered, safety in and around transit stations needs to be significantly improved in order to get people to feel safe living in close proximity.
- The visions and core values explained in the draft vision for West elbow communities do resonate with me, but I do not believe the plan demonstrated with the high-rises in red along 17th Ave align with these values. I believe that many proposed greater than 12 story buildings in a row will not bring social connection or safety into the neighborhood. I believe the greater than 12 story high rises along McLeod Avenue beside the Alpha House demonstrate the demise that will happen to this neighborhood. Safety is already a question on 18th Ave., Southwest and I believe this will worsen it.
- The plan as currently presented effectively contemplates destroying the neighbourhood as we know it and what we used our life savings to invest in 15 years ago. My wife and I wholly reject it. We do not support the concept of building 4-6 storey mass density residential structures where our house currently stands and nor where our neighbours live.
- Parking stall for at least 1 vehicle in all areas outside of the downtown high rise core! Anything off of main roads in established neighborhoods should not be subject to row housing without adequate or extra parking and not overpower neighbors.
- Absolutely NO. Your vision to rezone a historical neighbourhood with small streets (e.g. infrastructure that does NOT support more dense housing) is short sighted. This area is typically more expensive so it DOES NOT lend to affordable housing. There are so many newer neighbourhoods with big wide streets that could accommodate multifamily dwellings. IMPROVE THE TRANSIT SYSTEM so people can use it for commuting to/from work.
- The City of Calgary Planning and Development group needs to immediately halt any further work on the WECLAP due to its inherent flaws and lack of due consideration and respect for concerned and angry community residents. Many of the proposed changes are an utter disregard of community context and heritage.

The Vision and Core Values are so generic and nebulous that they are of little or no value. As stated above, your actions seem perfunctory and dismissive in nature. Halt any further work on the LAP is my recommendation.

- The vision and core values do not in any way resonate with me. In fact they appall me. Your proposed plan would be tragic if it went ahead. You are proposing to destroy Mount Royal, one of the most beautiful neighbourhoods in the city, a neighbourhood with heritage homes, beautiful landscaping, old established trees, parks and a culture of its own. The city needs neighbourhoods like Mount Royal, people stroll through the neighbourhood for outings because of its beauty and uniqueness. You are proposing to turn Calgary into a mismatched, unappealing, concrete jungle. There are many areas of the city that are already populated with high-rises and multi story buildings that you could continue to add density to but destroying a neighbourhood that has been established for over 100 years is a tragedy.

- I for one, would move out of Calgary if your proposed plan went ahead. To have multi story units dropped in the middle of estate homes and heritage homes would destroy what everyone in Mount Royal lives here for, the beauty, low density, the space. I am not alone with how I feel. If many of the residence left Mount Royal, this would have a significant impact on employment in the city. Between my husband and I, our businesses employ over 100 people. There is no neighbourhood like Mount Royal in Calgary, this plan would force us to leave the city for somewhere more aware of culture. There is very little as it is and this plan would shatter what remains. There should be more regard for communities such as ours, not less.
- The vision does align with how I predict the communities to grow in the next few decades. In particular, there should be significant density increase for much of Sunalta, Bankview, Marda Loop area, and 17 Avenue SW main street. Sunalta especially should evolve into the communities that's of the like of Mission and Sunnyside/Hillhurst. With that being the case, the point of Safe and Convenient Mobility should be of high standard. Neglected crossings that currently that are in place - such as the CPKC crossing by 10 AV & 19 ST SW should be improved to remove conflicts between 5A mobility and train operations.
- For my neighbourhood (Upper Mt. Royal) the the proposed application of the Vision does not at all resonate with me. I feel my neighbourhood already achieves the Vision and what is being proposed will completely changes the neighbourhood I have lived in for over a decade and specifically chose to live it because of what it has to offer. To put 4 - 6 Storey apartments in the middle of this historic and unique neighbourhood is shocking to me and lacks respect for the residents and the history of this neighbourhood.

Here is a summary of my position and concerns:

1. Preservation of Character:

Historical and Cultural Integrity: The densification proposed in the LAP will disrupt the historic nature of Mount Royal.

Aesthetic Concerns: Residents prefer lower-density developments to maintain the neighborhood's visual appeal.

2. Infrastructure and Services:

Capacity Limits: Existing infrastructure may not support increased density without significant upgrades and disruptions. The current water main break supports this concern.

Public Services: Increased density will strain local schools and does not provide for the increased need for parks and recreation areas.

3. Environmental Considerations:

Green Spaces: Higher density reduces vital green spaces and tree canopies currently supported on single-family lots.

Ecological Impact: The development proposed in the LAP will increase pollution levels.

4. Quality of Life:

Traffic and Congestion: The LAP proposals will lead to worsened traffic and congestion.

Noise Levels: The proposed changes will elevate noise levels, affecting residents' quality of life.

5. Economic and Certainty Concerns:

Property Values: Increased density will reduce the desirability of Mount Royal and negatively impact property values.

Infrastructure Costs: Upgrading infrastructure will be expensive, leading to higher taxes,

Moving the Goalposts: Residents relied upon zoning certainty and predictability to support the most important purchase and investment they ever made. The LAP will move the

goalposts, changing from an R-C1 designation, up multiple levels to an R-CG designation or above, without any effective opportunity to have a say in those changes.

#### 6. Social and Community Impact:

Community Cohesion: Rapid densification will disrupt social networks and community bonds.

15-Minute Neighborhood Concept: Mount Royal is a model for this concept and should be preserved and should not be sacrificed for increased density.

Accessibility: Good to go

- Firstly, I'm not being facetious when I say I feel like providing feedback is a waste of time. Asking for input seems to be the City pretending to care about what citizens say when it seems the decisions have already been made. An example is the recent decision for blanket rezoning when the majority are against.

I'm hoping that this will be different but I'm not optimistic.

I walk my community daily and what I see instead of diversity are older and historic homes being redeveloped into large boxes with no yards, beautiful mature trees being removed as these homes have no back yards.

I would ensure that historic buildings be preserved and that new builds would fit into the community.

Marda Loop is an example of how a wonderful area is changing for the worse. I used to love walking my neighborhood but I find myself feeling sad as I look around at all the new developments that are not affordable I might add.

It does not appear to me that Heritage guidelines are being followed at all.

When I visit other cities old neighborhoods are preserved and lovely to walk through. Please let's not ruin these areas on our city.

- I believe that using LRT and BRT regions make sense to develop multi story developments.. 4-6 story multi family do not make sense in established communities. Build around transportation hubs. The neighborhoods in this plan already have congestion and it is a huge safety concern. Elbow Drive and sifton, or elbow drive and 26th ave, marda loop, during peak traffic hours, are not functioning well. These areas cannot support high volume of vehicles.

Modifying the DNA of these neighborhoods with such high density beings unwanted change that will negatively impact the communities.

These core values do not resonate with me.

Build higher density along transit corridors, not through established neighborhoods. This will be more efficient and less uprooting.

- The city went through years of planning for the Guidebook for Great Communities and then threw this strong initiative out in one full swoop after being blackmailed by the federal government. The lack of imagination by this city council that chooses a "one shoe fits all" binary outcome is pitiful. Refusing to listen to the vast majority of Calgarians is arrogant and bad judgment. They were not elected with a blanket zoning mandate. We should be having a plebiscite on the blanket zoning issue.
- On the West Elbow Plan, the vast majority of residents reject this vision. Protecting the history and uniqueness of our neighbour is our "core value".



- I am happy to see a focus on diversity of housing and retention of historic homes. I believe there should be a greater focus on active lifestyle opportunities and recreation. The community is very active and we need to promote that.
- The infrastructure of the West Elbow Communities were built to sustain single family dwellings and not for multiple family occupancy. The city planned upzoning has not considered this factor and this would definitely strain the current facilities and resources and reduce their anticipated life span. Marda Loop has become a disaster re-development area and their multi-family units and definitely not being built for affordable housing, and in trying to solve the issue that City Council thinks that re-zoning will help resolve. Why did City Council not listen to the majority that spoke up against the re-zoning with their justifiable proposals and explanations???
- As a homeowner with a young family, we chose to purchase and raise our family in Upper Mount Royal because of the beautiful nature that this neighbourhood has created and fought to preserve. I feel very strongly that adding 4-6 storey buildings along 10th Street, Carleton Street and Prospect Avenue is a mistake and needs to be removed. Having high rises in the middle of this neighbourhood would take away the tree-lined streets that have existed for over 100 years. The city needs to consider how the preservation of a community like Upper Mount Royal is hugely beneficial to our city from an environmental perspective. Forests, parks, and tree lined communities decrease the temperature of our neighbourhoods. Once taken away this cannot be replaced. The city needs to take a hard look at how we plan to densify, while also preserving communities that have a positive impact on our environment. We need urban planning to include more environmentally friendly solutions, not less.

I urge the city to see that putting high rises in Upper Mount Royal is a one size fits all solution that puts all the control in developers' hands versus existing residents. Having lived in Toronto for many years I have seen how developers have little regard for the communities they are entering. They are driven by profit and are regularly not held to account by the city. How are you planning on keeping developers in check? How are you going to preserve our communities' values?

I understand the need for densification along major corridors such as 14th street and do see the potential benefit that this will have on our community. Densifying corridors needs to be our focus, not changing existing neighbourhoods. In densifying these corridors we also need to talk about how the city intends to build capacity in our publicly funded services and infrastructure (Ex. schools, city transit, community centres, libraries etc). Is there an investment plan that will ensure that Calgary remains livable?

- When achieving the core values and vision of the West Elbow Communities, it is important to look at the diversity of housing in the areas as a whole and not on an individual community-by-community basis. Not all communities are conducive to higher density housing structures (4-6 storeys and above) based on the community characteristics, history, and layout of the areas. Comments below are based on my experience being born and raised in the West Elbow Communities. I was born in Scarboro, raised in Elbow Park, lived my early adulthood renting in Lower Mount Royal/Mission, and returned to Elbow Park to purchase a home and raise my family. I love the diversity that these neighbourhoods provide for all stages of my life so far.

Growing up in a neighbourhood with great access to parks, quiet and safe streets, and wonderful neighbours that have grown into life-long friends is what has drawn me back to the same neighbourhood I grew up in to raise my own family. It is wonderful to see the revitalization of the neighbourhood with many other young families choosing to move into the community as well for the same reasons. As a young adult, living in the higher density of Mission and lower Mount Royal, close to friends and peers at the same stage of life and close to “the action” of restaurants, bars, yet still accessible to parks and family nearby provided a wonderful home for this stage of my life.

The Vision resonates with me. It highlights many of the reasons why I have chosen to live in these communities throughout my life. There does need to be broader definitions provided somewhere of what constitutes “secondary corridors”, “nodes”, and “activity centres”.

In terms of the Core Values, I have a few comments and considerations on the various values. When under the context of the West Elbow Communities as a whole, the core values generally resonate with me.

Under “Housing for All” I think it is very important to highlight that new housing and housing options should be enabled that are suitable for the communities, while maintaining the characteristics that make these communities so unique so that their historic and well-established identities are not lost. This is done through community engagement and consultation with the community associations as well as very considerate planning.

For “Safe and Convenient Mobility” I believe there needs to be recognition of the need for balancing the pedestrian experience, while appreciating the current need for some people and families to use a vehicle for transportation. Appreciating the needs for the people in the communities will help to plan for other mobility priorities to be made successfully for pedestrians and transit.

- No, the planners and City are proposing land use changes that negatively affects existing home owners financial and aesthetic values. There are many areas in the city that allow for multi residential. Improve the approval processes and focus on these areas.
- The vision and planning resonate with me, as I see a definite need for more accessible housing and more mixed use of space.
- While change has been the only constant in this city and this community, the proposed plan seems to be developed by people who have never lived in the area.

This Community already encapsulates the "housing for all." Within it are some of the highest income postal codes in the nation (Mount Royal), as well as some of the most densely populated (Connaught & Beltline). The plan should preserve the equity of those homeowners who've made this community our home. I do not see how densifying, adding more rental units and disrupting the current ownership patterns contributes to or protects those of us who've already invested in the community. This plan seems to forget that this community is part of a larger whole - The City of Calgary. Not to be too NIMBY, there is no need to force "housing for all" into a small geographic area, when there are other options, literally across the street in some cases.

In addition, the desire to protect "heritage" homes and to reduce per capita GHG's are contradictory. Given Calgary's relative youth as a city, there are few homes that have unique architectural or historic importance. Older homes tend to be the least energy efficient, and the costs of retrofitting them non-economic.

The document discusses "population decline" as a challenge for the city planning, but this plan seems to focus on population growth. This is inconsistent. Moreover, most studies show Canada and Calgary's population growing significantly over the next few decades.

- sounds great! needs more of a focus on affordable housing
- As a long time resident of Marda Loop, I've always anticipated changes to the neighbourhood given its proximity to downtown and its growth potential for housing builds/rebuilds. I support the allowance of more four plexes, as well as densifying through larger apartment and condo builds along thoroughfares such as 33rd Ave, 26th Ave, 14th ST, SW. I absolutely do NOT support the proposition that 4-6 story apartment buildings should be permitted along the 22nd St block from 32 Ave to 25th Ave. This does not align with information recently distributed regarding blanket rezoning efforts - the maps shown only designate sites in this area to be permitted for anything up to a four plex. Additionally, allowing that magnitude of build in the midst of what is a fully residential area will truly decimate the neighbourhood in terms of it's desirability, livability, parking (there is never enough parking for residents and their visitors in apartment buildings - we're already feeling the effects of that from the condos going up on 33rd Ave), and overall character and feel of the neighbourhood. There are some urban design principles that make sense in a textbook, such as building apartments near transit lines, but that don't make any sense practically speaking when you're tearing down a functional, well established residential neighbourhood where people happily live, work and play to do it.
- If the city was serious about climate resilience and adaptation, they would be better stewards of our urban forests. With so much development in our area (Altadore) and surrounding areas, we are losing so many mature trees at an alarming rate and with it the ecological benefits these trees offer (including reducing urban temperature hotspots that we so desperately need with a warming climate). We recently lost several mature trees on 38 Av and 16 St SW to built a monstrous rowhouse complex. New developments should preserve the existing mature trees, incorporating them into the building design, as well as add new trees, we see many trees torn down and replaced with spindly trees that die off after a few growing seasons. New trees don't sequester as much carbon as old trees, the research is there. I strongly agree with the Parks and Open Spaces value, we need to protect what green spaces we are lucky enough to have. Overall, I think the plan is thoughtless and hurried, and has no regard for preserving the character and feels of our neighbourhood. Bringing extra people into a space through rowhouses and 4+ storey buildings gives no regard to existing residents, it brings extra congestion, noise and puts strain on existing amenities and shared resources. By overdeveloping our neighbourhoods, we'll lose what makes Calgary great. Very disappointed with this plan and the inability of the City to listen to the existing residents of these areas
- I believe that it's absolutely going against the values of Calgarians and Canadians to dishonour the Historic neighbourhood of Mount Royal. It's a bigger task than just adding extra multi family living- it's preserving a great part of Calgary's history. The greatest cities in the world have neighbourhoods with architectural and historical significance, and rules relating to the preservation of their beauty, historical significance and identity within the city.

Mount Royal in 100 years could be a landmark of the city of Calgary. A place where people visit as tourists. An identifying piece of our city. We have such young cities in North America compared to the rest of the world, putting in condo buildings which will age with no grace and don't fit the community and its history, will de value the neighbourhood- not for the property owners - but for the city and a piece of its identity. We don't want to be another Vancouver or Toronto. And we don't need to be. The countless number of empty lots in and around downtown, run down buildings across all quadrants- there will be more places to build these multi unit buildings than the city will know what to do with. To remove one of the few historical neighbourhoods in the city before it's even had a chance to mature over hundreds of years and become one of the great neighbourhoods in our country, is criminal. The community was awarded a restricted Covenant for a reason- and to slap everyone in the face and basically tear it up in front of our eyes feels violating and vindictive. It is wrong. That is not at all in line with the values of Canadians and the principals of how we operate in Canada. The only people who should have a say in whether the covenant is removed or not is the residents of Mount Royal, and if anything, they should be allowed a democratic vote on the covenant. That is fair.

I think it is absolutely naive to think these future condo buildings in Mount Royal will provide multi family low income housing which this whole campaign has been marketed around. The lots alone will cost millions to buy, and to break even, a builder will need to sell them for a premium price- which won't be in the same stratosphere as what the city is intending for multi family housing. So this change will destroy the history of Mount Royal, and in fact not solve the problem of more cost effective housing. So what are we even talking about here? I must add that I personally am not worried about property value plummeting and I am not financially motivated. The real estate market will do what it does and as the world works, over many years will continue to appreciate. I write this out of trying to preserve something that is part of our cities identity.

This whole thing to me is ridiculous. The goal was to have more affordable high density housing within our city, to stop building out and build up. These are great, great things which our city greatly needs, and will further add to the identity and vibrance of our inner city. We have come so far as a city in the last 10 plus years in the development of the Beltline, the redevelopment of communities like marda loop, bank view, etc. the addition of bike lanes and the redevelopment of the east village, bridgeland and the river paths. We all want Calgary to be the most beautiful, liveable and vibrant city in the Country and it's been going that way, which is amazing!

There are no gates around Mount Royal like you see in the USA. This community belongs to the city and Calgarians. I have lived my whole life in this city and only a fraction has been as a Mount Royal resident. Although I have only lived here a small portion of my life, I loved driving through the neighbourhood and getting to see the beautiful trees, parks, winding streets and Historic homes. My dream of one day living in this community drove me to work hard and hopefully achieve that someday. My vision and dreams were born driving through and walking through the neighbourhood, and that dream and vision got me through a lot of hard times, gave me optimism, and something to work for. It let me live out my Canadian dream of having a goal, working hard, and one day getting there. That is why people love Canada because you can achieve a goal, a career, a life, and that should be encouraged.

By removing the covenant and turning Mount Royal away from what it's been, your taking away how special it is, and maybe that doesn't inspire some teenage kid or new Canadian to go after their dreams, because it's just another neighbourhood. Bottom line, this community as I said belongs to Calgarians, whether you live in it or not, and preserving its beauty, grace, history and identity, isn't and shouldn't be a negative, but a positive.

I ask with absolute respect the following question:

Can we not for once in our great country, great province and great city, put a foot in the ground to say it's okay to have a historical neighbourhood within our city? Can we for once have someone in our government or political landscape take a stand to say hey, contrary to popular belief, we do actually have some amazing history in our cities and country, even though we are a little over a century old. Can we in fact promote some great pieces of the Canadian history, our cities Identity and culture in a positive and patriotic way- amongst many historical elements of our city and country that make Canada and Calgary the best country and city in the world. Mount Royal and its beauty rivals any neighbourhood in the world with its breathtaking tree lined streets and old world charm. The maze of a road system unlike anywhere else in Calgary and maybe the new world that makes you feel as though you could be in Europe or a neighbourhood cut into the earth hundreds of years ago. With time, and a little help from our municipal government, it will blossom into one of the world's best and be recognized not just provincially, but nationally, and I feel even globally.

I thank you for your time. I love mount Royal, I Love Calgary and I love Canada and I am proud to voice my opinion out of my love and respect for all of the above.

It's okay that this neighbourhood has historical significance and is a part of the identity and history of our great city.

- My biggest concern is traffic and having apartment buildings being more than four stories and the drop in value of my home as a result.
- Densify along areas that are already zoned for higher density like 33rd Ave SW or in the Beltline.
- We prefer lower-density developments to maintain the neighborhood's visual appeal. Increasing
- density will undermine Mount Royals visual appeal as will the required significant infrastructure
- upgrades and will disrupt the neighborhood as a whole and lead to increased taxes. The
- community amenities (parks, schools, green spaces) will be strained along with increased traffic and congesting. We have lived and travel in many countries. We lived in London Uk. We note that London had high density neighbourhoods. But historic areas in London were preserved.
- I strongly disagree with the city's plan to remove historic elements, charm, and many huge trees from inner-city neighbourhoods to build condos for increasing density. Preserving history and green spaces is crucial for community identity and quality of life. Sustainable development should balance growth with heritage conservation and environmental protection.
- I fully embrace the core values and vision.
- The Vision and Core Values are described at too general a level for agreement, and significant aspects/considerations are omitted in favour of "motherhood statements" with

which disagreement is difficult at such a level of generality. In particular, the Vision and Core Values provide no discussion of the consequences for neighbourhood congestion, flow of traffic and availability of parking (pedestrian, cycling, public transit and personal motor vehicles), demand for key amenities for a variety of activities (e.g., schools, parks, sports facilities, community centres, spaces for childcare and safe childhood outdoor play) and social connections between neighbours for a durable sense of community. Although GHG-reducing travel modes are mentioned under "Climate Adaptation and Resiliency", this cursory mention discloses no consideration of the equipment necessary for recharging - particularly for on-street parking and within building parking spaces - which is necessary to support EV penetration for multi-vehicle families and which recent development have lacked (e.g., no evident electrical cabling for recharging stations in building parking garages and insufficient parking stalls to support recharging of cars-per-unit if owners/tenants adopt EVs).

- I would maintain R1 communities at their current densification and do a better job of using vacant city land for densification purposes. That said, I'm not sure why I'm submitting this because it's quite clear you have no intention of actually listening to feedback.
- 33rd Avenue SW is already extremely developed, and a high-density area, making parking and driving very difficult and congested. The proposed changes would negatively impact the current character of the neighbourhood, with a loss of privacy and sun for many of the established homes.
- I don't agree that 14th St. S.W. should be "main street". The orange and grey areas are near my house and on a bus route. I live near 26th Ave on 14th Street in a Heritage house on the east side of the street. There are many well-established trees, hedges, bushes etc which block the noise of the street. As well, the infrastructure would not support a higher density.
- Parts of the Vision resonates with me however I adamantly disagree with the densification plans.
- I would happily support to community in maintaining the garden community they have. I am currently and owner and resident within the community of MRC and the biggest issue I have is that opposing big multi-plexes is one thing but the contestant opposition to single family homes is equally offensive. They need to figure out what side they're on. Can't oppose every single type of development. It sickens me that they've pushed back on many single family developments for no substantial reasons.
- As I have written to you before regarding your intent to radically change the nature of existing communities, I am totally against your plan and methods for changing existing community guidelines. You have taken away the democratic rights of your citizens and used false information to try to get us to accept your vision. This is about making your job easier.
- The areas in red and orange and yellow representing all of the high density development at Crowchild Trail and 54 Avenue SW. will wipe out all existing single family housing. Are you people nuts? Why do you want to destroy this neighbourhood?
- Implementing the red extreme high density at Crowchild Trail and 33 Avenue will replace the Garrison Safeway. Where are people going to buy their groceries? Are you insane?
- This plan is completely screwed up.
- Be mindful of the level of density you are proposing in such a small area. If you go too far and lose what people love about these neighbourhoods, the city as a whole will lose. Many to most neighbours have lost faith the city is listening. The level of discourse with the zoning redesignations highlights the disconnect.

- The vision is OK but one size does not fit all with all the communities that have been lumped into West Elbow. I do not agree with 4-6 storey buildings anywhere in Upper Mount Royal nor along Elbow Drive. This is a historically significant neighborhood designed by renowned landscape architect, Frederick Olmsted. Mount Royal is one of the few communities in Canada that Mr. Olmsted designed and should be preserved. The vision and growth focus does not respect this historical significance. My core values include respect for the law (eg. restrictive covenants), property rights and reliance on predictable regulatory processes. These values are not included in the vision nor core values. This proposal may well result in undermining property values which is the most important investment people make in their lives.
- I currently live in Altadore and recently purchases a lot in East Elbow Park where my wife and I plan to build our dream home. I'm extremely saddened by significant portions of this plan. As a new resident I am specifically concerned about the 4-6 storey growth planned within east Elbow Park, but I'm also just concerned in general about this Council and Administration's drive to add significant density throughout affluent single family neighbourhoods in Calgary. The City has a stated goal to provide housing for all markets and segments, but that doesn't seem to extend into the higher segments. I genuinely think some of the changes in this plan will cause affluent people to move out of these communities, and I genuinely think that will ultimately be a negative for those communities. If it is the City's desire that Mount Royal become an extension of the Beltline, then this is a great plan. But personally I think the City will regret that decision.
- I think the core values are fine and on the face of it, it seems like planning our city around this vision and values is a responsible and important thing to do. I do believe that when you state your vision and core values in such an eloquent way, it is important to actually put those values in place when you are planning the changes. There is nothing I see in the proposed changes that reflect these values. All I see for Garrison Woods is many, many mid to large-scale buildings which will increase traffic and make it harder for pedestrians. The plan also appears to remove small parks which goes against your stated values. The vision and values are great, too bad you're not actually implementing them.
- Mostly
  - Add - need to consider how expanding housing will impact schools in the neighborhood that are at capacity or have moved to a lottery system due to excessive enrollment. What is the plan for ensuring there are enough schools?
  - Add - there are other communities, further from downtown, that have more space for densification. Is the city considering densification of those neighborhoods?
  - Add - pedestrian safety, parking accessibility, lack of recreational facilities, insufficient space in schools are serious issues already. What is the city doing to address these issues?
  - Change - city oversight of developments that don't fit with the communities original zoning. Zoning is needed to ensure there are sufficient amenities to service a community. No zoning leads to some of the concerns I've already stated. Spend a day in the Marda Loop and Altadore neighborhood and you get an idea of the challenges I've identified.
- No they do not.
- Mostly.
  - I have heard West Elbow Communities are walkable neighborhoods. I'd like to ensure that a walkable neighborhood doesn't mean community members are less likely to have vehicles. Calgary is a big city and most people have vehicles. With densification of the neighborhood,

there's increased parking demands, more vehicle traffic, and associated (real) safety issues for pedestrians.

I disagree with exploring neighborhood commercial uses along secondary streets and nodes (Core Value - Daily Needs and Amenities). It would be acceptable to explore this for secondary streets and nodes with existing commercial uses and maximizing that space. But disagree with exploring new commercial uses.

- I think the city's core values do not respect the core values of the city residents. Calgary's residents (88%) made it clear when surveyed that they oppose the city's recent proposals that have been pushed down our throats. All for greed ( money offered by the Federal Government to densify the city and destroy the city's quality). It is appalling. Our recent water main issues and the fact that our older inner-city neighborhoods have extremely old infrastructure so that the rezoning plan is ridiculous. 8th St SW, 10th St SW, and Carleton St SW with 6 story buildings will destroy Mount Royal neighborhoods resulting in crime, no parking, and a loss in property values. Thanks for trying to destroy what I have worked and saved my life for. I am strongly opposed to this plan.
- I live in Mount royal and my street is designated for redevelopment with 4-6 story buildings. This is a terrible vision and goes against every core value of good urban planning. This will DESTROY not only the heritage value of the neighborhood, BUT MORE IMPORTANTLY THE TREE CANOPY AND GARDENS. Trees and lawns are an important carbon sink as well as providing shade as global temperatures are rising. People come from all over Calgary to walk this neighborhood and enjoy the tree lined streets and historic homes. What is currently proposed for Carleton Street SW is wrong in every way.
- I think that our neighbourhoods will be unnecessarily disrupted. While I value increased densification in some areas, I firmly believe that a city is best set up to thrive when we also protect some neighbourhoods as single family houses. The West side of 14th Street SW is already zoned for commercial use and this should be the focus. Please do not disrupt the homes and lives of the residents who live on the other side of the street. Those of us who chose to purchase our homes, raise our families and spend time in the neighbourhood as it was - should be left to peacefully enjoy the property in the way it was purchased.
- The West Elbow Local Area Plan can go beyond mere densification and growth planning. The concept of community vision and values are unique to each area of the city and should honour the stories, events, and individuals who shaped Calgary's urban landscape. Communities are unique and the West Elbow Local Area Plan needs to reflect this. The story of the Mount Royal neighbourhood plays a vital role in the cultural, civic and economic life of Calgarians. Learning about the original inhabitants, the origins of street names and parks, the events and milestones that shaped our community's creation can enhance the city's cultural richness and sense of identity. West Elbow Local Area Plan needs to include cultural heritage preservation as part of the vision and core values. By incorporating this element into the Local Area Plan, Calgary can create a more vibrant, and culturally enriched urban environment honouring the past while looking toward the future. This is a defining element for not only Mount Royal but other communities in the West Elbow Local Area Plan too.
- These values are a bad bad idea. We all know the tone deaf city hall doesn't give a rats hindquarters about historical and cultural integrity, aesthetics, traffic congestion, crime, property values, lack of parking, and community cohesion.
- Maybe the city will figure out the huge infrastructure costs on boosting the density in this area 10x. Water, sewer, electric, etc. And don't forget the loss of greenspace. You can't



have it both ways. BTW it is the typical fake lip service and arrogance of city hall that is the worst. Can't wait for the next election.

- No.  
The Vision and Core Values statement is fatally flawed.  
First, the Vision statement is hardly specific to the West Elbow Communities it claims to apply to. We find only a few bland statements, originating more from the desirable location of West Elbow than from any recognition of the unique attributes of these neighbourhoods. The characteristics mentioned could have been lifted from comments of community residents, perhaps from an earlier focus group. It all gives the impression of a lazy attempt to justify what follows in the document.  
Second, the Vision statement doesn't align with the Core Values, which are a mashup of overused phrases and vague goals that have (not surprisingly after the recent blanket upzoning debacle) become the standard talking points from city administration and council. Ironically, if these so-called Core Values were acted upon, they would destroy the characteristics that make this part of Calgary so desirable. For example, by (over)densifying West Elbow through the proposed schemes in this document, green spaces would be overrun, walkability of neighbourhoods would be lost, and tree canopies would be replaced by concrete. This would have all been obvious if residents had truly been consulted in Phase 1 of this process.  
Finally, the Vision and Core Values statement relies heavily on putting additional load on Main Streets corridors. Has it been forgotten that 14th Street SW from 17th Avenue SW to 33rd Avenue SW was never actually designated as a Main Street? Other Main Street programs were given higher priority. No program development has been done in this corridor that would be consistent with achieving the objectives stated in the brochure. Many constraints stand in the way of simply declaring 14th Street SW as a Main Street and a cornerstone of this redevelopment scheme. Indeed, the whole LAP strategy will be undermined by such flawed premises.  
In summary, the Vision and Core Values as presented are more a statement of ideology than a coherent effort to develop West Elbow neighbourhoods in a respectful and sensitive way. Please do your homework and come back with a document that preserves and enhances what West Elbow residents value.  
So no, it does not "resonate" with us.
- The Vision and Core Values does not resonate with me and I could not disagree with it more strongly. We need protection for single family housing, rules for parking and historical areas. We do not need a blunt instrument densification rezoning strategy that treats every neighborhood the same and ignores single family housing and does not differentiate between areas that have already been partially densified with condos and apartments mixed in with single family residences that could be further developed and areas with only single family dwellings that need protection. The mayor and council know that the majority of Calgarians are opposed to this initiative but insist on trying to push it through for ideological reasons and in collusion with the federal government funding, disregarding citizens needs and wants.
- No your vision and core values do NOT resonate with me. Stop right now. How can you add so much density without the knowledge or infrastructure in place. Gentle density would be from 1 home on a lot to 2. Not 4 stories. This is only serving to push out older home owners. Your vision has already caused calamity in Bowness. Lissington Drive is a small side street. Do not over build, remove the trees and take all parking. This is not feasible. I hate your plan

- There are elements of Vision and Core Values I support around maintaining a community that has good parks, walking access and social connections in the community. However, I do not agree with the intent to have 4 to 6 story apartment building through the heart of Mount Royal, diminishing the historic feel for the neighborhood and destroying the tree canopies that are a hallmark of the community. Such densification will cause major traffic disruptions, parking issues and affect the safety of all in the neighborhood, particularly children who take advantage of parks in the neighborhood. We moved to this neighborhood and built a home in the traditional style as we value that it is historic, appreciated neighborhood that adjacent communities use for walking, running and enjoying the calmness of the environment. We have a community that thrives on knowing our neighbors and being able to enjoy the serenity of the neighborhood.
- On an ideological level I suppose they do resonate but not in practical terms. This is a historic area of our city. Mount Royal in particular already has high density. Why does the city think it needs more on the few quiet streets remaining.
- I have lived in this ideal and envied Elbow Park Village for over 50 years. "It takes a village to raise a child." Our great mixed demographic of great grandparents down to newborns, small bungalows to larger mansions but no two houses the same, an off grid layout that allows views and openings down each street, our mature gardens and tree canopy, sewer and water infrastructure sized for the population, shops in four different directions out of the 'hood, great schools in all directions that children can walk to and from, parks and pathways and sidewalks that are enjoyed by all citizens of Calgary. We work hard every day to keep our community wellkept, wellmaintained, strong, vigorous, and friendly. We are thriving and filling our schools, volunteering and helping each other. This community was very well planned over 100 years ago. We are going stronger than ever and do not need developers or the city breaking up what works.
- I envision a clean, safe, vibrant community with individuals from various ages walking along businesses, open areas.
- My main concern is the increase in garbage along these areas. I think the increase in garbage is coming from poorly designed garbage bins that allow either excess loose garbage to fly out or vulnerable/homeless individuals from scavenging through for bottles, and not returning the garbage they take out of the bins. This is particularly bad in the alleyways behind buildings and houses. It is sad to see plastic wrappings and garbage littering our streets.  
Solutions to this include:
  1. Designing in garbage bins with adequate lids (locks? Latches?) that prevent loose Garbage from flying out and individuals from scavenging through.
  2. Eliminating the bottle depot, instead using the tax funds to build a garbage clean up program for vulnerable people to participate in. This could be a job for them where they could get paid, or simply by participating they could get food and housing as payment. This is an interesting idea as it would instill responsibility and a sense of duty for these individuals as a way to integrate into society, rather than just scavenging through trash.
- The City of Calgary should reflect the core values of the citizens and owners of property in Calgary. I purchased my property over 10 years ago with the understanding it was zoned as R-C1. Despite receiving 88% of written respondents and 70% speakers at council opposed the rezoning, city council voted to blanket rezoning of the city. I should have a reasonable expectation that when I purchased my home under these conditions that the city would not

change the game and directly impact my property. This is appalling, unacceptable and a misappropriation.

- Vision and Core Values seem consistent with my own.
- What are these opportunities for retention of older homes? Is the city rolling out programs that involve grants of property tax reductions to incentivize keeping older homes? All I see is a vague statement without anything to back it up.
- This is a terrible plan and is a complete disaster. This Plan should be cancelled. It has been a total waste of time and resources, and if enacted will be very negative for the quality of life for residents.
- To: West Elbow LAP Planning team

I am writing on behalf of the Mount Royal Community Association and our 5,700 plus residents who live in Lower and Upper Mount Royal regarding the West Elbow LAP. Our Board and its Directors have participated at various stages of the LAP process including being on the working committee, the heritage committee, attending opening houses, having robust Board conversations about the LAP and finally, talking to many residents and neighbours about the future of our 117-year-old community.

Two of our Board members, Rob Pashuk and Roy Wright, have been involved in the actual city process and have provided you with their comments. The Board and I support their positions and I will not repeat those comments today. My intent is to outline how the Mount Royal Community Association envisions our community evolving in the broader context of Calgary's growth strategy.

The City Terms of Reference dated September 2023 for the West Elbow project identifies some valuable statements that we can all support. It states that "...we will work together to create a future vision for how land could be used and redeveloped in the area- building on the vision, goals and policies outlined in Calgary's Municipal Development Plan." It goes onto to suggest guidance as to where growth makes sense. It addresses community life cycle with a choice of rebuilding or redeveloping.

Our neighbourhood was created by the CPR in 1907 and was annexed to the City the same year. The Mount Royal Community Association was established 90 years ago. It includes 17th Ave. as a mixed-use district, Lower Mount Royal as a transition area from high density Beltline to the single-family homes of the Estate Area and the Garden Suburb Area of Upper Mount Royal. Our housing choices are robust. Thirty-three percent of our housing is single and semi-detached housing (the City average is 61%). Fifty-five percent of our residents are renters (the City average is 31%). Mount Royal has matched or exceeded the principles of choice outlined in the Housing Task Force study.

While it is true that Mount Royal's population has dropped by 8% since 1970, it is important to note that our housing stock increased by almost 29% over the same period. Our schools are at capacity and overcapacity (e.g. Western Canada High is now using a lottery system to allocate spaces).

Mount Royal, both in the context of the West Elbow area and the City is indeed the poster child for the 15-minute neighbourhood, providing a wide range of housing types, affordability options and tenures. It is one of the most tree canopied neighbourhoods in the whole city and indeed is special. It includes the 17th Ave., Marda Loop and 4th St BIA's all within walking distance and provide commercial enterprises, professional services and entertainment. Mount Royal is home to a wide spectrum of Calgarians and it is important to allow the evolution of Mount Royal to continue. Allowance of extra high density in Lower Mount Royal will place many existing structures at risk of being redeveloped with more

expensive or more exclusive tenures, which will remove many of our neighbours. Lower Mount Royal ranks in the top 24 neighbourhoods (#16) in terms of affordability. It should also be noted that Lower Mount Royal is ranked # 1 in density by population and # 2 in density by units/ha. Other changes proposed such as densification along bus routes through the heart of the community will create adverse effects including removal or damage of both public and private tree canopies. The tree canopy and parks in our neighbourhood are enjoyed by the residents of many nearby communities. These proposed changes within our neighbourhood will erode the objectives it hopes to achieve. While well intentioned, we are sure the City does not want to erase all the above -noted benefits with a blind pursuit of increased density that sacrifices all else. Presently, Lower Mount Royal ranks #6 in land productivity out of more than 190 neighbourhoods, while Upper Mount Royal ranks 12th. Instead, we would suggest that the City use Mount Royal as a model, one that accommodates a very wide spectrum of Calgarians.

All of the feedback that we have received in response to the initial growth concepts outlined in the mailout and the open house at Elbow Park, is that our residents were shocked and upset with the contents. In the past MRCA has accepted the continual rebuilding of the community over the years because it was based upon good urban planning principles, however the notion of indiscriminate redevelopment with unclear and in fact, conflicting goals has eroded confidence in the planning process.

In closing, I would ask that your team, in collaboration with our residents follow those original terms of reference and work together to achieve MDP goals and to reflect the history of our continuing multiple life cycle changes over 100+ years. We believe that the existing ARPs for both Upper Mount Royal and Lower Mount Royal remain relevant, and are roadmaps to achieve the goals. We would suggest you proceed cautiously and weigh whether proposed changes will allow for the evolution of our thriving community or in fact damage what has been statistically demonstrated to be one of the most productive, diverse, and affordable neighbourhoods in the city. Presently, Mount Royal meets or exceeds so many goals of both the MDP and the Housing Strategy. Let's not break it.

Yours truly  
[removed]

- No they most definitely do not resonate with me. We live in Upper Mount Royal and purchased our 100 year old home 12 years ago. We renovated our home and added on to fit in with the existing neighbourhood and maintain the look and character of a historic home. This was a big endeavour for us both emotionally and financially. Never could we have imagined the City could change our zoning and that we could and most likely will have a 6 story dwelling across our back alley. As we have written numerous times in many of the beforehand open house etc, we are concerned the tree canopy and the historic and beautiful character of Mount Royal will be destroyed. As we back on to the homes on the east side of 14th street, we are very troubled about our financial output and the work we have put in to our home. There is no doubt that our home values will drop.
- I am totally opposed to the plan and believe the following.
  1. Preservation of Character:
    - o Historical and Cultural Integrity: The densification proposed in the LAP will disrupt the historic nature of Mount Royal.
    - o Aesthetic Concerns: Residents prefer lower-density developments to maintain the neighborhood's visual appeal.

## 2. Infrastructure and Services:

- o Capacity Limits: Existing infrastructure may not support increased density without significant upgrades and disruptions. The current water main break supports this concern.
- o Public Services: Increased density will strain local schools and does not provide for the increased need for parks and recreation areas.

## 3. Environmental Considerations:

- o Green Spaces: Higher density reduces vital green spaces and tree canopies currently supported on single-family lots.
- o Ecological Impact: The development proposed in the LAP will increase pollution levels.

## 4. Quality of Life:

- o Traffic and Congestion: The LAP proposals will lead to worsened traffic and congestion.
- o Noise Levels: The proposed changes will elevate noise levels, affecting residents' quality of life.

## 5. Economic and Certainty Concerns:

- o Property Values: Increased density will reduce the desirability of Mount Royal and negatively impact property values.
- o Infrastructure Costs: Upgrading infrastructure will be expensive, leading to higher taxes.
- o Moving the Goalposts: Residents relied upon zoning certainty and predictability to support the most important purchase and investment they ever made. The LAP will move the goalposts, changing from an R-C1 designation, up multiple levels to an R-CG designation or above, without any effective opportunity to have a say in those changes.

## 6. Social and Community Impact:

- o Community Cohesion: Rapid densification will disrupt social networks and community bonds.
  - o 15-Minute Neighborhood Concept: Mount Royal is a model for this concept and should be preserved and should not be sacrificed for increased density.
- I do not agree with the densification of Upper Mount Royal for many reasons. I made the largest investment I will ever make 13 years ago by purchasing a home in Mount Royal. I don't appreciate the city changing the zoning with these proposed changes without much opportunity to provide input in the envision stage. I purchased an inner city home in Mount Royal due to quality of life with me being able to walk or ride my bike downtown and still live in a quiet neighborhood with r-c1 zoning. I value low noise pollution with plenty of green spaces in my neighborhood.
  - I am not sure if this question is specifically designed to elicit responses that do not speak directly to the points, but it seems that way.  
I live in Mount Royal, I enjoy the diversity that already exists in the neighborhood and do not recommend any changes. It is an older and established community that has evolved over time and need not introduce haphazard apartment buildings or multi family complexes into bus routes. Those will not be more affordable, as they are typically sold for \$1M+ and are not appropriate for families. In fact, I find the policies to be extremely out of touch with the realities for women, who are trying to find places in order to have families with some backyard space. If the City erodes more single family homes, where does it expect children to grow up? The quality of life for young women deteriorates as single family housing supply disappears, so stop eliminating it and replacing it with living styles that are unsuitable for families. People will be forced to simply move away from Calgary, seeking better lives. I also think that this is a form of expropriation as it takes property attributes away from property owners, which the City will end up paying out damages for if it proceeds.

- I agree with the vision and core values, I would like to see a real commitment to sustainability and investment in public transport.
- I am not aligned with the core value of "Housing for All". I am not supportive that housing options that meets the needs of all ages should necessarily be within the community. This philosophy is driving unnecessarily dense and attached (without parking) properties mid block within high value single family dwelling areas. There should be more rigor applied to density mid block, especially if garages are insufficient for the # of properties built (e.g., row housing with Up/Down suites A/B and only one half garages are built). Calgary is a car where people drive cars. This philosophy is causing main avenues to be plugged with people's regular vehicle traffic/parking.
- I am completely against any concept of a blanket rezoning. I think rezoning needs to be done fairly. This would mean a detailed, nuanced and considered plan every step of the way, and that is the job of an excellent city planner. I believe, rushing this process will have a negative impact on our city.

Trudeau has promised that the value of my home will not be compromised as part of the affordable housing campaign. I cannot reconcile how that can be a possibility with blanket rezoning. This will play out over time but it will be too late once the 4-6 story buildings are built on quiet streets with single family dwellings. The once quiet streetscapes will become random, and incoherent. There is a place for 4-6 story buildings on the periphery of neighbourhoods. This would be a thoughtful approach.

The environmental impact of building to reduced set backs and side yards. No trees, no yards, where do the children play?... Words of Cat Steven's.

The load on our aging infrastructure will result is added capacity and costly repairs resulting in added pressure on city budgets.

I really worry about destroying what cultural heritage we have in our fine city. I would like to see neighborhoods preserved and maintained. I would like to see height restrictions maintained and setbacks maintained. Our history is valuable.

City planning should be a rigorous process and for all of the reasons above, I do not support blanket rezoning.

[removed]

- No, unfortunately these proposed changes ruin the heritage and character of the original communities
- I believe that the areas along Council Way, Mount Royal, 16 St Altadore and South Calgary are not appropriate for 4 to 6 story buildings. They are not along major bus routes or high traffic areas. There is not sufficient infrastructure in place for this type of density such as schools. Where will all these families go to school in these areas? These areas have already been changed to RCG zoning, which will increase density and is more appropriate rather than 4-6 story buildings. The areas along 14th St., Southwest and 33rd Ave. are more appropriate for this type of construction.
- I agree with the main tenets of the community plan. I am, however, extremely appalled that the city council voted in the blanket rezoning plan despite the opposition of 70% of all citizens that spoke at the hearing. We want a city with unique areas and blanket rezoning is not the way to achieve this.
- Yes, they resonate with me! I recognize that this is a higher-level planning exercise (30-year time horizon, "vision" and "core values"), but my main wish is to see quantifiable objectives on a shorter timeline that reflect the urgency of climate change and the housing crisis. Walkable neighbourhoods, pedestrian priority, and a range of affordable housing that lets

people stay in their communities rather than being priced out - I want all of this and more. I want better for all my neighbours and as soon as possible!

- I feel this district already encompasses the vision and core values, while providing diversity and options in housing forms.
- The vision doesn't take in to account the historical and Cultural Integrity of Calgary, The densification proposed in the LAP will disrupt the historic nature of Mount Royal and Elbow Park. Look to cities like London, they have inner city neighbourhoods that are not dense and maintain the historical integrity still and they add densification appropriately in the right areas. Additionally, Residents relied upon zoning certainty and predictability to support the most important purchase and investment they ever made. The LAP will move the goalposts, changing from an R-C1 designation, up multiple levels to an R-CG designation or above, without any effective opportunity to have a say in those changes.
- No, they don't. I live in this community because it's quiet and has only one house per property. This community, North Glenmore Park, is already struggling with congestion because of the traffic, with people dropping off/picking up their kids from school and not living in this community. If you add larger buildings, the area will be more congested and a horrible place to live. The city blanket-changing communities to RC2 or higher makes me want to leave the Calgary. Everyone isn't equal and can't all live in the same community. I earn a large salary and pay higher taxes than the average person, which allows me to live in a more prestigious community.
- The values are mislabeled. A value is human behaviour. You have defined "planning principles".

I would like to see you define "risks" of such "values" and potential negative impacts. Show us that you understand concerns. Versus constituents having to do such

- The vision works. Especially focusing on main streets. Though the focus areas for growth do not match - as Carlton and 8th are proposed as 4-6 story
- Recent home owner within these communities and not in one of the fancier houses. But the city's proposal completely misses the mark and seems driven by people with \$ signs in their mind rather than what would benefit the city and its residents in these areas.
- That said, SOME level of change is likely needed and best. Just saying no to everything isn't an option either so I suspect I'm more moderate than my neighbors. Please listen to the feedback and come back with a happy medium
- No it does not resonate. Elbow Parks is a historic centre of Calgary and homes and green space should be protected.
- I do not agree with some portions of the plan. Some areas denoted for 4-6 buildings are not appropriate, particularly on Council Way, through Mount Royal and 16 St SW in Altadore. These area have already been changed to RCG zoning which will allow higher density. There is not enough parking and infrastructure to support this type of growth. It would also significantly change traffic in the area. 14 st SW would be more appropriate as it is along major bus routes and already higher traffic. There is also 33 ave SW nearby which allows for these type of buildings.
- Yes. I would clarify that there is a need to increase safety for pedestrians and cyclists to move around main corridors. eg- safer walking space along Elbow Drive vs walking 10" from car, snow flying and rocks. Also to ensure reasonable amenities is residents don't have to drive further for fair priced groceries and other amenities. Currently residents have to drive outside our Local area to get normal grocery store and to go to a drug store- currently to Chinook Centre where there is no safe bike route or parking, for example.

- No, when the area was given to the City by CP, CP put in guidelines that are still relevant today. Mount Royal was designed as a Garden Neighbourhood. In today's green world the designation is perfect and there is no need to deviate. The neighbourhood checks all the boxes for carbon reduction with all the trees, it provides one of the few neighbourhood canopies for keeping the area cool, the biodiversity due to all the variation in plant life, the area is a great habitat for bees and many other species. As soon as the City densifies the area we will lose many 100 year old trees, the canopy will disappear and the area will have congestion disturbing the present biodiversity. Densification will not provide low income housing in the neighbourhood.
- I would like to live in the manner that I have been. Your "vision" is trying to destroy the home and value that I have built over the last 36 years. My home is the largest single investment that I have and the City is trying to set in motion a process to severely erode my vision, my core values. Unconscionable.
- No I am opposed to this plan. I feel residents want to preserve the history and cultural integrity of this community. Higher density will cause problems with increased traffic, noise, and congestion. It will make the area less desirable and increased density in this area will not be affordable. I think historical communities should be protected. Calgary is experiencing water issues and electrical issues and increased density will exacerbate these problems. No one in this community wants to live next door to multi dwellings.
- Topic 1 The core values do resonate with me. Parks, open spaces natural areas, social connections and safety are of particular importance and a big reason we chose West Elbow Park to build our single-family home. All the benefits associated with the values outlined in the engagement booklet do come with a cost and therefore deserve some closer examination. TWO core values that were not presented and are of equal if not more importance are: 1) Mental and Physical Well Being There is a peacefulness and serenity that comes with living in a low-density, neighbourhood. Families experience the joy and relaxation in being able to play with their children or pets in their own backyards. One child can be playing outside, the other can be inside doing homework and there is no need to plan an outing. Parents can prepare meals and watch their kids play outside at the same time. Friends and family can share an outdoor dinner in privacy. Older homeowners stay active tending to their gardens. These important aspects of daily life are made easier in a single-family home - they are being overlooked by the city. Living next to a 6 storey complex most certainly changes the hours of sunshine an existing single family homes receive and it most certainly dramatically changes the calmness and the essence of the neighborhood. 2) Fairness, Honesty and Honouring Agreements When we purchased our home in West Elbow Park it was with the understanding that we were moving into a neighbourhood that was zoned for single family housing. My husband and I worked decades and save our money so that we could provide our family with a backyard full of sunshine in a low-density neighbourhood. We have invested our life savings into creating such a home. When we make a deal or agreement, we honour it. Honouring agreements is our core value. We feel the City of Calgary is not being fair or respectful in their willingness to blanket upzone. The Engagement Booklet presents highly stylized misleading pictures where the people are depicted to be as large as the buildings. The honest picture is that a six-storey complex can be 27 metres tall, and person would be less than 10% the height of such a building. A single-family home that is adjacent to a six storey complex will exist in shade. Show that outcome in the Engagement Booklet.



- Densification of mature communities in Calgary particularly those with historical and architectural significance like Mount Royal, Elbow Park, and Rideau Park, raises several concerns that merit consideration:

  1. Historical and Architectural Preservation: These neighborhoods are home to buildings and estates that reflect the architectural styles and urban planning of a bygone era. Densification could lead to the demolition or alteration of these historic structures, erasing unique architectural heritage and diminishing the historical value of the community.
  2. Loss of Character and Aesthetics: Mature trees, large gardens, and eclectic architecture contribute to the distinctive character and aesthetic appeal of these communities. Increasing density could involve constructing modern, high-density buildings that clash with the existing architectural styles and disrupt the visual harmony of the area.
  3. Impact on Green Space and Environment: These neighbourhoods often have significant green spaces, including mature trees and extensive gardens. Densification could result in the loss of these green areas, reducing biodiversity, increasing urban heat island effects, and negatively impacting local ecosystems.
  4. Infrastructure Strain: The infrastructure in these mature communities was designed for a lower population density. Increasing the number of residents could strain existing infrastructure, including roads, sewage, water systems, and public services, leading to congestion and potential deterioration of service quality.
  5. Community and Social Fabric: The social dynamics of these neighborhoods characterized by long-term residents and a strong sense of community, could be disrupted by densification. New developments might bring in a transient population, changing the social fabric and potentially eroding the community spirit that has developed over decades.
  6. Property Values and Economic Impact: The large estate homes and unique properties in these neighborhoods contribute to high property values. Densification could introduce lower cost housing options, potentially affecting the market value of existing properties and altering the economic makeup of the community.
  7. Zoning and Planning Issues: These areas have specific zoning regulations that preserve their low-density character. Introducing higher-density developments would require significant changes to zoning laws, which can be controversial and face opposition from residents who value the existing character and lifestyle.
  8. Traffic and Parking Challenges: Increased population density typically leads to more vehicles, exacerbating traffic congestion and parking issues in neighborhoods not designated to handle high volumes of cars. This could reduce the overall quality of life for current residents.

While densification is important for urban growth and sustainability, careful consideration and planning are necessary to ensure that it does not compromise the intrinsic value of mature historically significant communities. Alternative approaches, such as focusing densification efforts on less historically sensitive areas or employing sensitive, context-appropriate designs, might provide a balanced solution. [personal info removed]
- What is really important to address in Sunalta - or 10 Ave SW & 11 Ave SW is the level of street people and vandalism occurring. Home Space/Alpha House on 11 Ave. SW is a drop-in @ 1933 building on 10 Ave SW. This has made the area filled with garbage, unsafe & my car has been broken into 3 times - I keep nothing in my vehicle. This needs to be dealt with.
- The values are good - tell me how this plan promotes them (it doesn't)
- Find another adequate source of water to sustain the current population for the next 100 years before trying to grow and expand. - Fix the infrastructure IE: roads, sewers, water, electricity grid before trying to grow + expand.
- Somewhat Do not know
- The core values resonate. Would love to see the importance of local/small business reflected in the values before the vision!

- 30 year proposed, that timeline is too long to actually be helpful for the current product storage in the market today.
- I would agree that redevelopment in the community is necessary. However claiming to make a community walkable when everything is at least 15 to 20 blocks away is not feasible. Parking must be available for community members that are not able to walk long distances.
- My area of concern in North Glenmore Park - area-access south of 50 ave. ??? has numerous access restrictions ie 54 ave (Crowchild), 50 ave (Crowchild) and 19, 20 and 21 st. It's like a box with reduced access ability East and South sides, 54 ave is only 2 lanes with limited access from Crowchild Trail. 50 Ave is the only main feeder road limited by an outdated interchange at Crowchild Trail. Development of the area at 54 ave and Crowchild Trail should not exceed 4 - 6 story. Extreme congestion. Thanks [removed]
- smaller areas of super dense developments are needed (high rises). Better to super concentrate where people live rather than randomly "smaller" development where ever and affect everyone. University areas are perfect for such rezoning. concentrate people close to facilities they learn/work in → Less traffic on roads. More short term living in nature perhaps - 3-5 years
- I would like to add that as we add more people we need to add more amenities. The junior high and highschool that serve this area are capped - this means that you can live across the street from the school but your child will be bussed (or have to make their own way, for schools served by public transit) to a far away school (not walkable or bikeable). In addition, as land is used to put in highrises, amenities for families, such as dance or gymnastics programs are pushed out to the currie barracks for this reason; earlier we lost a gymnastics program and the farmers market. The businesses that go in target young, single, high income people. In this area I've seen a romance bookstore and a lash bar, but I can't get a carton of milk without getting in my car. There used to be a drug store for this purposes on 14th/36th but now it is a spin studio.
- The vision is fantastic. It's important to not have too many of the same types of local businesses though (ie. there are now 3 pet stores in Marda Loop/garrison within a couple blocks). I love the core values. Housing for all & climate adaptation & resiliency & social connections & safety are especially important to me as well as parks, open spaces & natural areas.
- I am a little concerned that too much increased density along 33 Ave SW (Marda Loop) will lead to traffic congestion and a deterioration of the cleanliness and vibe in the neighbourhood. It is a difficult area to navigate by car due to limited parking and sometimes traffic. There is also petty crime in the area that I am concerned may increase with increased density. I also worry more people will bypass traffic along 33 Ave SW by travelling into neighbouring communities like Altadore, where I currently reside. I fear it will no longer be a "quiet" neighbourhood.
- Your vision and value do not resonate with me. This process is a complete sham. You want to be able communicate your listened to the citizens. We have no confidence in your team or city council after the debacle of blanket rezoning. You need to sit down with the community leaders and develop a plan. I believe you are afraid of this process and want to institute these plans without any proper feedback.
- As long as ample parking is provided along with the new density, I have no objections. I think it is very poor planning to assume Calgarians will give up their cars. The reality is we live in a large city/country and we have cold winters.

- Core values are excellent and do resonate with us. Our main concern is the negative effect the ALFA HOUSE clients have on our community. We realize the plan does not include their specific location but it would make a huge difference to have them move out.
- No, I do not support this Plan. - Focus & incentive these areas that have existing zoning density, before you raze another community. This plan lacks thought & consideration for community nature. - A bus stop does not warrant TOD development, save that for LRT stations.
- We live in a 110 year old frame home on a street which was not changed in density for more than a century. Our hope is it will stay this way. Schools are at or near capacity.
- Walkable spaces, parks and lower density resonate with me. Garrison Woods is great as is.
- June 23/24 I am concerned that the infrastructure close to & on 17th Avenue will not be adequate to handle the proposed increase in population Do Not make 17th Ave. the mess that 33rd is currently
- The main concern I have with the core values concern providing housing for all in Mission. Mission is a beautiful, peaceful, quiet area and the people who live her don't want to see an increase in traffic and congestion. Parking has become an issue with the new city permit rules and what Mission needs is to retain a sense of peace and quiet. - not a ??? area.
- Listen to Calgarians!! I'm for thoughtful densification & not your build anything anywhere policy. You should be ashamed of yourselves.
- Vision, yes. Values mostly but not to the price of overcrowding and already crowded neighbourhood (South Calgary/Richmond/Marda Loop) in which residents have been suffering from cons - tant ↑ noise pollution, traffic congestion, city services that do not meet ↑ garbage pollution, road repairs, buses do not meet the demands.
- Vision: no need to include "proximity to downtown" as first definition. It's a reality, but "proximity" to something else does not a neighbourhood make - case in point this isn't mentioned in core values. Core values: I appreciate the language of "Housing for All", but "housing options" is weak - I would like to see language & action around public & accessible housing options.
- This is a sham!! You just had the largest feedback process ever and chose to ignore all suggestions (> 75% against)
- The vision and core values do not resonate with me. Traffic will increase making it less pedestrian friendly. I would focus on the downtown and the vacant areas around Heritage Station & other LRT's. ???
- Vision is well aligned to my beliefs and hopes for the community. Core Values are solid but priority should be Daily Needs, Parks & housing
- We need to add verbage in the "housing for all" that speaks to the housing being appropriate for the area and respecting existing residents who have made this community their home for years.
- Four to six story living in the middle of Mount Royal will destroy the character of the oldest prestigious residential areas in Calgary. Must the history, character & fibre of this City be destroyed by near sighted & senseless planning. Surely you can plan better than this.  
[removed]
- Altadore avenue S.W. has an elementary school where children walk to school - It is not meant to have 4+ storey multidensity dwellings. Look at the orange triangle on page 13 of the draft booklet. Remove the orange shade Between 16 st. SW and altadore ave SW. Many neighbors along this street have tried to stop this!!

- I agree that we will have increased density in the inner core. I can see that Mount Royal could be served well with duplexes & row houses. As they are within the existing size scope of what is here now.
- I wish there was a way to get more info on how these specific changes/values will affect residents. They are presented so positively but there are no other perspectives presented. Some of this 'growth' does not seem sustainable and I think quality of life will be poor. I hope I can get out of this city before then
- This question is just designed to get answers to sound like they support your agenda. I'm sure there is very little support and I'm going to ensure opposition is vocal.
- I agree w/ the core values. I see this community becoming an expansion of downtown boasting the same walkability and accessibility of services. Housing for all and climate resonate w/ particular importance.
- I think small scale homes & laneway homes are acceptable and will maintain the community heritage, reinvestment, etc. Moderate to large scale is unreasonable and our schools and infrastructure CANNOT sustain it. They already want to bus our kids across the city - deal with some issues instead of making things worse.
- Living in an historically significant (Olmsted) neighbourhood I would like to see more about preserving parks that have a cultural significance - not just for environment reasons or recreation.
- I agree with the Vision and Core Values make sense for the area. I especially support 'Social Connections and Safety' and 'Parks, Open space and Natural Areas'. We are a young family so appreciate these things within the neighbourhood.
- All of this does not have to be right in the downtown area. Living closer to downtown/core has always been a privilege. I love that I can own a home close in, and it not have to be an apartment or next to an overly large building. The views, parks and character of these communities has been a long standing core of Calgary. Calgary does not need to be the next Vancouver or Toronto.
- I agree with 33 Ave SW being developed to accommodate higher density, but I disagree with growth along some of the proposed "secondary corridors", primarily because the abrupt difference in density from one street to the next (literally, next door to a single detached home, there could be 6-storey buildings) detracts from the cohesiveness and desirability of the neighbourhood. Some areas are also not made to accommodate such high density eg where do people park? Does every dwelling have adequate green space? What about fire hazards?
- No the vision and core Values do not resonate with me. Elbow Park is a historic center of Calgary The natural green space with well maintained homes and gardens are at a risk by developers interest in tearing down and over crowding in an area known for recreational beauty and nature. The risks that developers have a right to tear down homes and build 4-6 storey apartments, will immediately have an impact on the maintenance of existing homes, and begin to to turn an amazing area into [removed]. The pride of home ownership is important when you realize your home is only zoned for developer and not single family homeowners
- NO the vision and Core values DO NOT resonate with me or anyone else! They are the LAST of the old R1 designated areas where single family communities thrived and provided a wonderful area to raise a family. NOYT the modern [removed] environment that has arisen with the recent rezoning of the area - Only one infrastructure improvement in 50

years, to account for a 300% increase in population density!!! That being the Flanders overpass over Crowchild Trail. NOT Adequate

- I wish that I could respond in an appropriate manner to your request for input. I can't. I am so dis-appointed I Both elected members and Sr. Bureaucrats at their incompetence and outlandish behaviour. My disappointment starts with the current mayor's incredibly "[removed]" remark as regards spending 80+ billion dollars shortly after she was elected. I watch, with amazement, the Green Line project. Where is a 2024 budget/estimate on the cost for his LRT Expansion.
- In the "VISION" Elbow Drive is not mentioned as a "Main Street". This artery is one of the main N - S lines for vehicles both private and public. Something must be done to alleviate the traffic on this road. It passes through mostly residential neighbourhoods and is used by thousands every day. Simply putting in more "playground zones" or reducing speed limits doesn't address the real problem - merely the symptoms. "Housing for all" is a great value but it must come with supports for those who need it. Not everyone can live independently but just about everyone wants to. Limit buildings of 7 - 12 + 12+ storeys and scatter them along the streets they're on so you don't create wind tunnels" and sun blocking.
- A lot of these areas have already "revitalized" Mission has gone through several changes for the better long before the LAP was thought of. I personally feel this whole "plan" is to fill developers pockets. Stop telling us what you want us to do → Start listening to community associations who know the areas far better than the "planners."
- Vision & value statements are expensive to draft & lofty. The true values come out in the actions of those who make the decisions & sadly seldom match. → The current water main issue should make the city well aware that they should be dealing with infrastructure & its capacity issues before they start making new demands from their "increased density" on older communities that will not be able to handle it!
- The vision and core values do resonate. Aesthetics and design are missing Execution of them are key. E.G. v large buildings with commercial space that small businesses can't afford doesn't really improve the area.
- I would strongly add reconstruction or improvement on back alleys around 28 to 33 Ave SW, as it has significantly impacting residents' life when raining and snowing with lots of puddles and holes, which is hard to pass and damaging vehicles. Improvement to back alleys can also help with the city's image and attraction to these areas as it would add value to the properties around.
- The vision and core values seem fine. I would add a statement around trying to "preserve the character of key neighborhoods".
- [personal info removed] I agree with all of the Core Values. Especially, increasing access to local amenities. Having more businesses within walking distance would be fantastic. I strongly agree with the goal of increasing bicycle access and infrastructure. My bicycle is my primary mode of transportation. So seeing new bike lanes go up makes me smile! :)
- Yes they resonate. Affordable housing for all, ASAP. Enable Affordable new builds, implement rent control before the floor gets even higher.
- An observation - when you have built townhomes +/- basement suites on these corner lots, without providing parking, the parking on the street frequently goes right up to the corner, \*and alleyways. regardless of Stop sign/parking rules (Which are seldom, if ever, enforced). This creates unsafe driving conditions where the driver \* → cannot adequately see oncoming traffic and has led to a number of close calls.

- ✓ Message of walkable neighbourhoods and park network does resonate. X Need emphasis on improved public transit, not just around City Center, But from City Center to NE, SE. Make more accessible travelling to downtown with no car.
- I am in favor with the draft vision. We need higher density; less urban sprawl. I do wonder how the existing transportation corridor of Crowchild Trail & Intersection /c 33Ave will handle densification. I know the push is toward public transit & use of bicycles etc. but people love their cars. There will be corresponding increased population (& cars) on the West side of Crowchild (Currie).
- Yes the values resonate, and we will see an enormous amount of new development in previously under utilized areas. Places like Stampede Park, huge parking lots (uncovered & outdoor) and other areas where single detached house are the norm will give way to mid level buildings with commercial. A massive increase in the inner city population is underway
- The vision and values resonate with me. I love to see a shift in Urban Design that prioritizes pedestrian connectivity. More green space, mixed-use planning and walkability will help residents take back the urban form from vehicular modes of transportation. Would like to see more to do with Arts & Culture. This could include the benefits of public art as well as outdoor music venues in our parks. Additionally, the involvement of green infrastructure in commercial/residential architecture would fit into various values mentioned in this booklet.
- I am shocked that you have presented us with yet another proposal for rezoning. Why would I believe you will listen to what I say after the rezoning meeting at city hall. The constituents "chatted" at that meeting and the overwhelming response was NO!! we do not want rezoning. Yet you passed that proposal, and now you ask how would we like the rezoning to look. You continue to push your personal agenda at us. This is not the life style I want, nor is it necessary. There are better solutions.
- NO the over-densification does not resonate with me. This City Council needs to stop ruining our neighbourhoods - congestion -. Already too busy!!! - noise - No character - ugly buildings everywhere - People won't know each other - why does the City want to ruin these old areas? - Safety concerns - Busy / crowded enough already! - Loss of trees
- council ignored rezoning opposition this probably as irresponsible waste of time & money - Rezoning should not have been approved!! - Schools in some of these areas are full - Irresponsible to not considered - Mission is not the same as North Glenmore Park. - Mission has enough already - And up by Rideau Towers?? Really? - 33 Ave has enough
- Overall, it seems like a good foundation. Vision - 50th Ave SW seems to be approaching criteria as a main street, especially with the increased density. Consider re-activating the 50th Ave SW corridor study. Core Values - there is no explicit mention of supporting or building schools for increased density
- My main concern with the current housing & development plan is the lack of protection for current tenants / residents who rent. Tearing down current lower-income rentals (like the corner of 5th St + 20th ave Sw) + giving development contracts to large corporate companies is extremely problematic and I believe that there should be more consideration + vetting of these businesses. I lost my old house in Sunnyside to a large property management company and it was devastating + traumatic → How are you looking out for current residents rather than trying to attract future ones?
- I am concerned about an increasing willingness to cut down vegetation in order to build out a larger footprint of built structures is destroying the very reason this neighborhood is wonderful

- Vision statement is fine but should commit to keeping green spaces and perhaps adding more (eg a certain amount of greenspace per a certain number of residents).
- Bankview used to be so nice to live in. NOW it's just a hoard of people. There are no services here. No where to get groceries no bank no pharmacy. If you are going to build and have a population growth you need services. We are all in our cars it's to much for such a small area.
- I support the ideas behind the vision + core values for West Elbow, particularly the vision of housing for all. We are fortunate to live in a very walkable area with wonderful pathways & green spaces. As an occupational therapist, I hope that universal accessibility & safety (for older neighbours or those people with diverse mobility needs) will be a significant feature of the design of new housing within the densification plans in our area.
- West Elbow Communities Local Area Planning Project RICHMOND KNOB HILL RESIDENT FEEDBACK Topic 1: West Elbow Communities Draft Vision and Core Values - Guide to future changes Overall agreement with core values - comments added:
  - Predictability - this is the third iteration of the Local Area Plan → regional area plan in past 23 years for Richmond Knob Hill
  - Changing Trends - multi-generational communities are positive for everyone
  - Housing Choice - multiple two storey houses being built are respectful of community and add density, traffic calming with more cars parked on the street. Increasing demands for more greenspace for recreation and community gathering
  - Local Amenities - MainStreets project delays eroding small business foot traffic, vibrancy
  - Reinvestment - endorse City engagement efforts and have provided feedback over the years but this hasn't resulted in more green spaces, renewal of urban canopy, mobility options, sidewalk & road repairs
  - Sustainability - increased density in Richmond Knob Hill hasn't resulted in more people - stats from the 60s compared to now show low to no increase. Add urban canopy removal restrictions and renewal to development to mitigate climate change and improve wellbeing, walkability and regulate.
- Suggest more walking & bike pathways
- I would prefer 7 - 12 storeys or over 12 to move into a concrete Building. Frame always potential fire Hazard/greater damage no issues with High Rise in Bankview area - walk to work
- there is housing crisis. To many ??? And to little construction. Please solve this problem and refrain from Wokism. Improve infrastructure, roads, new building permit and ???
- It will be important to analyze, what it is the impact to those proposed 4 - 6 storey growth areas and the use of street parking
- The existing green spaces & parks are under maintained over used Why is there no plans for MORE green spaces? All new builds should have roof top solar panels water conservation ie no down spouts in alleys esp unpaved as debris entering rivers. Rooftop gardens & green spaces to mitigate air pollution Concrete asphalt ↑ global warming
- The Altadore and Marda Loop areas are full - access and traffic are the main concerns from actual residents and business owners - Pedestrian saftey is an issue as the area has been poorly planned with excessive traffic including many areas where there are no sidewalks for pedestrians - The core values outlined here are just a bunch of motherhood statements - actions by city planners in our area in The last 10 years have done nothing to make it better. - Start listening to the community and stop telling us what we want
- Core Values - Mobility - NEEDS to address parking and traffic congestion It is too old too many months of the year to think we are going to walk with our kids 10+ blocks in January -

15C to shop, drop off/pick up from day care etc. Parking has got to be addressed. Congestion at peak times is prohibitive along 33rd Ave, 20St, Entrance/exit off Crowchild & 33rd. It needs to also address and consider growth Plans in Currie Barracks which is not incorporated or discussed. To support & Access amenities - we need access & parking.

- DEMOCRACY: Peoples voice Not in YYC on 22April : 6100 Submissions = 88% against 700 speakers 70% against YET You passed rezoning! Is anyone even going to read this? With 70% against rezoning I have my doubts. Your Core values do not resonate with us at all. We have already expressed our concerns over developping this area but it would appear the city leaders have decided to ignore our concerns & keep using our tax Money to Try and make themselves look afficient : concerned. Stop wasting our money & use it to build the infrastructure to support any development in place. St Patrick school. King Edward & now Kingsland also gone & turned into housing. Why not use city golf courses. they use water & space. You could pack tons of your towers in there & be practical.
- No! I live in Elbow Park. This plan would greatly erode the character of the neighborhood, the history of an era in Calgary now gone, and the many mature trees and green spaces. These features ae what make a city GREAT! One only needs to look at the great cities of Europe, like Paris, to see how valuable it is to honour and protect the cherished historic districts and their architecture, parks, trees, and low density. I recently visited Toronto where the same proposed densification as Calgary was done fifty years ago. It is now derelict, rundown, and unappealing to live in.
- The vision as written is great and I like that you're focusing on main streets. In the core values, I don't like neighbourhood commercial uses on secondary streets By over densifying in the historical neighbourhoods, it is hypocritical in regards to environmentalism to take down and destroy the green canopy. To go from one dwelling unit to a 4 - 6 storey apartment building is taking it too far.
- (see attachment for comment) West Elbow Communities ARP Submission June 12, 2024 I provide my comments below on the booklet distributed in the planning area. I am a resident representing an extended family that also lives in South Calgary. I have extensive experience in urban planning as well as chairing zoning appeal tribunals. The City of Calgary faces many challenge issues many of which are the result of policy decisions over the last seventy hears. Now there is a "housing crisis" that is seeking an "immediate solution rather than a thorough thoughtful comprehensive process. General Comments 1. I support "densification" in principle. There is often a negative response to densification because there are too many examples of incompatible and insensitive infill (See some new projects on 33rd Ave in Marda Loop.) There are also infill projects that are very compatible in the area (Leonard Block on 34th Avenue) that reflect a higher standard of application of urban design principles. 2. The ARP fails to consider the impact of the blanket rezoning program on the existing housing stock. The ARP should acknowledge the impact this will have on increasing housing stock and be revised accordingly. 3. The blanket rezoning program should reduce the need for the massive policy density increases in the ARP's. The blanket rezoning program process is seen as overriding the ARP process. 4. No background analysis is provided to help understand the rationale for the proposed densification. Information on existing land use, building age and condition, utility system analysis, roadway and sidewalk conditions, traffic management and parking impacts, condition/assessment of community facilities (community centres and schools) and green space/parks, tree canopy are important elements in understanding the existing community condition. An underlining premise is that the City will grow indefinitely at a 5 to 6% annual



growth rate. Some context of overall growth is required. History suggests "boom and bust" typical of resource driven economies. No background information is provided on the City's target and actual performance of greenfield (new suburban communities) versus brownfield development (redevelopment, use of exiting serviced land). No information is provided regarding comparative plans and targets in other ARP areas. 5. Larger areas proposed for densification such as proposed in South Calgary may result in "block busting" and incompatible development in many cases given the design models presented. (6 storey buildings immediately adjacent to newer or heritage 2 storey residential.) The result is deterioration of the community fabric. 6. The information provided in the brochure provides three density classifications based on built form. Other plans such as the Heritage and Shaganappi ARPs provide for a greater range of choices. Additional density options should have been provided in this process. 7. The ARP requires a new low-medium density category that has a maximum building height of four stories. 8. Your document is a bit confusing in that a graphic showing a four storey building is used to demonstrate the "four to six stories" density category. The City's practice in interpreting policy results in six storey projects even when policy statements use the term "4 to 6 stories". There should be no ambiguity on where 4 stories are appropriate and where 6 stories are appropriate. 9. An approved ARP should be required to include a Capital Investment Plan to address existing community deficiencies and emerging needs. Older communities demonstrate community "infrastructure desert" conditions, yet are seen as targets for redevelopment and densification and generally no action is taken to address deficiencies or aging or "at capacity" infrastructure. 10. Redevelopment in existing communities results in an increased tax base. Those revenue increases should be reinvested back into those communities.

- No - [see attached] - these read as the City's vision + values not the communities. - this is called a 30 year plan yet it seems to be written in response to a short term critical situation/housing short fall
- WEST ELBOW COMMUNITIES LOCAL AREA PLANNING -A RESIDENT'S PERSPECTIVE June 8, 2024 BACKGROUND I reside in South Calgary. Existing Area Conditions The Marda Loop area has a distinct character which sets It apart from the other communities which have been grouped together for this plan. It has been a leader and early adopter as a walkable community with a variety of mom and pop businesses, and a full range of housing types to accommodate present and future residents. The existing explosive level of development throughout Marda Loop is already causing significant negative unintended consequences - notably on traffic flow, parking shortages and on pedestrian and cyclist safety. Our streets are narrow and crumbling, sidewalks are deteriorated, while traffic congestion reduces air quality for pedestrian and cyclist traffic. Area businesses rely on pedestrian traffic. The growing area, indeed the entire LAP area, does not contain a comprehensive civic sport/recreation complex. River Park, a key natureal space in the area, is currently not fully safely accessible for all. Almost all the upper/street level of River Park, bordering 14A Street SW, has been dedicated to an unfenced dog park rendering the park unsafe for senior citizens, young children, joggers and those with mobility challenges. This dog park should be fenced and slimmed down to allow safe enjoyment of the park for all. Individuals without cars or bikes may not be able to access Sandy Beach park (which is a great community asset) depending on their mobility making the River Park project a priority. GENERAL COMMENTS The draft plan appears to be a reaction to a single issues-that of housing. This issue has resulted from the recent rapid growth in Calgary, partially attributable to change in immigration policy which was also

handled as a single issue. My point is that single issue decisions impact many other factors which also require due advanced consideration. Without full consideration of broader implications a single issue plan will lead to outcomes forcing another single issue response down the road. Simply put, my worry is that future Councils and Administrations will be forced to deal with the negative consequences of hasty overdevelopment. A thirty year planning horizon as noted in the document is unrealistic and overly long, more so as it seems to be in response to the current housing situation.

**1 CONDITIONS FOR SUCCESSFUL REDEVELOPMENT** With respect to development, notably in Marda Loop, prerequisites must be in place prior to further mass development. These necessary conditions include, but are not limited to: 1. Fixing traffic management - volumes, flow, parking, repaving 2. Transit upgrades (The bus services along 33rd Avenue do not currently meet the standards for a Primary Transit Network and do not connect to the Rapid Bus system) 3. Comprehensive, neighbourhood sized civic facilities for year round sport and recreation 4. Excess capacity in area schools or expansion of said capacity to serve young families within the area to permit walking and cycling to school 5. Air quality monitoring to meet industry standards for designated pedestrian corridors 6. Preservation, enhancement of existing open space and park areas 7. Preservation and regrowth of tree canopy (which has declined due to development that has already occurred) 8. Utilities capacity and reliability 9. Access to Emergency services, medical care facilities 10.

Provisions for community safety As a minimum precondition, the necessary improvements need to have advance Council approval including funding. My experience to date has been that items recommended for future consideration (potentially additional traffic issues due to development in the LAP) do not end up being adequately addressed. **COMMUNICATION COMMENTS** Neighbourhood feedback was that the brochure was delivered the day before the first online session-too late for people to reorganize their schedules. The brochure delivered to homes did not contain the tear off feedback page-rather residents needed to go to the nearest Engage Calgary mailbox and pick up a special brochure to get the mail out page. These two actions leave a negative impression of the City's desire for community feedback. The brochure indicates the wrong day of the week for the in-person session. It is planned for a Wednesday, not Thursday. Residents who show up on Thursday will have missed their opportunity. For this reason alone a second in-person session should be scheduled and widely advertised. 2 The booklet was not written in plain language generally used for public documents. At the same time the contents did not reference the basis for the areas and height zones selected for redevelopment.

**GENERAL PRINCIPLES OF REDEVELOPMENT** 1. Preserve and enhance common/public assets in the communities. 2. Parkland should be held in perpetuity. 3. Development should be considered in the context of community capacity. Capacity shortfalls must be addressed. 4. Preserve community character, cohesion and attachment (pride) to community. 5. Preserve remaining tree canopy and rebuild the canopy already lost to development. 6. Require some green open space for all redevelopment four stories or higher (Current rules allow concrete to count as landscaping) 7. Monitor on an ongoing basis the results of community redevelopment for signs of negative outcomes such as capacity and mobility issues. Address problems as they are identified. 8. Allow for an adequate interface between commercial/multiuse and residential zones. 9. The City should lead zoning and planning, rather than basing zoning on Developers individual land use applications. The frequency of land use changes need to decline to the point of exception.

## Topic 2: Potential Focus Areas for Growth

**Please review the Potential Focus Areas for Growth Map above, specifically what is outlined in shades of orange (potential focus areas for growth). Would you add additional or remove any of the areas that are being proposed for moderate-to large-scale (4 to 6 storeys, 7 to 12 storeys, greater than 12 storeys) growth? Please tell us where and why.**

- It is objectionable to add 4-6 story growth areas to Upper Mount Royal and Lower Elbow Park. Specifically the "orange areas" on Council Way, Carlton St, 10th St. in Mount Royal, and Elbow Drive, 38th Ave and Sifton Boulevard in Elbow Park, should not be identify as growth areas. Mount Royal and Elbow park already are subject to increased densification, against significant community pushback, and should not be subject to further densification. A 4-6 story building would significantly impact the liveability of adjacent properties with a one block radius or more due to increased shading and privacy issues. These areas should be removed from the LAP.
- I would add additional areas of 4-6 and 7-12 storey growth and reduce the number of 12+ storey growth. We need middle housing (and a tonne of it) not massive high rises. These kinds of developments are generally make the street feel like a cocoon. I would reduce the proposed 12 storey area in Mission and cliff bungalow along 17th to just 7-8 story's instead (with the exception of the area near the LRT). Although I may not be one to say this as I am not a resident of the neighbourhood, the main street in marda loop could see some upscaling. In exchange for the lost density along 17th ave. Again I will take more middle housing spread out over a larger area over high rises. Montreal, one of the better planned cities in Canada is a great example of this.
- It 100% looks like certain communities like Elbow Park, Mount Royal, Glenmore Park and Scarboro are being protected from having to take on more density. A lot of these areas should be allowing more than just RCG and rowhouses. Four story apartments are not a ton of density and belong in more places than just nodes and corridors, which is not very equitable.
- Remove potential focus area between 14th and 15th ave on 38th street. This is already a very busy road. Overwhelmed with church parking, commuter and dog park traffic. Very dangerous for pedestrians as it stands now. No room for further density.
- Please remove proposed growth on 38th avenue from 14th street to 16th street sw.
- This is already a busy road and a highly dense area. The park on the other side of 38th avenue means that there is a large amount of foot traffic (pedestrians). Adding more homes to this street will create greater issues that already exist between traffic and pedestrians.
- I agree that it is time to begin density increasing density along Carleton, 8 St and 10 St to 14 St. This neighborhood has so little density and lack of services and diversity it would be well served by some services at street level. I frequently feel unsafe walking through this neighborhood as there are so few other people. I don't support further development on the of 33 Ave. The area currently has recently been redeveloped with the bulk of the homes developed in the last 10 to 15 years and the area's density doubling how can it be that the city believes it is reasonable to assume that tearing all these new homes down for 6 story buildings will help the neighborhood achieve the claimed vision. I also am shocked by the proposal to line the river along Elbow drive with 6 story buildings. This exists further east and as a pedestrian is the least appealing area along the Elbow River.

- It is an obscene suggestion to put 4-6 story dwellings in the Elbow Park and Mount Royal neighborhoods (Elbow Dr. and Carleton St.) These are 2 of the most beautiful neighborhoods in all of Calgary and should be protected for their historic and aesthetic value. Additionally, 20th St and 16th st. in Altadore, South of 38th Ave. should not be developed for 4-6 story units. The size of structures do not fit with the character of the neighborhoods.
- NO buildings on 29th Avenue!
- It doesn't seem to make sense to have 4-6 story building in Mount Royal on Carleton or 10th Street (with the exception of lower Mount Royal). Also those same building forms wouldn't be good on Elbow Drive or on Sifton Ave. There are many historical homes in these areas that should be protected. Also over development of Marda Loop and 26th Ave are a concern. Marda Loop is already there, forcing people to move out and creating unmanageable congestion. Development along 26th Ave also could create this issue. There should be a more balance approach to some of the larger complexes so as not to overwhelm as area.
- I think it would be a big mistake to run two higher density streets through the middle of upper Mount Royal. That is an area with its own special character, and beautiful homes. The two streets proposed would disrupt the current environment there, and seem like odd choices to locate 4 - 6 storey housing. That would require replacing existing beautiful homes with a completely different character of housing. I assume those streets are proposed because the bus route runs along them, but what a shame it would be to disrupt that neighborhood. What about the houses in between those two corridors? They would feel awkwardly sandwiched. Include 4 - 6 storey residential along the larger roads first, not in the middle of a neighborhood.
- It appears like the overwhelming majority of growth is being sent to South Calgary/Bankview in the area north of 33 Ave and West of 4th St. Why is this? Surely other areas of this LAP can have more density. Primary transit runs through every community here so why is it all being put in this one place.
- There needs to be more 7+ story growth near all these transit stations. Making the majority of it go near Sunalta doesn't seem very fair.
- It appears like the density around transit stations is being used as a wall to shield detached neighbourhoods. This seems pretty unequitable and should be changed to allow more density around more transit
- I'm a bit confused about the growth around Crowchild and 17th Avenue. Is the former children's hospital just being shown as large scale so that people in Scarboro don't need more density near a transit station? Cause that would be sneaky and suspicious
- Why is the old children's hospital a potential growth area? Has there ever been a plan to develop that into high density housing??? Was this map just somebody colouring on another map?
- This map makes me think that there are certain neighbourhoods that are going to try and claim heritage protections to not have to bring on density. Elbow Park has lots of old homes, but that doesn't make the whole area historic especially when there are an equal amount of new modern homes there. The notion of heritage and character needs to go away.
- If you want more density on 14th street you need to make that place more transit and pedestrian family. There are lots of people living on or near that street and it is a nightmare

for noise. People who live in these dense communities also deserve quiet and peace of mind that suburbs get, not being ignored.

- Density can't be the only focus of these maps, there needs to be mixed uses. Bankview already has some good density to it. However, it doesn't have a lot of businesses and it still becomes a car dominated place. We need to see more commercial in these plans
- I am against the development along Mission Road and 4Th St South of the Elbow River. This is a quiet area and is close to riparian habitats. Development on that scale would put unsustainable pressure on the human and natural environment. Also, it seems to indicate a large-scale tower on the west side of 4th Street at Elbow Drive. That is the location of the only grocery store in the Mission area. To lose this grocery store for any period of time would be difficult for the area residents and decrease walkability of the neighbourhood.
- Not opposed but this area needs a serious revisit for parking. Yes I know we can't be car dependent but without the proper transit infrastructure and safety measurements (not to mind we have freezing cold temps), we cannot always be reliant on transit. Please make room for proper efficient parking, even one unit per household. The streets are far too congested with parked cars, making it dangerous
- Street parking will continue to be an issue with densification of several proposed areas.
- It seems like the areas where this development should be happening isn't being addressed in the draft map. Transit should be taking on larger scale development, like minimum 6 stories near transit. Bankview and South Calgary appear to be protected from taking on this development in the draft map.
- No, looks good
- The upzoning of only one side of 4 St SW is comical. The city appears disinterested in the needs of the people living in the neighbourhood, and instead only interested in responding to the senior citizens living in Cliff Bungalow who are retired and have time to show up and complain at city events. It is hard to take any part of this plan serious when it presents such obvious gaps.
- Adding increased height allowances to the Altadore/Garrison Woods areas is shortsighted. Almost all of the old homes along 20th street are already developed and most of the zoning changes will never be economically viable in this area because of that. Increase limits in areas where it is economically viable to make meaningful changes.
- This whole thing is utter garbage. We just went through a massive main streets plan less than 5 years ago and guess what - its never once been adhered to. This is going to be no different. It doesn't matter what cute map you make - developers are going to get what they want when they want it. Congrats on spending a ton more money only to hear an amendment, amendment, amendment every time a developer wants to put 6 stories (now why stop there, how about 12-30) in the middle of a residential cul de sac. Wake up city - businesses, recreation, trees and parks are being destroyed and the people will soon follow.
- I appreciate the proposed areas of growth, however, I would add more areas of 4-6 storey growth in lower Mount Royal, Elbow park, and Altadore. I would also suggest adding MORE mixed use 7-12 story development along 14th street as well as 33 Ave. I also propose adding more mixed use +12 story growth along 17th Ave as well as 4th street.
- Please remove orange areas between 32 AVE and 26 AVE, and Crowchild and 22nd ST. Why would you create an ugly hodgepodge of different building heights, 6 story buildings next to single family homes? Look what you've done on 33 AVE in Marda Loop. It's an absolute ugly nightmare without any vision or planning. To build a beautiful city you have to

pay attention to aesthetics and flow , think about architecture and styles and PLAN the development.

- It is obvious that whomever drafted this map never bothered to take a walk through Mount Royal. The most objectionable part is that it would allow 4 to 6 storey buildings in the core of the community, such as on 8th St., 10th St., Carleton St., Prospect Ave., changing its historic character forever. Every home on those streets, and every home in adjacent streets, would be negatively impacted. It would destroy beautiful homes (some older than Calgary itself), mature trees, manicured gardens, and the property values of all Mount Royal residents. It would be divisive and it would not result in increased affordability. Frankly, it's inflammatory and it should never have been proposed at a time when the vast majority of Calgary taxpayers do not feel heard by their municipal leaders.
- why will there only be one revision after discussion? There should be multiple revisions with input, not just one. It's as if this is already rubber stamped like the city-wide re-zoning
- why are you densifying every community to make them look the same? these communities are so close to each other, you should leave them each with their own personality, and just more fully develop where density is already established (ie. along 17th and mission, by the new CT train and max bus routes). Don't wreck every community by putting massive buildings through them
- I would remove the area for growth on Carleton St in Mount Royal. That street has a lot of historic houses and has a boulevard format with lots of large trees which would be lost to development. Historically it was part of the 'garden community" and it would be nice to keep that flavour. Perhaps the bus could be rerouted to go south and north along 10 St instead of going south on Carleton and north on 10th. Adding development of houses higher than 4 storeys on both these streets would really cut up Mount Royal and add a lot of shade. Mount Royal is a beautiful neighbourhood that is enjoyed not just by the residents but also by other Calgarians who come to stroll along the streets that are unique and rare in the city: beautiful homes and lots of gardens and trees.
- you printed hundreds / thousands of pamphlets with the wrong dates, purposefully avoiding in-person feedback, you can't be trusted
- mount royal already has a diversity of living options, don't destroy the rest of mount royal by cutting through the neighborhood with higher density buildings
- there are 4-6 story building already along 4th avenue, they are commercial buildings, underutilized, you should be re-zoning to allow mixed residential / commercial where there is already density
- The proposed growth areas of 8th St, Prospect Ave, Carlton St, 10th St and Premier are not appropriate as the proposed 4-6 story developments would split the community in two and destroy the garden community and tree canopy that we have worked hard to preserve. The additional density and resulting increased traffic would add to the safety concerns that exist from vehicles using the neighbourhood as a shortcut to downtown.
- These proposed areas include numerous historic and multi million dollar dwellings and their gradual loss to the neighbourhood and Calgary would be a poor reflection on the redevelopment plan.
- Most of those lots will have a restrictive covenant on title which limits the number of dwellings on the lot to one and I would expect lot owners would vigorously defend their and their neighbours covenants.

- I understand that the areas mentioned are currently bus routes however I suggest that these routes would be more appropriate using 17th Ave and 14 St rather than through the middle of the neighbourhood. It would be interesting to know the ridership getting on and off between 17th St/8th St and 14St/33rd Ave.
- As an alternative to the growth in Mount Royal the area on 17th Ave west of 14th St would appear to be capable of accommodating 7-12 story growth.
- I am generally supportive and appreciative of how the plan is working to increase growth in these communities. I am in Bankview and appreciate the effort to direct growth away from century home locations. I am hoping that the cluster of century homes that I am part of, from 2422-2510 17A street, can be removed from the 4-6 story potential growth areas, similar to other locations in the community. Due to the nature of Bankview, south of 21 Avenue was sparsely developed until the 1950s, and most century homes in this area have already been demolished. This is the original group of homes on this street, and they have been well cared for and are all owner occupied; I feel they are often overlooked when considering the community's heritage. There is a unique elevation transition which has them low to the street but very high relative to the lane. If the map could be changed to exclude these from the 4-6 storeys potential growth areas, it would be much appreciated.
- I STRONGLY support the areas outlined in the Areas for Growth Map. Particularly the 4-6 storey areas along Elbow Drive and along 8th & 10th Street and Carleton Avenue in Mount Royal. In keeping with the spirit of the Vision of the plan, which is to provide housing, safety, accessibility, build community, and keep climate change in mind, I believe these are key corridors that could help accomplish this.
- These areas already have great tree coverage, so preserving existing canopies in the area as best as possible would be a great priority.
- I would add the Sifton Blvd corridor as a light orange potential area of growth as well.
- Developing these areas with additional density and community amenities would do amazing things for building community vibrancy and creating opportunities for those who desire inner-city living but are priced out.
- The green spaces already present in this area are also why I strongly support the potential growth in this area. Typically, higher density housing means that each individual household has less private green/yard space. A positive effective of this is that folks utilize public and communal outdoor space for gathering and enjoyment. I currently live near William Aberhart Park (surrounded by apartment dwellers), and that park is ALWAYS full of people utilizing the outdoor space that is otherwise limited in apartment living. Using public space as a place to read, host a picnic, meet a friend, walk the dog etc. creates vibrancy, safety, and a sense of community. Incorporating a community garden creates more benefits than I could possibly have the time or space to write about.
- I also support the light orange areas in the Bankview/South Calgary/Marda Loop areas. Although these areas already have good amounts of density, I think adding a few more medium orange (7-12) storey areas for growth in these areas would allow for the incorporation of more mixed-use development, bringing in daily amenities for these communities. I would be great for someone who lives in Bankview to have a local grocery store within a 15 min walk...eliminating the need for transportation to a grocery store either in Mission or Marda Loop.
- I would add that the intersection at 50th Avenue SW and 20 Street SW could be proposed for larger scale growth (7-12+ storeys), rather than only 4-6. Given this node has strong proximity to the parks, reservoir, Central Memorial high school, Crowchild trail, and even

MRU, there is huge opportunity to provide more density in this area and to bring in amenities for not only the current residents, but the daily users and visitors to the area.

- Nope! I would just want to make sure we're adding commercial space to push rents down for businesses as well.
- There needs to be a lot more high density, 7+ storeys, along Crowchild, 50th ave, 54th Ave, and more 7-12 along the southern end of 14th St sw
- All the white areas should be changed to light orange (4-6 storeys). All the best cities in the world (or at least the best parts of the cities) allow 4-6 storey construction: this allows for lots more amenities, more housing, a stronger tax base, reduced climate impact, safer mobility, etc. All the core values are better supported by having 4-6 storeys throughout.
  
- Also, retail should be permitted everywhere and parking minimums should be removed. Again, this supports all the core values of this LAP.
- I would remove the 4-6 story growth along Elbow Drive at Sifton Blvd and replace it with small-scale homes such as Rowhomes and Triplexes and Fourplexes. This road is already congested with the current density, adding the density of 4-6 story buildings without increasing the road capacity would make this stretch of road untenable. Increasing density is important but there needs to be a balance for accessibility.
- Absolutely hate it! Specially all the stuff around upper Mount Royal! You want to destroy the area with 4 storey buildings in a beautiful residential area!!! You're going to destroy it! Stay out of Mount Royal and do not destroy the character of our peaceful area - specially along prospect ,10th and Carleton st! This is destroying property values... destroying the community structure and putting more people more cars and more pollution into one of the nicest areas of Calgary!!!
- We should be allowing higher densities everywhere on this map (4-6 storeys at the minimum). There is no good reason to limit density to nodes and corridors. I support the level of density proposed and would like to see it taken a step further.
- I'm definitely supportive of this. I would only suggest being mindful of safe bike infrastructure during construction and after. 20 Street is an awesome shared lane but I find cars park there a LOT in the bike lane which makes it less safe and certainly less desirable for folks who aren't as used to biking with traffic. Perhaps if this area became more developed it could be transformed into protected cycle tracks to ensure that people on bikes don't have to give up their space.
- Everywhere on the map that's orange should be a mixed use commercial not just more housing density
- There seems to be an abundance of 4-6 storey potential growth area in South Calgary which I do not think is warranted or should be supported. The roads are not wide enough to support the increased parking and traffic. The amount of density proposed for South Calgary seems excessive compared to other neighborhoods.
- The high rise building that is contemplated on the slopes behind Rideau park school is not contextual, creates safety concerns due to slope stability, creates invasive overlooking into the school and neighbourhood, lacks essential infrastructure such as roads to get to the property and the schooling does not have space to accommodate the future residents and their children. A 7-12 storey building in that location is entirely inappropriate. The proposal along the fourth street corridor is also too large in massing. Considering denser projects



such as duplexes or an eight plex that is standard height is much more considerate of the current neighbourhood. Densification makes sense along 14 st and 33 ave along with 50 ave. Preservation of downtown green spaces is essential as they are truly enjoyed by all. People drive downtown to enjoy Stanley park and walking along the river. This isn't merely for local residents. When considering buildings of this scale 4-12 stories plus they need to be located in a core area and not commingled in mature neighborhoods.

- Why does a place like Scarboro seem to be excluded from taking on density even though it's in a transit station area? That seems like really poor planning. More density around all transit station areas, even BRT ones.
- I would remove the 4-6 storey area along Elbow Drive as this would require that developers tear down century, character homes. Additionally this does not represent sensitive contextual development, resulting in tall buildings peering into neighbouring backyards, eliminating privacy that not fence can remediate.
- I feel like this plan can 100% have more density in areas like 38 Ave SW, 42 Ave SW, 50 Ave SW and around every transit station area.
- It looks like a lot of areas can handle more growth, specifically the areas around transit station areas. Quite frankly there shouldn't be a transit station area with less than 6 stories near it. They should also function as community focus points where people want to gather and head towards
- I have a house on Carleton street SW. If the proposed draft is approved, my family will be left with 2 choices: either be surrounded by 6-story buildings overlooking our backyard and deck and keeping us in perpetual shadow, or move away, selling the house at a loss for lot value. We would literally be kicked out of the neighbourhood we chose and the house we love. I of course strongly oppose that proposal. Destroying neighbourhoods is not the way to solve housing shortages. In Calgary, there is no lack of places to build taller buildings. Please stop destroying communities.
- It makes no sense to have 4-6 story buildings on the south side of 38th Ave SW as shown. This is not a bus route or a major thoroughfare and I can only assume this was a mistake. Also 4-6 story buildings on Sifton Blvd would not be practical based on the narrow lane and limited access, not even considering the significant shadowing and privacy issue for neighbouring homes. It also seems overkill to suggest 4-6 storey buildings would be reasonable on the east side of Elbow Drive and what looks to be the west side of 5th street from 36th to 40th Ave SW. Again this would result in significant privacy and shadowing of neighbouring homes. Finally, not all of the west side of Elbow Drive would be conducive to 4-6 storey building. There may be small pockets that could work perhaps around 29th Ave although the impact on neighbouring homes would likely be unacceptable. Overall these potential focus areas for growth do not seem to be reasonable and feel excessive in an area that has a high concentration of small lots with extensive heritage homes (including those along Elbow Drive from 40th Ave through to 2nd St).
- The proposed Potential Focus Areas for Growth, as outlined in the shades of orange on the map, present several significant challenges and concerns that need to be addressed. The lack of a cohesive blend of building standards and the implications of such expansive growth within established communities like ours cannot be overstated.

Issues with Lack of Sunlight, Privacy, and Character:

Sunlight and Shade:

The construction of 4 to 6-story buildings adjacent to single-story bungalows will drastically alter the amount of sunlight available to existing homes. Taller buildings will cast long shadows, depriving nearby residences of natural light, which is essential for both the physical and mental well-being of residents.

Reduced sunlight can negatively impact the energy efficiency of homes, leading to increased reliance on artificial lighting and heating, thereby raising energy costs and contributing to environmental degradation.

#### Privacy Concerns:

The proximity of multi-story buildings to single-story homes raises significant privacy issues. Residents in bungalows will find their homes overlooked by numerous windows from taller buildings, leading to a sense of intrusion and discomfort.

The lack of privacy can deter families from enjoying their outdoor spaces, adversely affecting their quality of life and diminishing the community's appeal as a desirable place to live.

#### Mismatched Growth and Community Character:

The introduction of large-scale buildings in established neighborhoods disrupts the architectural harmony and character that residents cherish. The charm of our community lies in its cohesive and thoughtful blend of building styles, which is threatened by such disproportionate developments.

This type of growth does not respect the existing community layout and can lead to a fractured urban landscape where new developments feel out of place and disconnected from their surroundings.

#### Concerns with the Development Process:

##### Lack of Community Input:

The current process appears to prioritize developer interests over those of the community. Residents' voices are not being adequately heard or considered in these decisions, which undermines trust and erodes the democratic nature of urban planning.

Effective planning requires meaningful engagement with the community to ensure that developments align with the needs and values of the people who live there.

##### Developer Opportunities vs. Community Needs:

The disproportionate influence of developers can lead to growth that prioritizes profitability over livability. This often results in high-density developments that strain existing infrastructure and services, such as schools, healthcare, and transportation.

Without stringent guidelines and community input, developers may overlook the long-term implications of their projects on the established community, leading to unsustainable growth and potential social issues.

#### Proposed Adjustments to the Growth Map:

To address these issues, I propose the following adjustments to the Potential Focus Areas for Growth:

**Remove Areas Adjacent to Single-Story Homes:**

Any area directly bordering single-story residential zones should be removed from consideration for moderate-to-large scale developments. This will help preserve sunlight, privacy, and the architectural character of these neighborhoods.

**Implement Transition Zones:**

Introduce buffer zones with lower height limits (e.g., 2 to 3 stories) between existing low-rise homes and new high-density developments. This gradual transition will help maintain the aesthetic and functional integrity of the community.

**Focus High-Density Growth in Commercial or Underdeveloped Areas:**

Redirect large-scale growth to commercial or underutilized areas where the impact on residential life will be minimal. These areas are often better suited to support the infrastructure demands of higher-density buildings.

**Enhanced Community Engagement:**

Establish more robust mechanisms for community input in the planning process. Regular town hall meetings, surveys, and transparent communication channels will ensure that residents' concerns and suggestions are adequately considered.

**Conclusion:**

The proposed growth outlined in the shades of orange on the map needs to be revisited with a focus on maintaining the blend and character of our community. By removing areas adjacent to single-story homes from consideration for large-scale developments, implementing transition zones, and focusing growth in suitable areas, we can ensure that our community continues to thrive without sacrificing its core values. The voices of the residents must be heard and prioritized to achieve sustainable and harmonious development.

- I will absolutely riot if the city seeks to highly densify South Calgary, but leave Scarboro and Upper Mount Royal untouched or roll-back the proposed changes in those areas. I think the plan as proposed mostly works, with the following comments:
  - Areas around Max Yellow stops should have higher density. Scarboro around Sunalta School should be 4-6 storeys, just like South Calgary and Bankview.
  - 14 street SW is failing as a main street. A large part is due to businesses only being on one side of the street, of course, the non-Mount Royal side. If 14 St is to have any hope of being viable as a pedestrian destination, development must be encouraged on both sides of the road.
- Aside from those improvements, please take to heart that I appreciate the work and the plan looks reasonable. That said, I know the Mount Royal and Scarboro residents are the rich, squeaky wheels, but be assured that other residents within the West Elbow Communities will not stand idly by if Mount Royal/Scarboro receives preferential treatment.

- No business or anything but single family should be built in Elbow Park. Leave it alone, like it's been for over 100 years. Nobody wants it and it's not going to create affordable housing
- Regarding the Potential Focus Areas for Growth Map, I would remove the areas along 20th Street SW that are designated for 4 to 6 storey development. Here is my reasoning:
- 20th Street SW is a relatively narrow residential street that runs through established low-density neighborhoods in West Elbow. Introducing 4-6 storey developments along this corridor would drastically change the character of these communities.
- Taller buildings up to 6 storeys would create excessive shadowing, overlook, and privacy issues for the existing single-family homes along and near 20th Street. The scale would be entirely out of context with the current built form.
- Additionally, 20th Street is not a major traffic corridor and cannot support the increased vehicular volumes that would come with higher density development without significant road upgrades and potential home/heritage property loss. It lacks the transit and amenity access of larger corridors better suited for density.
- Rather than targeting 20th Street for 4-6 storey growth, I would focus higher densities along major roads and commercial nodes that can better accommodate that scale, such as:

Crowchild Trail corridors

17th Avenue SW

33rd/34th Avenue SW

Richmond Road areas

- These streets have more retail/employment centres, better transit access, and wider roads that could absorb more growth responsibly. Putting too much density on narrower interior residential streets risks overwhelming infrastructure.
- Low-rise townhomes or 3-storey apartments may be appropriate for gentle density on 20th St in some pockets, but the proposed 4-6 storey heights are likely too disruptive for this street. A more sensitive approach is needed to integrate with the existing low-rise residential fabric.
- I addressed this under topic 1 - to reiterate - it is totally inappropriate to illustrate potential growth - 4 to 6 storey development through the heart of Upper Mount Royal (Carelton and 10th St). This Urban Suburb needs to be preserved - protected and promoted as a historic community - an residential community steeped in history - an area that the City can profile. I have stated previously to drop in multi-storey/multi-family development will result in a hodge-podge appearance - the ruin of the unique streetscape and character that Upper Mount Royal is know for and worth protecting.
- I would change some of the existing 4-6 storey growth areas along 14 St SW, 17 Ave SW, and 33 Ave SW to 7-12 storey areas. These are busy main streets that would suit higher density development. Along Macleod Trail, near the SE corner of the area, I think it would make sense to at least add the potential for 4-6 storey development. Generally, I am in favour of higher density where it makes sense!
- This is a disaster and will destroy the inner city. This is a foregone conclusion by the city and homeowner input is irrelevant. Do NOT proceed with it!
- The proposed plan is not even remotely bold enough. This will effect the area for decades to come this is no time to be conservative. 3-6 storeys is fine in the short term, but in the long

term as the community evolves I'd like to see more. WAY too much land here is still zoned only for detached houses (or I guess rcg now). I want to see HG-O as a baseline for every lot. This plan lacks ambition and will not go far enough in addressing housing supply needs. Specific areas that worry me: I think the nodes and corridors are well placed, but 3-6 storeys is not even remotely tall enough for those areas. Corridors like 33rd, 14th, and 17th should be much taller, and then 3-6 storeys can be for side streets. There's not enough density here to support solid public transit.

- Orange - most of these "proposed locations" are ridiculous. Honestly, why would the City think it's a good idea to add 4-6 or 7-12 storey buildings into well established communities? Great if you build them by LRT or main corridors, but some of the locations proposed tell me someone has never driven or walked through the streets of the city. We have open city owned properties that are under-utilized all over (Heritage Station, former YMCA property, the former trailer park along 16th avenue that has taken 5 years to get "development ready", and I'm sure there is a long list of other locations. The corridors where you are contemplating adding 4-6 storey buildings is embarrassing and insulting to the vibrancy and beauty of the existing communities. Examples - 42nd ave, 20th Street, most of the light orange you are showing for South Calgary and Bankview. Including Elbow Drive - one of the cities most lovely roads - to your ideas of 4-6 storey growth tells me whoever put together this plan has never driven or walked in the city and almost makes a joke of this whole process. I'm not against growth or adding more density, but doing this at the expense of what already makes this city great is embarrassing.
- I would add more Potential Growth Areas as well as upgrading the 4-6 storey areas to 7-12 storey areas. In order to increase both housing affordability and vibrancy, it is important to be bold when considering the long term future of these communities. The areas around 11th Ave. and Macleod Trail in particular should be upgraded to the 12+ storey Potential Growth Area, as those areas near the LRT stations will be high in demand and will require sufficient housing. .
- All of South Calgary/Richmond is designated for 4-6 stories. Where are people supposed to park? Can the infrastructure handle this density? We still don't have reliable transit to support households not having vehicles. So expect 2 per house hold. So how do you combine this with increasing bike lanes etc. Again not feasible.
- I strongly oppose the 4 to 6 storey buildings proposed for Elbow Drive and Sifton Boulevard. My reasons are that these structures will result in a reduction in sunlight and privacy for neighbouring lots, reduce permeable land, and reduce the number of trees in the neighbourhood.
- There should be ABSOLUTELY NO building of any of these moderate to large storey buildings in any of these areas. Adding these types of buildings will compromise these areas severely in more ways than one. There is no reason to add these kinds of apartment/condo complexes other than to raise taxes for everyone who lives in the area. Adding these types of large scale buildings will take away the sense of community that has grown over the years. The amount of traffic will increase significantly as most if not all of the people who move to these areas will not be able to find work within walking distance of their homes. Just because you move more people into one area does not mean they will grow a sense of community, in fact it does the opposite.
- If any more apartment/condos are to be built in these areas, they should be no more than 3 storeys. Packing these communities like a can or sardines is not the answer.

- In general, I applaud the City's efforts to increase density and to build a plan that designates certain areas to have higher density, rather than letting it occur in a haphazard way. I agree with the philosophy to focus the increased density along major transportation corridors like 14th, 33rd Ave, 17th Ave, 26th Ave, 16th St, 50th Ave and 20th St in the West Elbow Planning area. This approach keeps the density proximal to major traffic/transit arteries and also keeps this new high density residential development proximal to a lot already established commercial development. I am concerned that areas like Elbow Drive between 5thst and Sifton Blvd, as well as the bus routes interior to Mount Royal are dominated by detached single family homes and have relatively narrow streets and would materially change the streetscape and feel of the neighborhood. It is these examples that I feel create the most opposition to the city's vision and if changed would materially reduce the negative perceptions that citizens of these neighborhoods have.
- I think it's quite aggressive to paint over people's primary residents homes showing them as targets for 4+ story areas for growth. I would like all of 4th street between 30th avenue to Rideau/ Roxboro roads removed from this proposed 4-6 story growth. Rideau Roxboro is opposed to this as a community and it is not an appropriate area for this type of development given the flood concerns in the neighborhood. Specifically we were told that any extra square foot of development impacts each dwelling in our community. You can't have higher more dense development and accommodate for flood concerns.
- I take huge issue with the growth proposed in Upper Mount Royal. Every exceptional city around the world has one historical, wealthy neighbourhood closer to the core where the single-family homes are larger, full of character, the lots are bigger and there are lots of parks. We all need an area like this to aspire living in to help give us drive and ambition to work harder and elevate our own lives. An area like this where we can escape to the parks and breath and feel like we aren't smushed into a concrete jungle of condo buildings. If you push for 4-6 story developments in all of the other areas on the map along the commercial streets or areas that already have a lot of condo buildings at that scale you won't need to screw up a beautiful neighbourhood such as Upper Mount Royal. Multi-family homes just simply don't belong in that neighbourhood ever. Leave it be and get your density elsewhere. If you plan it properly you won't need to mess with it. I go walking in this neighbourhood often to escape into its peacefulness away from the hustle and bustle. The last thing we need is another terrible developer coming in and putting another hideous condo building in an area where it just doesn't belong.
- I said this in my last response and will continue to say it here - but there are so many incredible old European cities (Paris, Copenhagen, Stockholm, Amsterdam) that you can be using as precedents for your growth development guidelines vs these ridiculous blanket re-zoning ideas that just mess everything up and scatter it all around vs concentrating it in more thoughtful areas creating vibrancy and leaving areas like Upper Mount Royal alone. That whole neighbourhood should be historically preserved in my opinion and I don't even live there but hope to one day.
- I think a huge draw for Sunalta is that there are no tall buildings. You can still feel nature and feel part of a small community while being close to downtown. I don't agree with the idea of filling it with 7 to 12 storey and greater then 12 storey buildings. I think keeping it to 4-6 storey buildings as a max is important to continue the feeling of this community. By adding skyscrapers, it will lose it's charm and feel like your downtown. Part of the reason why I bought here is to be close to the downtown/inner city area without actually being downtown.

I love that I can see the skyline but I also can see the sky and watch a sunset. This is important to keeping Sunalta the community that it is.

- The proposed 4 - 6 story growth along Elbow Drive, 8 St, 10 St., Carleton St., 16 St and 20 St in particular are not suitable to preserving the community. Parking and traffic specifically will increase and detract from the communities safety and livability. This is the first steps to proposing similar moderate to large scale development throughout the entire area.
- Moderate Growth Area in 21 Ave to 17 Ave + 17St to 19 St all have very narrow roadways which cannot support 2 way traffic therefore should not be densified more.
- 42 Ave SW. - Dangerous for traffic
- Present proposals OK.
- None leave it alone
- Regarding Focus area for Moderate to Large scale growth. We live in East Elbow park, corner of 38 Ave and 5th street. Traffic is a real issue in our area due to traffic calming strategies implemented unsuccessfully a decade ago but only shifted the problem With the proposed 4-6 story growth on west side of 5th street, parking and traffic issues will intensify the problem. With no parking in the new builds street parking congestion effect traffic flow, snow removal and safety. I would like to see multi-story development restricted to Elbow Drive only and not be allowed on 5th St or 38th Avenue.
- Do not desecrate Elbow Drive with high density housing!
- Erlton is already a zoo - not enough Parking MNP Centre being developed forcing parking into Erlton, Erlton is a FLOOD area, there is no snow plowing on the streets. It would be insane to encourage more people/housing/cars.
- 42 Avenue. You'r demolishing my home for the last 28 years. No alternatives are being offered. There are no affordable alternatives in the neighborhood.
- While the map is a tad ambitious, I also recognize these are options, not guarantees, thus opening more space, rather than less, is ideal. I value the specificity and detail that has gone into such a plan.
- The proposed 4 - 6 storey growth in Richmond seems excessive seeing as houses in that area are generally not more than 2 storeys now. Same with the area along crowchild, north of 33rd.
- No multi family
- There are many - getting rarer every day! heritage homes in Lower Mount Royal. Why are they not protected by "Heritage Guidelines." - Lower Mount Royal already has tons of apartments. No need for more. The density is already there! Stop wrecking what's left of my neighbourhood!
- In Altadore putting in that 12 storey or greater as well as the 7 - 12 storeys is terrifying due to how difficult it is already to walk & drive in our area even when it is non rush hour.
- Please keep the small area of Erlton Court & 34 Ave on the limited scale. It is a very small street and cannot inuites much more density.
- Remove Carleton St. SW and 10th St. SW from proposed 4 - 6 storey growth. These streets are in the heart of Mount Royal and would fundamentally change the character of the neighbourhood that we paid a premium price to our own home. This premium is in our very high property taxes. In addition, I understand that the lots in Mount Royal each have a restrictive covenant that precludes higher density developments (caveat dated 07/12/1911, [personal info removed])

- The proposed 7-12 story growth on the west side of the Elbow River on land immediately adjacent to the river is inappropriate. Buildings this tall this close to the river will shade the river for most of the afternoon and evening. Buildings on both sides of 4th Street should be the same height, maximum height of 6 stories. If 7-12 story buildings are allowed on the east side, eventually they will be allowed on the west side, turning this street into a sunless canyon. The Mission Safeway is the only fully service grocery in east end of these communities. This block is slated for 12 story growth. Somehow another fully service grocery store must be developed in this area prior to redevelopment of the Safeway block or somehow this block can be developed in stages to allow the existing store to remain open and then be relocated to the new development before the existing store is closed. It appears that the Elbow Park elementary school is proposed for 7-12 story development. This seems wrong. Schools are an important element of the community.
- The density categories as presented are problematic. For example, to have a mixed-use moderate scale building identified as a 7 to 12-storey building is too wide of a range. While a 7-story building may fit into any community if it was located on a corner lot (maybe not mid block) a 12-storey building definitely (40% higher than the 7-story building) requires more consideration and a higher degree of impact analysis. Buildings that are over 7-storey high should not be shown anywhere and for sure not along or in front of the existing Rideau Towers. The proposed location for those 12-storey high towers those buildings would be located on a hill and would significantly impact the views for all residents in the area and be visible for long distances throughout the entire city. Your growth corridors as identified in red seem appropriate. I would appreciate an opportunity to participate in a real engagement process and would be grateful for the opportunity to share more feedback, which can only happen in-person and not be provided in writing and furthermore when some of one's feedback, which can only happen in-person and not be provided in writing and furthermore when some of one's feedback doesn't fall within the scope of the questions asked.
- I don't have an issue with the increased density AS LONG AS peripheral services are addressed. All of the parking around my building is now PAY parking \$ we have no visitor spots because the City gave our developer an exception. Our residents & guests are already having an impossible time finding somewhere to park on 18th Ave - extra density will make it worse. The City also declined to make it a permit zone & I don't even know if our condo would qualify. If you want more condos then stop penalizing Condo owners. Also, higher buildings on 17th Ave will overshadow the new park - Humpy Hallow Park.
- First impression is that whoever held the light brown pen got carried away, particularly Mt Royal Altadore + North Glenmoe. - redevelopment is already under way, esp Altadore, with infill duplexes and a few townhouses (which look to me like tenements in the making). - focusing on North Glenmore - the part south of 54th Ave is being redeveloped with "mini-mansions" - this redevelopment will stop if this plan goes through. No one will build \$2M+ house in an area zoned for 4-6 storey apartment buildings. - the idea of a 12-storey apartment bldg at 54th/Crow is just silly. Completely out of place, including adjacent 4-6 storey zoning.
- I object to grey areas past 34th Avenue in the south. This area was limited to 4 storey bldgs in the past. It does not have parking or good traffic flow now. Why is it because developers have deep pockets they get their way. Why 2 grey areas only south of 34th?
- The Altadore area should be limited to small-scale. Rowhouses & Multi-plex homes gain significant densification. Commercial areas need high-rise parking. Let's be realistic!



- I would remove the proposed 7 - 12 story! My condo is 4 story & tis proposal would overtake the area & neighborhood that are all 4 story. Please listen to the residents/owners for once! And rethink/redo these proposals! Devaluing the area!
- You have already ruined & Marda Loop with all the multiple storey structures. Parking is horrendous. Trying to ship in the area is arduous - Now you wish in add more to the chaos Now you want to add 66 more stories - No!! No!! Please listen to the people who live in the area.
- All Good. Nothing add or remove.
- N/A ! All Good !
- Remove development of 4 -7 Story within South Calgary. Leave high rise development for 33 Ave 34 Ave 14th Ave.
- Your orange shade above Mission Rd at around 33 ave SW is my row of townhouses on PRIVATE LAND. So how you propose on developing our 26 townhouses, short of expropriating for no reason, fix your MAP! Rideau Place. Get your paws off it & do your homework.
- Opposed to higher density zoning.
- Remove absolutely!
- Leave Mission Road as it is and remove any moderate proposal in the area.
- The city's planning process has zero credibility! The council refused a plebisite on re-zoning, had citizens make presentations, I ignored the 70% against feedback and did what the obviously had already decided to do - to approve rezoning. You are going through the motions of asking for feedback a waste of time & money. You have no doubt already decided!
- Looks appropriate, so long as public transportation/adequate parking available. Also ensure community services (library, access to health supports, affordable food) are accessible to all.
- We are comfortable with the proposed growth in our community. And we appreciate you providing these feedback cards!
- Living in Bankview for over 30 years I have seen the consequences of unsustainable growth certain house types can be accomodated and I welcome updates but proposing so much orange/darker orange in Bankview will not result in good QOL for residents.
- The only people who will benefit from replacing my house with a 6 storey apartment building are DEVELOPERS, who seem to run this mayor + Council. Your one-size fits-all approach is WRONG. Useless to send this out after the zoning by-law has passed. Pathetic.
- That includes infrastructure. Schools, Crime Shopping, Parking, Traffic, sewer capacity, Water flow, electrical, and Medical facilities to mention just a tip of the problems that are not being considered. Slow development and a process of application is required. Density has its place but not a Fee for All!
- What is being built on RRDTC? This booklet needs to show what is residential vs. commercial This proposal basically suggests you intend to rip down my building or build basically on top of it So I am against the rezoning Particularly in bankview while there are some older buildings, it wont be able to support the darker orange Proposed along 14th (between 16th + 21st ave) RRDTC cannot be made into a skyscraper either.
- It really disappoints me you are proposing to over-densify bankview where people already live with limited space. You are targeting Potentia green spaces. and building on roads that are already too busy. Meanwhile some much more wealthy areas nearby have little to no change. This is creating even more economic disparity leading to poor living conditions

(trash everywhere, over crowding, nowhere to park, inability to have extremely wealthy people to continue living in excess. My biggest concern is the medium orange along 14th Street SW.

- I enjoy living in bankview but already notice issues with density. I wanted to live here long term but with the Proposal to build a 7-12 Storey building right next to where I am now I don't think I'd like to live here long term. I understand we need to build more houses for our growing population but doing it at the expense of quality of life isn't okay. We have seen what happens in Places like Toronto. The traffic and crowding can be dangerous + unhealthy.
- The proposed 7-12 story growth in Mission is great but has much more greater than 12 storey growth than other areas. Has a consideration been made for greater than 12 storey growth near the green line? I think there will be a greater need for 4-6 & 7-12 in all areas currently being looked t. Single & semi detached homes will cease to exist soon
- Totally in favor of the growth plan. I would actually be in favor of everywhere being 4-6 stories & the 4-6 being 7-12. The 12+ areas are good. We absolutely need more densification city-wide. This will stop the urban sprawl on our outskirts, I HOPE.
- 20th St SW and 16th St SW are not appropriate for 4-6 storey buildings because those streets and the adjacent streets area 1-3 story homes. 4-story plus growth should only be on main streets or brownfields such as the former Currie Barracks. "Housing for all" needs to preserve the street Character of family-oriented housing and not include new high-rise/mid-rise buildings on 1-3 story Streets.
- I would lessen/remove the growth for 4-6 storyes between 21 ave SW & 26 ave SW, As the current ammenities would not be able to support this population density. In addition less 4-6 storey growth along 16 st south to 33ave SW, as there would be not enough neighbourhood street parking near the park off 33 ave SW. The lack of parking would really reduce accesibility for the more north communities that use this space ie) bankview as the large feilds for sports are there. Perhaps it should be 7-12 storey growth with underground parkades to support tenants/residents.
- Remove proposed 4-6 storey light orange 4-6 storey growth as shown on map p13 - Elbow Drive from the Glencoe to Sifton Blvd. • This is not sympathetic to a neighbourhood of character historic homes. • Parking/access to laneway will be impossible for adjacent street homeowners. • Sun from the East will be blocked out by 6 storey building and site line changes will negatively impact property values. Note - Development of Heritage Guidelines is excellent - look forward to seeing details
- You are going to destroy ALL nice communities. Dense housing should only be allowed on the periphery of neighbourhoods not inside them. It will not make housing more affordable! We are in an infill with a 25' lot. That is tight enough.
- See above. More businesses / gyms / grocery on 14 St! also important to me: - all the green space - more bike lanes in bankview - Business development on 14 St!
- I support rezoning to allow for moderate to large scale growth in all areas except one. I note potential large scale on 34 Ave. which I believe is where the Safeway is. This space services so many people & also allows for parking which helps all the other businesses in the area. So I wouldn't want this changed as I don't know where else it would (north parking) • Side note - 30Ave (between 16 st & 15 St.) requires parking permits yet all of these houses have garages & their own parking spots. This seems like a misuse of parking permits as ppl. need the parking when they go to the park across the street. The spots are otherwise empty.

- #1. Remove all areas which are currently small parks as growth areas and revert them to parks. Do not put housing into any existing park areas. For Example: along Elbow Drive, from 5th Street to 30 Ave. #2. Remove 4-6 story growth on Elbow Drive from 30 Ave to Sifton Blvd. This area must continue to be single detached housing. Thx [personal info removed]
- what is the point. This city council does not listen to the citizens of Calgary Do the Right Thing !
- On page 12 in Marda Loop (ML) remove the red square indicating a 12 storey building to be built on or above the current Safeway store. This is not needed and only serves to increase the density of the neighborhood. In addition, the first orange block east of Crowchild Trail on 34th is currently fully well-developed with condominiums and established businesses. When ML was originally planned there was a mixture of single family homes, town houses, condos, etc., all designated not to exceed four (4) storeys in height. Adding a 12-storey building on the Safeway site will negatively impact the original planned esthetics of the neighborhood. Importantly, all proposed 4-6 storey plans should be scaled back to a maximum of 4 storeys to adhere to and preserve integrity with the original ML developments. When redevelopment plans are final and the budgeting process begins, it is most important to identify and plan for the ongoing annual associated maintenance costs.
- Remove
- No change to propose
- ⑫ the proposed 7 - 12 Storey development near the Safeway. and the 4 - 6 Storey growth proposed along 20th St. #'s 12 & 14
- Great! But Alpha House needs to move. Our community is not safe!
- do not desecrate Elbow Drive with high density housing!
- Don't turn my Neighborhood into another Marda Loop!
- The mix I have seen in the last 10 years has been radical & good. Not to sound too morbid, but why do we still have cemeteries? These places are prime real estate. If people want to be buried, move this outside the city limits. The city is for the living. Cemetery Hill on MacLeod would be a beautiful area to develop rather than headstones + grass
- I disagree with the increase of 12 storey growth in the south end of Cliff Bungalow and 7-12 storey growth on the east side of 4 St SW. The existing plan for 4-6 storey growth places enough pressure on non-existing parking throughout the neighbourhood, increasing population density without addressing our existing parking problem would be a nightmare. Our road continues (potholes galore!!) continue to decline without intervention, increasing road traffic will better the situation?
- See above - 3 storey maximum for 17 Ave SW adjacent to Scarboro.
- It's crazy to think of the changes in Lower Mount Royal even over the past 5 years. The greater than 12 Storey places that have gone up are astounding. The whole district has been in an astounding evolution. The park on 17 Ave remains a gathering place for unsheltered people + protests. It's a bizarre park! It's the only place I feel safe in my neighborhood
- Do not change the make-up of existing great, neighbourhoods. • Too much density and falling values lead to crime & unsafe streets • There is plenty of room downtown for major projects • Parking is becoming more of an issue, Be Real - people need/want their own transportation • Every planner, councillor, & mayor should first build a laneway home in their backyard.

- I wish the map would differentiate between 4-6 storey residential and commercial/professional. Unless the zone is the same? In which case, I wish that was clearer. I would not remove any of them, but I think it's silly that we're still clustering new growth around busy, populated roads rather than spread it more evenly.
- Please remove 4-6 Stories, 7-12 Stories for North Glenmore - 54 Avenue and Crowchild Trail. Parking is limited 54 Avenue, Lissington Dr. Entrance and exits are limited due to the schools - Central Memorial, St. James School. There will be too much congestion of traffic. We have lived here 40 years in single detached housing. The quality of community will decrease.
- The proposed map fails to recognize community context & I do not agree that 12 units on a 50 x 120' lot is low density. - You are taking away our opportunity to oppose applications for what can be built in our immediate vicinity. Our impact on existing homes is of grave importance to us. It is not "sensitive, compatible and complementary to the existing physical patterns & character of our neighbourhood. MDP, Section 2.25 We do not want to be inner city New York.
- I purchased a Condo about 5 years ago and it is one of my only assets. I was lucky to get to invest but I don't have a lot of disposable income so it had to be an investment in something I need (a house). If you build something 12 storeys next to my building on 14th street over several blocks my older (higher quality) building will be towered over. There won't be space for me to park, walk, drive, in more people to use overstretched infrastructure. I hope I don't get pushed out of my house with these building Plans.
- I do not agree with any 4 storey or higher buildings in any neighbourhoods until other alternatives have been studied. For example - why aren't we creating new neighbourhoods in the underutilized area east of Blackfoot Trail, between Glenmore Trail and Inglewood?
- High density at Safeway south of 33rd does not make sense. Nor does it make sense for the library location just north of 33rd.
- Build higher density in our community so we have a more lively community. thank you for your hard work [personal info removed]
- See Topic 1. Also businesses in downtown already don't have enough clientele to survive. People don't travel downtown to shop, for example. Don't want to use transit, and can't be troubled to look for parking there or to pay for it. We walk everywhere in Marda Loop, but we are the minority. Very few people without dogs do any walking!
- why? If the Mintos project goes through on the old Viscount Bennett site, Richmond Road to Crowchild will be at more than capacity. A large scale development on the old A.C. Hospital will only further increase traffic to an unsustainable level. A more modest density would make the neighbourhood more attractive & less noise & traffic. Will CBE be able to accommodate the students or will a new school @ the Knob Hill location & Richmond School location be required? Or incorporated into these plans?
- REMOVE orange and red from all areas south of 36th Ave. Increased density in this area will dramatically reduce quality of life. For example, roads will become far too congested and parking will be impossible to find. We chose this area due to its lower density (as did many other of our southern Altadore neighbours).
- For the reasons above, I would restrict 26th Ave - (the areas that are not already developed with large multifamily buildings) to a quad-plex or 3 storey townhouses to keep the character of the neighbourhood and reduce the degree of conflict with the caveat. The neighbours in this area are quite motivated to address this through the courts.

- I would increase the red areas to be more around max stations. Orange 4-6 on 17, 33, 50, 54, 14, 4th 20th Dark orange 7-12 stories. 33rd, 34th, 14th, 50th, 4th, 17th Why is there so much 4-6 South Calgary? there are beautiful historic home there? the park space should stay R-C-G. I wouldn't bring 4-6 in from 33rd or 34th they are enough.
- I would only do 4-6 on main roads. 12 stories beside transit stations. above 12 stories in center of busy streets 17St/14St/4th/33rd/50th Existing Grey areas should reflect what they are already with color. Develop already existing areas. Maybe a timed approach ex. 10 years map 20 year map 30 year map \*Buses need to come on time + more often!
- I walk by the Stampede ground on my way to work each day and it breaks my heart to see so much un-used space there. Almost all parking lot. That whole area and the graveyard hill are so prime for an inner city development yet no one wants to touch these spaces of a bygone era
- The proposed growth plan looks reasonable for the area. It is already dense so the need to have parking spots is necessary. We already have issues trying to park anywhere near our home and we are in our 80's.
- Do not build 4-6 storey buildings along Elbow Drive. This street is one of the most beautiful streets that are used by commuters in the city. 4-6 storey growth will negatively impact the neighborhood. The neighborhood schools are bursting at the seams. The infrastructure is already at capacity. The neighborhood is not set up to add that much density. Have you been to the Sheldon Chumir lately?
- I think the proposed focus for areas of growth including the distribution of moderate to large-scale developments is excellent. Part of the solution to not gentrifying these neighbourhoods is to have provincially regulated rent increase controls, like other provinces do. I have rented for 19 years & prefer it strongly to owning, but my rent has gone up 30% last year & 20% again this year. I have lost a lot of neighbours - if the city wants to keep diversity in new developments, there has to be rent controls in place
- I fully support this plan. 17th ave st. needs a critical amount of housing. If I had to change something on this map, it would be to allow even more storey growth, especially on 17th ave & areas near transit (as show in dotted circle lines)
- Living in this area for so long I often wonder why we are still seeing huge outdoor parking lots. What a waste of space they feel like - they are disappearing, but slowly. Like the Safeway on 12th or down 9th ave - these places seem like prime real estate to develop new buildings
- 2 issues: ① The alleys are littered /c waste bins. They are multiplying exponentially. I would happily walk to the corner to a shared semi-buried container like some of the apartments have. The debris in the alley is pretty off-putting. ② There is a proposed 7-12 story at the corner of 14 St and 32 avenue. There is a library there now. This should not be built until the library is re-located in the same area and is up & running. Libraries can be the heart of a community for many!
- I'm surprised by the 7-12 story zoning proposal for Rideau Park. That's a lot of density for an area with no commercial businesses nearby. You'd need to go to Mission, and if we want more opportunities to "age in place" density in locations like that could lead to increased vehicle traffic along Mission Road simply because walking up to the hill (or biking) could be out-of-reach for some folks. - Development along Elbow Dr. isn't surprising but I think that area needs an extension of the bike lane (along the road, not just the river). Increased density will lead to more pedestrian, foot, and vehicle traffic.

- Remove the proposal 4-6 story growth along the #10 bus route within Upper Mount Royal and from the east side of 14 St. How many times must the homeowners in established neighborhoods express their opposition & displeasure with such plans? The majority do not want this development. [personal info removed] Jun 11/24
- Please remove from new over 12 stories MDM proposed area of 17 OR 18 Ave SE & MacLeod Trs as any of ??? A tall MDMs will negatively affect existing homeowners. As new MDM can devalue existing properties, obstruct natural light, obstruct the view, densify the public transport & park areas to the point that it is not enjoyable anymore for existing owners. Moreover your plan directly increases development over 138 - 18 Ave SE. I don't think that city will/can forfeit the land taking in account the property values (???) without any back lanes and lot patterns.
- In existing R1 zoning zones we need development of light orange should be limited to 4 stories or Low-Modified. - ideally rowhouses like on Garrison Square SW especially in existing R1 like Mount Royal & Elbow Park including 14th Street East side. Same with 16th Street & 20th Street in Altadore & South Calgary.
- Looking at the map on page 12-13, I support all the proposed moderate to large-scale growth areas specifically for residential purposes (mixed use or full residential apartments). I do not support the development of commercial or professional office buildings in West Elbow Communities. I also support any proposed high-density residential development projects, Anywhere in West Elbow Communities where they can be built. I would not remove any of the areas presented for discussion and future growth.
- Fine to change out decrepit ill-kempt lower value homes for higher density. NO to ruining our stately fine neighborhoods with expensive homes. They pay high taxes to live there. They will sell - at a huge discount - if townhouses show up across the street. PLEASE! Also, anything above 4 stories really impacts views and light for neighbors across the street or alley. Not a friendly feel either. Who wants to live in a concrete jungle? Keep those downtown or along major arteries.
- I love the greater than 12 storey in the downtown and mission area. I do not like the random greater than 12 storey buildings scattered randomly (in Marda Loop, off 17th & Crowchild). In beautiful cities like London, Paris, Washington DC, they do not have very tall buildings all by themselves they are clustered together. I think the Marda loop 4-6 storey, or even the 7-12 would be great, but please do not add greater than 12 story buildings, in areas where they are the only ones. It just looks so out of place!
- Continued high level development along 33rd & 34th Avenue SW is ridiculous and not remotely reasonable given the already high level of density development. Parking is already not available and is spilling onto adjacent homes and streets. Illegal traffic violations and transportation problems are now rampant as a new result (illegal u-turns, jay walking, road rage, running red lights due to badly timed traffic lights, etc.). Traffic redevelopment along 33rd & 34th Avenue SW is only making the problem worse on top of it. We have chosen to stop supporting businesses in the area given the disruptions actively created by the City of Calgary. Higher level development possibilities should absolutely be removed from the area.
- Please do not build North of 26th on 14th St. There is no room. The density will be too much for the roads (extremely narrow) and the resources we have. I already can't take my trash out sometimes as other people are using my dumpster. During the winter these roads are impossible to drive as is, with traffic they will be deadly.

- After reviewing the potential focus areas for growth map on pages (12-13), specifically what is outlined in shade of orange harmonising with my expectation and my needs for the future of my family growing. I like to see this planning happening ASAP. With all respects.
- Changing row housing for "4-6 story" growth in Erlton Street does not seem to offer sufficient value. Why disrupt a neighbourhood for minimal gain? Variable density is preferred.
- While we recognize the need for development along 17th Ave having 7-12 story buildings along the south side will cost the ave and its green spaces in darkness with a literal shadow. Consider 4-6 story growth here. Mt Royal, especially upper Mt Royal is known for its beautiful homes. Why would we tarnish this with 4-6 story growth? Wouldn't small-sale homes such as row homes be a better alternative? We think the >12 story growth around Sunalta Station is a great idea and will help hide the high LRT line while supporting established local businesses
- It appears that the building I live in might be in the orange/red zone which of course is NOT a good thing at all. The rent I'm paying is reasonable despite it now going up by almost \$100/mth every year now. Asking us to leave and find something else just as affordable (with the exception of senior buildings) would be most upsetting. (and impossible to find.) Affordability is a HUGE issue in Calgary! Please don't tear down decent rental buildings that house people on fixed incomes. That's why we live here. (And there is a long wait time to apply for a seniors place.)
- Remove all 4 to 6 storey growth in Elbow Park, along Elbow Drive & 14 St SW. The public hearings, emails & letters proved that the majority of residents are against density rezoning. Please listen to the input/feedback that is against this city wide blanket rezoning.
- Concern about West of 4th St. SW on 26th Ave SW and 25th Ave SW. Will the Safeway or another grocery outlet still be there? As a non-driver this is important to me and many in the area. What about RENTAL housing? Not everyone can afford to buy a condo. May need less expensive rental soon.
- Stop trying to act like you care! You don't - neither do I so → [removed] Mount Royal has a bullet proof RC in place good luck trying to do a Banff Trail home! First off you tell me we are changing to RC-G from RC-1, despite being told that this was not acceptable - city council voted for it anyway. That is Row Houses & duplexes. Now you are telling me that it is going to be 4-6 story walk-ups, get your act together You can't even get your story straight Like I said on the previous page you are asking me to have ideas in front of you and you don't care. Next time I go to Flames game I'm going to take a picture of everyone sitting in the developers seats - 1st Row balcony on the camera side and post it on the web. Showing where you people are. You are all very [removed] or very corrupt - none of which are things I want to see in Government employees. [personal info removed]
- It is a hope that Calgary looks VERY carefully at: how many people it can support (water being a prime consideration, power, sewage); the contribution to climate change (transportation, number of people (more people → more climate change); health care, education, use of existing facilities. I would suggest removing buses on Route 13 through UMR. Perhaps at some time in the near future buses can follow main streets (14th, 17th, and 4th streets) with small vehicles (perhaps autonomous vehicles that return to a station) servicing those who can not walk to their destination. I would suggest that you delete the proposed 4-6 storey growth through UMR and leave it as the garden suburb that it was designed for and is currently used and enjoyed by residents and others.
- So wrong! parking! quality of life! removal of critical vegetation! We did/do not deserve this as tax payers!

- 17th Ave west of 14th could support 12 Story builds 33rd could support more 12 Story builds
- I wouldn't change any of these proposals as they were put together by people smarter than me with access to more info! However what will become of all the office vacancies in the core? Will the core continue to die, or will it evolve to residential like these place are doing?
- Stick with the 4 - 6 storeys.
- Area of concern for growth is 14th St, Carleton up to 10 St SW. There are many historical home and large trees. We feel the tallest proposed housing for upper mount royal should be row housing or semi-detached. Also concerned with the amount of Vehicle traffic in and out of mount royal. Specifically between Carleton and Joliet.
- These people pitch a fit if someone wants to replace a birdhouse let alone a building. Well Done! Please continue forward. Thanks
- Remove - 38th Ave SW. - 16th St. S.W. Not allow - any building above 3 storeys in the Elbow Park area Allow - infills and rowhouses.
- This looks very reasonable, I would not change any of the potential focus areas. Please continue to expect quality redevelopment and meaningful public realm from private development
- I like the plan and think it's reasonable.
- On the east of 17 ave. closer to macleod trail I envision a 7 to 12 storeys groth to keep a perspective towards the new bmo center as this part if town will be it's highlight to attract the world
- As mentioned above, these streets will become burdened with traffic and property value will go down. Added BRT service will help with this growth but without an LRT line in Marda Loop, this population increase will hurt the overall liveability of the community
- the areas chosen are good areas for residential and mixed use buildings. 12 storey building seem a little tall for the areas in mission + 4th street, but if it means more AFFORDABLE housing then im in.
- Again, looks good. Adding density is good for the city. Excited to see what Marda Loop looks like in 2-3 years once all the development is done. Try to keep traffic to main roadways like 17th, 26th, 3 Ave on 14th street + crowchild. Adding things like speed bumps to lower through traffic in neighbourhoods would be nice .
- The proposed focus areas for growth make sense for our neighbourhoods today. Potential to be a lot more bold in what we are proposing for rhe next 30 years. Noticeably, Mount Royal (Upper), Garrison Woods, and Altadore have less focus areas for growth within the LAP. Apartment buildings, mixed-use buildngs dont belong everywhere and maybe jumping the [removed] on process when future phrases will specify residential form/policy but would encourage City to check assumptions about neighbourhoods today informing what our collective neighbourhoods should be in the future.
- I strongly disagree with Blanket rezoning. Especially th eH-GO to be implemented on existing singe detaced & semi-detached residential streets. Especially when no onsite parking is provided. Example: 2102 - 21 Ave SW. This corner lot is way TOO SMALL TO accommo-date 5 units with 5 secondary suites. I also find a building 12 storeys or higher unacceptable on the side of the Richmond Road Treatment Centre. I would find a Fourplex & a REsidential 4 - 6 storeys buildings respectively much more consi-derate towards the existing neighbourhood.



- I have lived in yyc for 57 yrs and seen it grow from 400 000 pop to 1.5 million • We no longer live in a small town. The commute needs to be controlled by density. [personal info removed]
- As long as they are not government subsidized in our neighbourhood. We are a high income neighbourhood with high taxes so keep it as is to those property owners.
- Why would decimate the classic older neighbourhoods with densification in the middle of these areas. Classic homes such as on Carleton, 10th, Elbow, etc should remain. This is a plan that is wrong as is the blanket re-zoning that the citizens are not in favour of. You need to abandon this plan.
- We are OK with increasing density in our neighbourhood and around the West Elbow Communities area as long as improved bike lanes (or multi use pathways) are part of the plan, as well as adequate ? underground parking. Would strongly encourage the city to reclaim the vacant "flood lots" and create new housing there (↑ property tax revenue) - The vacant lots are wasted.
- The proposed 7-12 storey growth area between 17th Ave + south to Cameron Ave would be a mistake. This stretch of community is quiet and residential, offering a modest reprieve from the bustle of Beltline - while remaining more affordable than Mount Royal. It would be a better opportunity for 4-6 storey growth to keep the community feel. Major issues include: - traffic and noise pollution - noise and light pollution from businesses, compared to what is currently a quiet corridor one block off the main strip. - blocking view (north) and sunlight for entire hillside, especially at the bottom. - decreased safety due to likely increased homeless population around a tall tower or parkade.
- The one area I question is the NW corner of Elbow Dr. and 4th st. Currently the only grocery store is on that site. That would be very disruptive to those living in West Elbow (Roxboro, Rideau, Mission, Cliff Bungalow, Elbow Park).
- Increased density along Elbow Drive will increase traffic flow on a road that is already congested.
- Add more TOD. Good luck in Upper MT Royal and along Elbow Dr between Sifton & 5Ave.
- We agree with planning proposal of the areas on the growth map. No need to add or remove any of the proposed areas for growth.
- I would remove the area of proposed growth that is east of 14th St SW and South of 17th avenue SW. Living in these areas, the ??? is immense. Increasing the size of these buildings will increase foot + motor traffic and make the Mount Royal community difficult to access. I already see emergency vehicles unable to proceed south on 12th street because of traffic congestion.
- I'm a bit concerned about the high density(12 storeys+) building on the corner of 4th street and elbow drive. My building on 22 ave sees about 1 hour of sun - blockage during the winter times from the Mission center. Having such high building admist mostly 2-3 storey buildings will block lots of Sun from them.
- Seeing as there is a red box over my house, I'm horrified, as this area is already over-crowded. Pull your head out of your collective [removed], City of Calgary.
- Remove the 4-6 storey buildings along Elbow Drive. Save all the character homes and large mature trees.
- The Rideau Park 7-12 story plan is bad for many reasons. We will bring the full weight of our legal resources to fight this in court, and in the court of public opinion.

- Calgary will changes its characer so much - no longer the lovely city with houses and gardens. Stop all these immigration! We still have wilderness - few countries have any nature and animals left due to over - population and destruction of environment!
- So long as some are mixed use I see no problem with it. Although we will need more bike & Public transit paths.
- According to this map the area occupied by Richmond Road Diagnostic and Treatment Centre and the nearby Calgary Arts Academy would be designated as future "greater than 12 storey growth" and "7 - 12 storey growth" respectively - this area should be off limits to any such development. We need more of such institutions in our neighbourhoods not less.
- As above, not sure how 4-6 storey developments will fit the goals of the Vision Statement and Core Values ( Carleton, 10th Stret, and a short portion of 8th Street. Why is it proposed for higher density (7-12 storey development) between 4th Street SW & Elbow Drive with no transit service identified?
- There should be NO moderate to large scale development. Map on page 12 - 13, shows a lot of orange development in the area bounded by 33 Ave / 14 St an d17 Ave. Any 4 - 6 storey development that I have seen has had a very negative effect on the neighbourhood. The lack of properly kept yards plus the increased density of cars and street parking are all negative.
- residential mixed with commercial buildings need to be more prominent up 14th ave. In bankview there are NO walkable grocery stores!! Needs at least a local groce etc. NO local coffee shops only Starbucks in bankview. Commercial + residential needs to exist, esp for those with kids or those without a car. Teens need to be able to get around the community in a reasonably efficient manner. Also, encourage more bike rentals!
- I think the buildings and locations are good BUT if the building's being made are from companies who will only ever rent to people and not let them buy then this whole plan will make the area worse.
- I believe more areas could be zoned for the 7-12 storey growth areas, particularly along 14th St, 33 Ave, and along the MAX Yellow line along Crowchild. I believe it is also important to ensure all the 4 - 6 storey growth areas allow for mixed use development, as allowing and encouraging this intermingling of commercial and residential development can increase the walkability and livibilty of the communities, allowing those who live and work in the area to do their daily business and shopping in the area. Increase density also allows greater access to local customers for the businesses in the area.
- Please reconsider the redeveloping of 16 Str SW, 20 Str SW and other minor roads. The areas are already packed with trafic, and its going to go worse. It's going to be overcrowded.
- To me it beautifies a neighborhood to have moderate to large scale with a focus on the 4-6 storeys - these structures feel like the next step in evolution from single storey houses. The move to greater than 12 storey buildings have been dramatic, and if high rise condos are overdeveloped we will end up like China just knocking them down once they're partially completed :(
- Remove 7 - 12 story growth zone from Mission. It has already done its part, why change the deal? Stupid circle around Erlton Ctrain station. It is nonsense to include housing across 2 river as "nearby." Add Everything near the Sunalta Ctrain station. All streets adjacent to parks. All of Sifton Blvd. All of Cliff-Bungalow to match Mission.

- I cannot wait for the election - Absolute [removed] - 12 story apt buildings? You have done enough damage in my community - have you looked at the 28 unit → 22nd St. SW Land use designation apartment bldg that looks like a slum landlord project - water line broke, have already had to replace that, rent decreased because the population who needs housing cannot afford it, difficulty renting, outrageous parking issues, I have absolutely 0 trust in this city council or [removed] "engagement" tactics. How much did this graphic cost to develop, print & send [removed] you do not care.
- Remove them ALL! No blanket rezoning in the Inner City. Look at the mess the development in Marda Loop. This "woke" council is delusional. They need to listen to constituents not the ones who want a handout and feel they deserve something but don't want to work. Ruining this city
- I do not support any of the focus areas for growth as your plan will significantly lessen quality of life, property values and aesthetics. Please listen to community feedback better than you did with blanket re-zoning where minds were already made up and the process was a huge waste of time and money! Stop wrecking the inner city and instead focus on fixing crumbling infrastructure.
- oppose 4-6 story development through the heart of Mt. Royal along Carleton and Prospect and 10th St. This does not seem at all consistent with plan; not main streets. - removes valuable tree canopy and historic charm - adds substantial parking, traffic congestion - Mt. Royal already adjacent to dense development and existing parking and cut-through traffic is already disruptive - oppose 7-12 story growth on 17th Ave. Street is already busy. Overshadow the commercial businesses.
- This map is ambitious and shows a responsible, yet visionary approach for this area. I believe the increased density along 20th & 16th street are ambitious in particular, and stand to focus growth areas that haven't diversified significantly. I support the 12+ story growth in the specific areas along Crowchild (currently unattractive strip malls) and believe 33rd ave in particular is a great place to focus a 7-12 story development. Honestly, its hard to identify gaps in this map. I do believe this entire area will need improved mobility improvements (protected bike lanes, every 10 minute bus service) to support this growth.
- Yes, limited growth on 34th ave. between 20th → 14th St. to 4-6 storey growth only. I live on 34th b/w 19th + 20th Street, where we have 4-6 storey mixed use buildings and this is great. More than 6 storeys will drastically change skylines AND increase the already significant traffic congestion in this residential area.
- 80% of my neighbourhood is slated for the 4 - 6 story group - what a nightmare. there is already no parking. 2 row buildings were approved for my street - with 10% parking for vehicles - the streets are already packed. Look - we know you [removed] people having vehicles - but this is a massive problem you are creating - we need more houses for all the [removed] another level is bringing. Calgary/Alta/Canada is truly moving toward a WEF [removed] of control and urbanization - NO 7 - 12 or ↑ 12 stories
- The mix of moderate to large is good, and for larger areas that have no current development like ramsay it seems to support a move to higher rise developments with the green line coming soon. Inglewood made a good start but other outlying communities will benefit from greater than 12 storey dev - the inner city should evolve to a mix of moderate to large scale, like this proposal
- This community should not have any 7-12 + storey buildings. The vibe is not commercial, high density. We do not have capacity or desire for that much increased traffic, Let alone trying to park. Calgary public transit is not at the level of Europe or othe locations where cars

are not needed. This is still Alberta, where the sprall of life required a car. Forcing that much density will only create anger & frustration. We value open spaces & fresh air.

- Yes → leave it as single-family. Reasons above. • The purpose, we came to his neighbourhood for the park like nature. It is a wonderful legacy given to us by Calgary's early inhabitants. Let's save the fading beauty of nature and preserve what little we have left.
- RE: Redevelopment Around 4th Street, Near Elbow River ... Fresh air coming off the river significantly and palpably cools the neighbourhood (and keeps the air feeling clean). Crowding 4-12+ storey growth here will corral the pollution and heat from cars and downtown, and sever Cliff Bungalow residents from fresh air. In a heating world, this much be a priority for long-term city planning to be flexible + up to date
- I think that some moderate-scale growth should be permitted everywhere. For example, in appropriate cases, why not have 4-6 storey buildings in the Elbow Park area? Just because it is a wealthy neighbourhood should not mean it's exempt from city-wide growth to accommodate an influx of citizens. Transit should and improve and expand in that area as well! (as it should everywhere).
- We have to have a balance between sizes of residential & commercial to help keep a mix of people & lifestyles. The same argument for biodiversity in a wild area holds true for urban living - the more diverse the population the stronger & more vibrant it is. Senior living, retail, daycares, greenspaces & shops & restaurants to name a few to compliment the living spaces
- The proposed light orange 4-6 story areas in Elbow Park and Upper Mount Royal is bang on. It sits along transit route and higher traffic roads (our home is within this proposed area). Leaves large majority of neighbourhood untouched. There is also only a small percentage of homes along route that are viable to be "re-developed". Overall impact to the community will be minimal to none. Having said that I would recommend some architectural controls to maintain the communities character. This would also help minimize direct impact on adjacent landowners. Thank You and Good Luck.
- Sunalta - close to the LRT station. I think this BLANKET REZONING is a recipe for urban blight in the inner city. I am concerned you are not really interested in our input. Scarborough is a heritage community - of which we have little in Calgary. Should be preserved.
- Montreal, unique among Canadian cities, does not require splitting multi-family homes in half to provide access to two stairwells, and as a result, has more neighbourhood like Mission. Could Calgary not do the same, and allow med-low point access block housing? And allow more families by doing so? Otherwise, this is a great plan. I think more Calgarians should be able to live without being helplessly dependent upon their cars.
- 1. I would remove the 7→12 storey growth by the Holy Cross site (east and south of the site). As the Holy Cross is already existing focus areas of greater than 12 storeys, to add more high buildings there is too much density and affects views & light to Lindsay Park. I would instead change that area to 4→6 storey growth, which would also attract different residents/demographic 2. I would remove the greater than 12 store on 25 ave, on both sides of 4 Stw & at the Safeway site. Again, it would change the nature to more of a "downtown" feel, rather than the old community it is. I would prefer 4→6 story growth there, & maybe some 7 → 12 storey. 3. On 17 ave, I would remove the greater than 12 storey between 5 St and Macleod Trail, and add 7 →12 storey
- I have lived on 18A St SW (Bankview) for 50 years. When I first moved in there was only single family homes not only on my street but in most of the area. Now on my block about 4 houses are left & the others a potpourri of apts\*\* & condos\*\*. The area has lost its character

& as one would expect the traffic & parking is ridiculous to say the least. Any charm that was has turned into a bland, boring, architectural conglomeration of boring structures. I know I probably would be looked at as an "old foggy" but I guarantee, eventually after I am gone, the neighborhood will have become a bland boring environment. Fair warning (\*generic structures built by developers who are only interested in turning a fast buck) P.S. Would the city planners tread carefully if they really care about the physical, social & environment as characteristic of Calgary, Alberta Canada

- Remove. 7 to 12 story in Rideau Park. Creates overlooking issues, safety concern on the slope does NOT keep consistent with the neighborhood lacks infrastructure (roads) to get to school, work or hospitals Large scale growth in Rideau & Roxboro cannot be accommodated with existing, schools, roads, hospitals. Parks must be preserved. These communities are small and are not on a major corridor
- Parking and road capacity are definite factors in how dense an area can be. For example - 38 Ave SW and 4 St SW is often extremely busy due to proximity to River Park. Cars often take 50 Ave exit from Crowchild and then 20 St or 16 St to get to 14 St and Elbow to access downtown. Bus service to/from Altadore/Lincoln Pk. is negatively impacted. Density increase will exacerbate this problem.
- 1. Carleton and 10 St: we Disagree with proposed height of 4-6 stories. Maximum should be side by side as per current height restrictions. 2. 14 st Between 23 - 26 ave. We Disagree with proposed height of 7 - 12 stories Maximum should be 4 - 6 stories 3. 14 st S.W. Between 24 ave and 33 ave Maximum size should be side by side and height restrictions as currently in Place.
- From the map, I note that the present Safeway Store - at 4th Street and Elbow Drive - is indicated as a block that is proposed greater than 12 storey growth. Does this mean a redeveloped Safeway with residences on the upper floors? Just wondering?
- limit 4-6 storey growth on 26th Ave SW and 27th Ave SW due to parking limitations on-street. ex, new 8-complex on corner of 26th Ave and 21st St. is dangerous as only 4 garages, so multiple cars parked on 21st Street. Only room for 1x car to drive-through off 26th ave, with visibility obscured. A whole street of 4-6 storey buildings will be a nightmare for car congestion!!
- House for sale, sold, bulldozed, 4X units created, Roads remain untouched, other than being ripped up for utilities. Burnt out street light not needed, due to next door security lightening!
- Altadore does not have the infrastructure to support over 12 Storey developments. Streets & parking are already congested.
- My focus is w.r.t. Erlton. I have reviewed your Growth Plan and my comments are as follow: TOPIC 2 0) The map for Erlton requires correction. 1) The interior of Erlton can possibly accommodate 4-6 story structure if adequate land is made available. However, the owners must not be pressured to sell or expropriated in order to achieve the growth plan. 2) The exterior of Erlton along MacLeod Tr. Can accommodate 7-12 story growth if the adjacent lower structure owners approve of it. The impacts a tall structure imposes on to a lower structure are many and must be resolved by the impacted parties.
- As above, opposed to this completely!
- No I think the plan balances out development on the Boundaries and allows for single detached Homes in the expensive areas - Mount Royal etc. They should pay more for the right to keep the area single detached Homes.

- 33 Ave - (Removal of Safeway) Where will people shop? Lots of elderly people here and no grocery availability ... Think this one over!!!
- these are good plans.
- Parking problems with higher storey's, more traffic & higher speeds making this community dangerous for families w/ kids.
- To be removed is the greater than 12 storey growth in the area between 17th Ave and 20 Ave. S.W. There are no close amenities, it is an area with numerous dead-end streets, there is no parking and very little green space. The City has consistently ignored what the community residents have expressed. Our councillors are not listening to their constituents and totally work for the Firm. It is not a democratic City Government but an autocratic one. There will be consequences.
- Parking is already impossible & this proposal aggravates the situation. The response that I should be walking makes no sense for a senior or for the renters we experience.
- I feel that density can be increased by lowrise buildings such as townhouses, rowhouses, and duplexes which are much more likely to house families and retain a very comfortable, successful neighbourhood character which has always made Mission such a wonderful place to live. I also feel it is extremely important to review how new redevelopments may increase serious problems caused by global warming climate change. New buildings must have setbacks which are sufficient to design landscapes which moderate the urban heat island. New buildings must have green space landscaping which is wide enough to contain space for mature tree canopies, lawns, and gardens. To increase building density by reducing setbacks is a bad mistake which increases problems caused by global warming and also spoils the attractive streetscapes which contribute to pedestrian friendliness. Plans for redevelopments must be respectful of adjacent homes and gardens and natural areas such as parks Elbow River banks and public street tree boulevards along public sidewalks. A lot of people would like to live along side a park and enjoy their view of greenspace. But if many tall buildings are built along park borders and park landscapes they will be negatively affected by the lack of sunshine and fresh air circulation. Certainly, Mission does not want to have its community garden location in William Aberhart Park shaded out by highrise buildings. I am not online so I may be phoned if anyone wants to discuss more details about these issues.
- Only moderate growth Blanket densification will kill the character the neighborhoods currently possess. We do not want only high-density buildings.
- None, except I'm interested in preserving the more historic/character homes especially in mission, lower mount royal etc. Obviously they will become too old at some point but until then I don't want to see them torn down for a modern high rise. I'd prefer more row houses than anything. \*Also - can we put a traffic circle at the intersection of Royal Ave + 8th Street!!\* It's such a wonky spot, and not safe.
- We congratulate the City and Mayor Gondek on its courage in doing this. Your materials (including this booklet and supplementary 'comic book' pages I picked up) hearings, community meetings are welcome and well done. I attended the Elbow park one and was shocked by the number of predicted misconceptions of what might happen. Comments on maps included 'Do NOT build higher rises along Elbow Drive'. My retort was 'WHY NOT?' It's a natural travel corridor, and could accommodate varied and different housing forms... Thanks to the great City planning front people, including [personal info removed] and [personal info removed], managing difficult conversations at Elbow Park. Their patience was amazing. We wish all of you at the City the very best in implementation of what is a HUGE

change in Calgary thinking. We find the growth areas well and thoughtfully planned. Thank you for this feedback opportunity. Also kudos to 'Innovation Lab' for other feedback opportunity e.g. [personal info removed] [personal info removed]

- The current mess our water system is in is proof positive that you cannot sustain the current size of the population let alone growth. Further, you cannot fix potholes, Schools are overcrowded, hospitals are overcrowded, there are not enough doctors, traffic is a mess. Parking is impossible. Cannot wait for an election!
- NOT sure? This brochure is too hard to understand & give specific replies. It's a difficult job but I wouldn't put much confidence in it's results you need experts @ this subject. But you also need a better way to get the common residents' feeling.
- Daily needs and amenities are among our core values and we already have those and enjoy it. However we do not want doctors offices in our residential area because it is proven to enhance crime after hours. Therefore keep our residential pure. Keep medical in the areas designated for that function. Parks and open spaces are among our core values. I hope our councilors don't build condos there - although I suspect they will and defend their actions by saying density is more important. Moderate to Large scale growth, as defined by the city, will destroy the fabric of our neighborhood. One day when all that is left are As some point it will be capped - all the houses will be apartments and then our city will be The core values as stated DO NOT resonate with me or my family. Allowing a 4-6 story development would go against my core values of a healthy and happy home and community. My core values are health, fresh air, flowers, fruit, herbs and vegetable grown in my backyard garden. Allowing a 4-6 story building to be built behind me would completely block my backyard from natural sunlight and therefore my garden can not grow, air conditioning units hanging down into my back yard buzzing away during the summer nights would destroy my mental health. I could no longer sleep with my windows open on a hot summer night because the air conditioning units from the 6 storey building behind me would keep me awake at night. Health and wellness would no longer be part of my home and I will be forced to move. Sadly after I write all of this, I know that no one is listening. My City Council does not care about feedback; they say they listen but everyone they don't. I voted for [personal info removed] and I will not make that mistake again - I feel completely let down.
- Topic 2: All of the housing / expansion proposals must be mindful of the realities around traffic flow. I would strongly suggest that 25th Ave from MacLeod to 4th Street SW cannot handle any more traffic. First of all, the intersection of MacLeod and 25th Ave SW is a disaster. That may sound like an exaggeration but anyone exiting or entering 25th Ave SW from or onto MacLeod Trail typically has an excessively long wait already. That intersection problem cannot be remedied easily but adding more traffic by intensifying the concentration of people will make a bad situation worse. Furthermore, 25th Ave SW from MacLeod to 4th St SW is very narrow. There is no parking lane on the south side of the street. There is a rash of honking at many times of the day due to the inevitable congestion of a narrow roadway. The traffic flow is already congested and a substantial increase in population density will intensify an already over-stressed situation. But, of course, Calgarians need places to live. Here is what I suggest, if there must be more development on 25th Ave SW, make it low-rise. Yes, even low-rise developments will increase traffic but I strongly believe very large multi-story buildings will cause an irreparable infrastructure stress. There are many places between Mission and Downtown that are currently vacant and I would like to see development occurring in the places that are empty before any existing buildings that are being used get replaced. A potential space that would be ideal for residential

development is the old Holy Cross hospital site on 2nd Street SW. Other than the main floor, it's not being utilized for anything. I am not suggesting that the current building is practical for repurposing. Clearly, the building will need to be torn down to make way for a new structure but the footprint is nothing short of massive. The site would accommodate multiple high rises if needed. The traffic concerns on 25th Ave SW still need to be addressed with this proposed site reclamation but if there needs to be high rise development in the Mission area, the Holy Cross Hospital site seems to be an evident solution.

Summary: please do not approve any more high-rise developments on 25th Ave SW and consider taking advantage of the many vacant or underutilized sites - such as the Holy Cross hospital site - before replacing existing currently occupied buildings. I appreciate your efforts to glean feedback from the public. Thank you.

- The city cannot maintain what is already here for cleanliness, and the worst shape the sidewalks & roads have ever been. Our focus should be on fixing what we already have with these core values as goals before adding more people, cars and social problems.
- see first answer
- No, as long as we preserve the walkway along the river (Mission) so all can enjoy.
- Why does the brochure neglect to explain what you are changing on the white squares also. The only way to fix this is at the next election as your minds are made up.
- In Altadore, to consider removing 16 St 20 St, 50 Ave, 36n- 33 Ave areas, as these are already quite congested. Currently on 16 St, parking on the street has become challenging. 4 way stop by Kiwanis park and 38 becoming congested.
- I would remove large scale developments that are encroaching from 17th Ave a long Shelbourne St towards Triangle Park. Developments of this height magnitude should be kept a long 17th Avenue only. This sentiment is also for the proposed a long Summer St.
- As above, I think 6 storeys are the limit, and must provide parking Thank you
- We live in a well-maintained historical house, almost 100 years old located at [personal info removed]. Looking at the growth map, our property is a proposed 7 - 12 storey. We need to see more detailed guidelines and roles if our neighbors are able to build a 7 storey building right beside us in the same block. The city should consider not only keeping historical homes but must also keep many old trees along with them and duration of sunshine on those houses as well. Thank you!
- Strongly oppose 7 - 12 storey buildings @ 33rd Ave / 14th st, Giuffre library Strongly oppose any 4 - 6 storey growth along Carleton / 10th St SW / 8th streets - anyone who has taken the time to set foot on these streets would see the disaster this would be on a beautiful community
- No changes required. The proposed density is appropriate at every location due to its proximity to a transit line and built form. It feels natural to density in those areas.
- I feel that our City Planners are well educated & know the best route & areas that need to be considered for future growth. It looks to me like a lot of planning and consideration has already been done. Keep up the good work!
- I would make all proposed 7 - 12 storey changed to greater than 12 storey for 17 ave Between 5 St SW to 19 ST SW 14 St Between 17 Ave SW to 10 Ave SW These areas can handle far more density I would let the market dictate what size not development restriction
- The large scale proposal at 34 Ave and Crowchild is, in my opinion, inadvisable. Already the area is zoned for huge growth, this will be too much: too many cars, too many people. It is a great walkable area, with improvements already being undertaken. Never the less, all



this density bring people who have cars which they need to access the rest of the city and beyond. Better/more bus routes/frequency will help but still, we have too many cars already, and the new approved development will bring more. The large scale development would be damaging to the area.

- I would remove the proposed 4-6 storey growth along 4th Street between Rideau and Roxboro. This development would forever change the character and sense of community in these heritage neighborhoods. There are not enough schools near by to support this increase in density. Both the local K - 9 School as well as the high school are over capacity.
- My husband and I are completely opposed the areas of the Potential Focus areas for growth especially related to secondary corridors and nodes that will directly impact R1 areas and individual property owners. Owners who bought R1 or R-C2 properties in established areas will face having large 4-6 story large footprint developments next door, across the back alley or street. This is unacceptable. Expect many more court challenges. Additionally larger 7 plus story buildings along 17th Avenue and 4th St will cast unacceptable shadows and create negative parking and infrastructure demands on the adjacent land owners. [personal info removed]
- I am completely opposed the areas of the Potential Focus areas for growth especially related to secondary corridors and nodes that will directly impact R1 areas and individual property owners. Owners who bought R1 or R-C2 properties in established areas will face having large 4-6 story large footprint developments next door, across the back alley or street. This is unacceptable. Expect many more court challenges. Additionally larger 7 plus story buildings along 17th Avenue and 4th St will cast unacceptable shadows and create negative parking and infrastructure demands on the adjacent land owners. [personal info removed]
- 2. We would NOT add ANY of the proposed 4-6 story growth in the neighbourhoods of Mount Royal or Elbow Park, specifically along Carleton, 14, 8 & 10 St, Council Way, Prospect Ave, Sifton Boulevard and Elbow Drive. Such development contravenes the core values we sought when we purchased property in the neighbourhood. We oppose ALL further proposed development in the West Elbow communities for the following reasons. Increased lot coverage will reduce land permeability and put Elbow Park at greater risk of flooding. Greater lot coverage means fewer trees which will negatively impact the amount of shade provided as well as negatively impact bird other wildlife populations. Greater development will lead to more vehicle traffic congestion, not less. Calgary climate must be considered and to think Calgary communities can become completely "walkable" is to be ignorant of our winter-freeze thaw cycles and the dangers of ice-covered walkways. We strongly oppose these proposed developments.
- I would remove the greater than 12 storey plan on 17th Ave between 4 str SW & 1 st SE → will block views of downtown & create too high density in that area 4 - 6 story growth in that area would be OK. - I would place a focus on redeveloping Holy Cross hospital site into housing instead. it is an eye sore & a large potential redevelopment area. - Need to consider parking in plans & safety & security for residents. - Need to make area less attractive to homeless individuals.
- I have lived in Upper Mount Royal over 40 years. Your plan proposing 4 - 6 storey growth on Prospect Avenue, Carleton, 10 Street and Council Way is [removed]. This is a single family residential area. Clearly the City of Calgary planning department has no idea what they are doing. Increased density belongs on high traffic streets like 1 Street S.W., 26 Ave SW, 33

Ave SW, 17 Ave SW and NOT in the middle of a residential area. What on earth are you thinking?

- remove future areas along 33 - 34 Ave between Crowchild & 14St. Traffic flow already ++ congested. Taken many years and still no [rempved] bike path on either main corridor. Lack of alternate ways to exit neighborhood that are not overly congested
- I support the current potential focus areas for growth. I think it is reasonable to add 7-12 storey growth on 17th ave between crowchild and 14th St, and along crowchild trrail. I wuold like to see more mixed - use on 14th St.
- The 4 - 6 storeys in Cliff Bungalow seem like a lovely idea as long as there is consideration paid to people already living there in regards to new construction. If my landlord sells the property I'm living in to be reworked into higher density affordable housing. I'm still left without a Stable housing option even though I'm the target demographic.
- It would be so disappointing to loose the businesses on 14th street and 34th ave. They make the area so disirable to live in. I am 10% against any housing to be built there. Please keep our charm and ammetidies. Don't ruin the area with so much development.
- Not against higer density but putting a four storey building or 2 large buildings with a central yard that blocks all neighboring light isn't okay - not that it matters what homeowners think. We're just taxpayers.
- Must have moderate - large scale growth on BOTH sides of 14 St - no specil priveleges for Mount Royal residents. Necessary for the success of 14th as a Main Street. - Remove east side of 17A st SW between 25th ave and 23 ave as med - large Scale growth. Reason - it is located on a steep embankment that is aprox 3 storeys tall from the back of alley. 7 6 story buldig would have the feeling of a 9 storey building to anyone directly east. - Note I live west of this so this is genuine concern for those residents - 26th Ave should be a retail node/Main street too!
- and unlikely to be torn down in the next 30 yers A portion of the block West of 20th Street betwwen 34 and 33 ave has been purchased by Co-op. The proposed growth of 4 - 6 storey on the north side and 7 - 12 storey growth on the South side does not align with Co-ops plan to build a 19 storey building or multiple buildings. This has not been approved. How does this potential development work with this plan? Marda Loop is currently in a State of Change. There is development and construction EVERYWHERE! it appears that the local area planning team does not have a grasp in what is actually happening in the communities. How is this process valuable? Or are you just checking the 'consultation box' so you can move forward and do whatever works at the time and subject to ongoingchage? If feedback is not being considered or based on inaccurate information What is the point? Shouldn't our tax payer \$\$ be used elsewhere?
- I'd like to see the moderate growth capped at 4 storeys - 6 is too large for a walkable neighbourhod. So much is impacted that it ruins the neighbourhod - parking, friendlieness, green spaces - overall livabiliity. Also, no more high rises in Marda Loop - it's ugly Enough as it is
- Removal of 4-6 storey areas along 10th and Carleton St, makes no sense relative to the nature of the community and ability to handle traffic. Most traffic (and density) needs to follow 14th St, 17th ave and Macleod Tr. Council needs to realize democracy actually represents the views of their constituents!
- The CBMA has provided detailed feedback, so I won't parrot those comments here. I urge you, though, to take a good look at that map. Where do you see the densest area of colour overlays? The northeast corner. Cliff Bungalow-Mission. Large areas of orange (7 - 12

storeys) and red (12+), in addition to the considerable area already zoned for greater than 12 storeys. We're already dense. We've already done - and continue to do - "our part." How much more can you reasonably expect from this community? We have a distinct low - mid rise character and have no desire to be an extension of the Beltline! How much additions / density are Mount Royal and Elbow Park being asked to accommodate? Very little. And I'll conclude with this one specific detail ... proposing 12 storey towers along 4th St. illustrates how little you understand about that high street in particular or place-making in general.

- I live on the street next to Carleton St SW and it is not appropriate for 4 - 6 storey apartment buildings nor is 10th St SW as they form beautiful leafy corridors through Mount Royal that have heritage homes and trees that will be lost if apartments go up. They are a joy to walk, bike and drive down as they are.
- Allowing for 4-6 story buildings along central quiet streets in our neighbourhood (Carleton and 10th street) will destroy the rich architectural history, century old trees and alter traffic calming patterns already instituted by the city. Keep these buildings on accessible streets on 14th street, 17th ave and Elbow Drive.
- This map includes the whole of Cambrai Avenue as a "mixed growth" area (orange highlight), which is absolutely inappropriate and not in keeping with the residential community design created by Canada Lands. This street is designed alongside Vimy Way and Scarpe Drive, which are not planned for mixed use. So why was Cambrai identified? Please correct this draft and REMOVE Cambrai Ave from mixed use.
- Also, 20th Ave is not the main transit corridor implied in this map. The transit offering was in fact REDUCED due to the Yellow Line, which is too far to access for parts of Garrison Woods such as Cambrai Avenue.
- The plan to increase the Elbow Drive and Sifton Blvd. areas to include 4-6 storey buildings could be problematic because the Elbow River wraps around that area. Such developments or even lower-rise ones like multiplexes will take up more ground, putting more hard surfaces into an already sensitive flood plain. That means less land absorption and more water runoff into the storm system and Elbow River. While the province and city have done a lot to mitigate flood risk in that area, densifying the low-lying areas, or even the higher ground areas nearby may potentially cancel out the benefits provided by all of that expensive work.
- While I understand the need for a direction, it is very difficult to get behind a plan to significantly densify any area of Calgary without also seeing how the city proposes to develop the critical and social infrastructures to support this kind of densification in real life. It is great to see proximity to transit considered, but since our transit system is currently plagued by rampant crime and illicit drug use and trafficking, fewer people already use it than would be willing to if those problems didn't exist. Even if those problems were to be magically solved and our transit system was as good in practice as in theory, more cars will still come, especially with mixed-use spaces, so there will need to be better and larger roads to handle the increased traffic through 14th St, Elbow Drive, Upper Mount Royal, etc. That is not mentioned, and 4-6 storey developments are proposed on both sides of these already-strained thoroughfares. The Marda Loop area is a rather unpleasant case in point,
- Additionally, our below ground infrastructure for water, sewers, storm run-off, electricity, etc. is very old (our neighbors had lead pipes supplying their water until just last year) and not at all designed to handle the amount of population that this plan clearly aims to attract in these areas. I think our current situation with the Montgomery water main break should give reason for pause on this until we can adequately assess the real capacity of all of our current

infrastructure and what would be required to upgrade it to handle the amount of densification.

- This plan seems to depend on developers and businesses to provide many services, but what about the additional schools, health care services, emergency response services that will be needed? The population in our area has already changed a lot over the past five years. Areas that had an older population have been turning over to younger generations. Our inner-city schools are already reaching capacity or are now over-capacity with the amount of families that have moved in over the past five years, and there is talk that students who live in area may soon be on a lottery system to attend their neighbourhood schools. If they lose out, they will need to attend schools starting at a minimum of 10 minutes direct drive away. Why don't we focus on first densifying near under-capacity facilities? Or consider what new facilities will be needed to support a population before it arrives?
- I am not against densification, but it needs to be properly and carefully planned for in order to be successful. It is very important not to rush this, either, as many generations will have to live with the consequences.
- Currently I live on 18th Ave., Southwest in between fourth Street and 2nd St. and since I've lived here, the building law has changed from three-story high-rise to five story high-rise with a wooden structure and they were able to build a higher building behind me. With this change and the higher building more density, more cars, and more people have moved into the neighbourhood than there is space for. Driving in and out of my back alley with so many high rises in a row leads to high probability of accidents and traffic jams. I can't imagine so many proposed 7 to 12 and greater than 12 story buildings in a row added to the neighborhood. The intersection of 25th Ave. and fourth Street is already a hard left to make with the new three to four new buildings that have been added in the last four years never mind another 20. The loss of trees, sky view and nature light has taken the joy of living in this neighbourhood. The segregation between people living in these high-rises versus the people living on the streets has drastically increased since these changes and will continue to increase with these changes. I believe proposing 4 to 6 stories and 7 to 12 with a mix along 17th Ave. and along fourth Street would be better to keep the community intact. Please don't take this community away from us. The lack of humanity with this great of change will completely change the city. The change in the last year has been difficult and devastating enough. Not to mention the reality of this change, it will create another Martal loop with years of construction, no availability to park, and a community that is unable to function. Along with the loss and change of businesses. :(
- Per our previous comment, we would remove the 4-6 storey density planned for the Elbow Drive corridor, which would destroy the neighbourhood as we know it, our quality of life, and our life's investment in our home.
- The City of Calgary Planning and Development group needs to immediately halt any further work on the WECLAP due to its inherent flaws and lack of due consideration and respect for concerned and angry community residents. Many of the proposed changes are an utter disregard of community context and heritage.
- The Vision and Core Values are so generic and nebulous that they are of little or no value. As stated above, your actions seem perfunctory and dismissive in nature. Halt any further work on the LAP is my recommendation.

- The City of Calgary Planning and Development group needs to immediately halt any further work on the WECLAP due to its inherent flaws and lack of due consideration and respect for concerned and angry community residents. Many of the proposed changes are an utter disregard of community context and heritage.
- I acknowledge the orange areas for potential growth align with roads that currently have transit service. This makes sense to me since density should be where public transit is accessible. I would propose that an additional growth area/transit route is added in the Upper Mount Royal community. Currently, there is no east-west transit service between Elbow Drive SW & 14 Street SW. This is a gap for transit service in local area plan. There should be a route that uses 30 Avenue SW from Elbow Drive, that then goes through the community to get to 14 Street SW. Therefore, it'll improve transit service in the area to possibly have a direct route that can connect residents and visitors from Chinook to Westbrook; and everything in between such as Marda Loop and Britannia Shopping area.
- I would remove all multi story units proposed that run through the heart of established neighbourhoods. The damage to the culture in these neighbourhoods is far more relevant than adding density that could be placed elsewhere in newer neighbourhoods. There are so many other areas of the city you could add this mismatched density to without destroying the beauty and culture. To add multi story units through the heart of Mount Royal is absolutely shocking. I am utterly disappointed in everything about this proposal.
- Richmond road between 26th Ave and 17th ave is currently used as the connection from Richmond/Killareny/South Calgary/Bankview area to Crowchild trail. The current road and connection to Crowchild can not handle the current traffic as it is, let alone an increase in traffic. I have a 6km commute to work which can be 45 minutes when trying to get onto Richmond, and waiting on Richmond to get onto Crowchild. The current traffic congestion issues need to be addressed before additional density is considered for the area.
- For my neighbourhood (Upper Mt. Royal) the the proposed application of the Vision does not at all resonate with me. I feel my neighbourhood already achieves the Vision and what is being proposed will completely changes the neighbourhood I have lived in for over a decade and specifically chose to live it because of what it has to offer. To put 4 - 6 Storey apartments in the middle of this historic and unique neighbourhood is shocking to me and lacks respect for the residents and the history of this neighbourhood.

Here is a summary of my position and concerns:

Preservation of Character:

Historical and Cultural Integrity: The densification proposed in the LAP will disrupt the historic nature of Mount Royal.

Aesthetic Concerns: Residents prefer lower-density developments to maintain the neighborhood's visual appeal.

Infrastructure and Services:

Capacity Limits: Existing infrastructure may not support increased density without significant upgrades and disruptions. The current water main break supports this concern.

Public Services: Increased density will strain local schools and does not provide for the increased need for parks and recreation areas.

#### Environmental Considerations:

**Green Spaces:** Higher density reduces vital green spaces and tree canopies currently supported on single-family lots.

**Ecological Impact:** The development proposed in the LAP will increase pollution levels.

#### Quality of Life:

**Traffic and Congestion:** The LAP proposals will lead to worsened traffic and congestion.

**Noise Levels:** The proposed changes will elevate noise levels, affecting residents' quality of life.

#### Economic and Certainty Concerns:

**Property Values:** Increased density will reduce the desirability of Mount Royal and negatively impact property values.

**Infrastructure Costs:** Upgrading infrastructure will be expensive, leading to higher taxes,

**Moving the Goalposts:** Residents relied upon zoning certainty and predictability to support the most important purchase and investment they ever made. The LAP will move the goalposts, changing from an R-C1 designation, up multiple levels to an R-CG designation or above, without any effective opportunity to have a say in those changes.

#### Social and Community Impact:

**Community Cohesion:** Rapid densification will disrupt social networks and community bonds.

**15-Minute Neighborhood Concept:** Mount Royal is a model for this concept and should be preserved and should not be sacrificed for increased density.

In particular I would remove the orange shaded areas in Upper Mount Royal.

- The potential +12 storey at 33rd avenue and crowchild trail is very concerning. In addition to that being visually out of place the intersection off crowchild and into the community, adjacent roads and access will need a complete overhaul. The traffic congestion is already terrible in that area and an increase in that many residents will be a huge safety and traffic concern. Garrison Woods has a unique style and cultural significance and a high rise residential building is not aligned to the existing build form and style.
- Redesignating through Mount Royal with 4-6 story is a horrible idea. The area is well defined with single family and infrastructure for increased density is a safety concern
- Building 4-5 story along 38th Avenue and Sifton beside Elbow Drive is not smart. It is a heritage area. 38th Ave does not have a bus route or the lot sizes for this type of infrastructure. The traffic congestion in this area as it stands today already is a stand still at rush hours, increasing density without overpasses or other relief to roadways will only compromise the areas in West Elbow more. Build a new road through 58th and the high voltage line across to Altadore. Increasing density in these areas with the limited infrastructure will lower everyone's quality of life.

- 4-6 story along the west side of Elbow Dr does not make sense as the depth of the lots is far too small and they are heritage homes.
- I am writing to express concerns regarding potential focus areas for growth, in particular the proposed 4 to 6 storey growth in heritage guidelines areas such as Mount Royal and Elbow Park. "The heritage guidelines will help ensure new development respects historic character of new existing homes and positively contributes to the ongoing heritage nature of these areas". Buildings that are 4 to 6 storeys with facades that potentially span 3 or 4 residential lots will not respect the existing character of existing heritage homes regardless of window or eave details. This is the only reference I've heard in the City's engagement hearings regarding historic context. Historic community context is not only about architectural details. Scale, articulation of building size and facades must be considered. For this reason I would remove the 4 to 6 storey growth areas along Elbow Drive, Carlton Street and 10 Street.
- 38th Ave SW from Elbow Drive to 7th Street is not conducive to 4-6 storey buildings. There is no bus route on this street and it is surrounded by heritage assets and low density buildings. Higher density RC-G housing forms will likely not even fit in this area. The alley access is extremely narrow and the existing increased pedestrian traffic on 38th Avenue to the school is a safety concern by introducing higher density in this area.
- West side of Elbow Drive to 40th Ave should not be used for 4-6 storey buildings. Lots to the west are shallow and significant shading and privacy issues would occur to surrounding neighbours. The Chinook LAP shows low modified (4 storeys or less) from Lansdowne to 47th Ave SW which may be even too tall for Elbow Drive further north. Also many heritage assets exist on Elbow Drive that should be preserved.
- Sifton Blvd from Elbow Drive to 7th Street is not conducive to 4-6 storey buildings. Lots behind (to the north) are smaller and would suffer from privacy and shading issues. Also a very narrow laneway would make servicing such large structures impractical and pose a safety concern. There are also heritage assets along Sifton Blvd that should be preserved
- Council Way to Carleton Street and 10th Street to Prospect Ave would not be appropriate for 4-6 storey buildings due to not being a local bus route. Current RC-G zoning would be more that appropriate higher density housing forms for this area.
- The corner of Sifton Blvd (to 14th Street) and north on both sides of 14th Street would be appropriate for high growth areas and could potentially accommodate 4-6 storey buildings.
- Not in Mt Royal, Roxbury, Rideau, Britannia .
- There are many areas that allow for multi use, so focus on these areas.
- I do have concerns with the proposed orange areas allowing for 4-6 story development along the east side of Crowchild in the Marda Loop area. It is already a heavily congested area, and with that specific area proposed for development, there are limited ways for people to access those buildings. It would be limited to people turning left off of 33rd (which is no longer allowed, and does not look like its being reinstated after construction is done), cutting through Richmond from the 33rd exit to then cross Crowchild again to get to 26th, or to take the 17th exit and double back through neighbourhood roads. I understand the increased density along main roadways with access, but increasing density beside Crowchild will essentially turn 22nd street into a heavily trafficked roadway. This is concerning as there are already 2 playground zones between 33rd and 26th, and the increase in traffic feels like an increase in risk. There is also the issue of parking. Calgary is a heavily car dependent city, and while I understand the idea is to have close access to transit, even people who take transit to get to work will own a car to get to other areas of the city or to the mountains. Will these potential buildings have sufficient parking for the proposed units? Street parking

(and the abundance of cars parked on the street) is already an issue in this area. I heavily support other higher-density housing along those areas, like townhomes, or more semi-detached infills, but I do not think the access is there to support 4-6 story buildings.

- The orange section along the east side of Crowchild (west of 22nd Street SW), where there have already been significant in-fill redevelopment, should NOT be graded for 4-6 story development. The sound barrier along Crowchild makes those developments unattractive. Moreover, the construction of one building along any of those avenues (32nd to 28th) would destroy the property values of the current owners of any in-fill duplexes in the immediate vicinity that have been constructed in the area over the past 25 years.
- There is precedent for this, the construction of the LYFE building (33rd and Crowchild) decreased the market values (and equity) of the homeowners across the lane along the south side of 32nd.
- As mentioned in my answer to the previous question, it is completely illogical to propose tearing down functional, well-established residential neighbourhoods to build 4-6 storey apartment buildings such as those proposed on the east side of Crowchild on 22nd St from 32 Ave to 25 Ave SW. Along with creating significant additional pressure for parking (again, as mentioned, there is never enough parking in the buildings for residents and their guests and we've seen in the spillover effect from condos already built on 33rd Ave), impacts related to increased traffic in a residential neighbourhood that is already suffering the effects of what feels to be verging on overdevelopment need to be considered. Additionally, given the inability to acquire land in a way that would make development of such buildings streamlined and comprehensive, you would just start building apartment buildings piecemeal as a couple of lots potentially became available at the same time? Can you imagine what that would look like and feel like to surrounding homeowners? Keep development of apartment buildings to thoroughfares such as 33rd Ave, 26th ST, 14th ST, etc., and out of the middle of residential neighbourhoods.
- Overall, I think the plan is thoughtless and hurried, and has no regard for preserving the character and feels of our neighbourhood.
- Altadore has undergone more than its fair share of development. Adding additional 4-6 storey buildings throughout, as noted in the plan, has no regard for existing residents. The same can be said of adding these type of buildings through Richmond, Marda Loop area and North Glenmore Park area. Bringing extra people into a space through rowhouses and 4+ storey buildings gives no regard to existing residents, it brings extra congestion, noise and puts strain on existing amenities and shared resources. For example, the number 7 and 13 bus, that I use to commute, are full to bursting at commute times and I can't imagine what we'll do with dozens of potential new bus commuters. The city is giving no regard to how this will impact public transit. By overdeveloping our neighbourhoods, we'll lose what makes them great places to live. I'm confused as to how the area where the Safeway is in Mission and Marda Loop can be slated for greater than 12 storey development, many I've spoken to are concerned about that. Not everyone wants to drive to a big box store, for many these are our walkable supermarkets that we go to avoid driving and reducing our carbon footprint. Also, please reconsider the development on the spot of the Giuffre Library, that's an important public resource and needed in the community.
- Hello, I live in lower Mount Royal and see around me the opportunities for renewal of some of the old 4 story residential buildings to potentially be rebuilt to 7 - 12 stories along 17th Avenue. However, with the remainder of Lower Mount Royal at the 4 - 6 story levels, I also agree with the plan to keep to that height for the "interior" of the area. What I don't agree



with is the plan to build 4 - 6 story buildings along 10th St, Carleton St and Council Way (33rd Ave). The plan splits the district right down the middle with proposed 4-6 story buildings in the middle. Surely the intent is not to destroy the integrity of districts, but to ease gently along the edges? The district of upper Mount Royal has from the beginning been single family dwellings on large lots and a veritable forest of mature trees. It is an oasis for all of us in the districts just north of the "mount". Multi-family buildings and accompanying cars and road traffic will spill over both ways East/West into the Mount Royal district itself. What makes more sense to me is approving proposed developments north of Colborne Crescent up to 17th Ave (so to ensure that Mt. Royals is also accepting their fair share of increased development) and as proposed along 8th St and 14th St. Although I do not see Elbow Park along 38th Ave listed for any potential development - as a much more major route than Carleton Street, I am not understanding the rationale. In summary, I can see the efforts put into the plan, but cannot give my approval for the seemingly random splitting of Mount Royal down Carleton and 10th Street. Please give this consideration.

- I would remove orange areas on 31 avenue and 32 avenue from Crowchild to 14 St SW. I would also remove orange areas from 32 avenue and 31 avenue from 18 street to 14 St SW. I strongly disagree with 12 storey plus buildings on the corner of 14 St and 33 Ave. Why? Again, there are no roads that could handle the thousands of cars that would be added to the current traffic which is already horrendous.
- The Proposed multi-story developments along Carleton Street, 10th Street and Council Way without addressing historical, community, environmental context, infrastructure and public amenities is a wrong and we oppose it.
- Again it is insane to me that the city suddenly wants to remove all character and green space from council way, sifton blvd and carlton street. At no point did anyone talk about this type of density. Look at 33rd on either side of 14th street and how little character is left on the west side. This city allows developers to build ugly trendy monstrous housing structures with no architectural controls that age poorly and we are stuck with a over abundance of poorly designed multi-family and now you want to destroy the small amount of history we have and take out all the green areas and build condos. Shame on you.
- The densification on 14th street SW does not need to occur in the proposed plans. The west side of 14th Street SW already has taller buildings and even commercial properties. Also, 33rd Avenue SW is already zoned for higher density. The East Side of 14th Street should remain as it is with single-family dwellings as a part of an enjoyable green neighbourhood and the densification focus should be on other areas that are already zoned for high rises.
- In South Calgary (surrounding the South Calgary Park), the plan proposes densification from a neighbourhood of presently primarily 2-3 story detached and semi-detached housing to blocks of a 4-6 story buildings. Alongside the traffic and parking (particularly an issue for the recharging of EVs) congestion that this would inflict on the neighbourhood, as well as the demand for already stretched local amenities, this would fragment a walkable community with personal connections between neighbours and space for children to safely play informally (e.g., on sidewalks and laneways) into an impersonal area with stretched resources and psychological barriers for accessing greenspace. Alongside demand on limited parkspace, schools/childcare and facilities for sport and recreation, it would require displacing many single-family homes and a period of towering buildings imposing on existing dwellings - making continued residency unpleasant for present owners and inciting exile to seek permanent, single-family housing elsewhere.

- I am not in favour of the proposed moderate-to large-scale growth on the west side of 14th St SW. 14 St is already very busy and further high-density development, such as that proposed would increase traffic, garbage and noise. As well, parking is already difficult in this area and such development would exacerbate this issue. I am also extremely concerned about the negative impact this proposed development would have on my property value. I invested in my property with the expectation that, at the least, it would maintain its value, but this proposed drastic change would most likely have a very negative impact on my property value.
- I would remove all densification along Elbow Dr. and 4th Street, south of the river. Rideau Park School is already at capacity and the traffic in and out of the community is already immense. I don't think it's reasonable for kids to be bussed past the school in their community to some other location. Kids within walking distance should be allowed to go to the school in their neighbourhood. Your densification plans will not allow for that.
- There is no need to make ANY changes to these beautiful well looked after neighborhoods. We all moved here to enjoy quiet mostly long term residents who would work together to share experiences and take pride in the community. There are many areas in some currently higher zoned communities who would enjoy newer construction without changing the ambience of single family dwellings. And of course the city is growing in new areas with mixed zoning which would not impact expectations. You are not being honest with your explanations and intentions. Why would we trust you?
- In our presentation to the City on the rezoning question, I referenced the "heritage value" of the 1900's planning model used to guide the development of Upper Mount Royal - the Garden Suburb. The current Upper Mount Royal Area Redevelopment Plan goes into detail on the background and essential characteristics of this urban planning approach. As Upper Mount Royal provides a unique North American example of this community plan, I am of the opinion that some formal recognition is in order and efforts need to be made to ensure the integrity of the neighbourhood. As I noted in our presentation, part of Upper Mount Royal is currently protected as a Direct Control District - unfortunately the area of Upper Mount Royal referred in the ADP as the Garden Suburb is not currently protected by a Direct Control designation, with the risk that the very area unique to this planning model could be impacted by this rezoning proposal with a permanent loss to the integrity and streetscape.
- The City stands to lose a lot of history and green space due to indiscriminate blanket upzoning. We agree that there is a housing issue but that a "one-size-fits-all" approach, which starts with placing multiple units on already expensive lots, will do nothing to aid affordability. We want to make it very clear that we are not presenting this concern as a "NIMBY" but as a real concern for the long term integrity of a unique example of urban development.
- The City is missing a real opportunity to harness some of the concern over blanket upzoning to do something better, more focused and less intrusive.
- We feel that redevelopment of Upper Mount Royal properties under the R-CG will not improve the availability of low cost or affordable housing; but that rezoning and multifamily development is needed and appropriate in areas where this level of development currently exists, or on vacant City properties where development can occur and future families can contribute to the City tax base.
- We trust that you will find the means to protect and present historic Upper Mount Royal - an important example of early urban planning and settlement.

- This West Elbow Phase 2 proposed map runs contrary to logical planning - by the arbitrary colour coding of bus routes without regard for the historic nature or residential uniqueness of Upper Mount Royal. The suggestion of 4 to 6 storey development on 10th Street and Carleton Ave SW is totally out of character with our historic neighbourhood and will change forever the ability to present this Garden Suburb as a current 15 minute community based on historic and a very significant and unique community planning model.
- Take out this "potential growth" area: that runs through the heart of Upper Mount Royal and concentrate potential growth in areas more suitable.
- Nobody wants your multi-story buildings in a residential neighbourhood!
- Build them in the Beltline district.
- The proposed 4-6 story growth, on 54th Ave, east of 20th street should not be considered at all. It will shade the fields and tennis courts too early in the evening. There are many children and spectators in this area, and the congestion would be unsafe. The traffic is already maximized, especially connecting to 50th Avenue, and yet the North Glenmore Park sport fields are expanding. Tennis, track, double arenas and future artificial soccer fields. The city committed to the community to a traffic study, yet the 50th Avenue SW Corridor Study remain incomplete. The city of Calgary states on the website that the final recommendation would be shared with the public in Winter 2017. This has not occurred, yet it should have been a major factor in this community redevelopment plan.
- I am also opposed to allowing 4-6 story development which backs onto single attached houses. The extreme height differentials would block out the sun and completely take away any privacy for those homes.
- Garrison Woods is an award winning neighbourhood noted and as originally planned, meets the vision and values your team espouses. When I look at all the orange and grey along 33rd and 34th Avenues (including a large apartment building where the Safeway currently stands), all I can see is massive growth that will actually ruin what makes this neighbourhood special. I am not opposed to growth, I have lived in Calgary all my life and have seen huge changes throughout the city. However, I fail to see how destroying a beautiful neighbourhood with all this growth achieves the best for this city. We have lived in this neighbourhood for 15 years and have seen many mid-size apartment buildings added which have added to the traffic congestion (and this was before the years-long construction projects that have crippled our streets). Continuing to add more and more apartment buildings will only add to the traffic and parking issues our neighbourhoods are dealing with now and we just don't have the infrastructure to handle it. Also, I can't understand why you are proposing to add 4-to-6-story buildings along 20th Ave when it has beautiful single-family homes on the street. In fact, many of the older homes are being torn down and being replaced with new homes right now. Are you saying these homes will be replaced with apartments in 30 years? Recently I heard someone say the Marda Loop should be a cautionary tale to other neighbourhoods because of how much development is happening and how much more is planned. There has to be a point when we say the developers don't get to tear down our homes and build unaffordable apartments - we need housing for families too and apartment buildings are just not the only answer. This is not a case of NIMBY but a thoughtful look at how to keep this area a place we want to call home. You are tearing down parks (Richmond Green) to add more housing and the more this happens, the more the quality of life will erode in our city. Please rethink this plan.
- Remove any 4-6 storey buildings anywhere in Upper Mount Royal and along Elbow Drive. Preserve the unique history of Upper Mount Royal. Historic homes in Mission and Cliff

Bungalow look like they're pretty much wiped out. Calgary does not respect and preserve its historical buildings and homes very well, this proposal will likely make that worse. Our infrastructure is stretched to the limit now, this proposed density will only make that worse. Who will pay for all this? The City can't maintain our existing infrastructure and we'll soon be facing significant cost over-runs for the Green Line. This is a complex challenge that requires careful consultation and planning for each neighborhood, not a blanket solution by lumping the various communities into one West Elbow.

- The idea of adding higher density housing in the proposed area will not address the shortage of affordable housing. The simple cost of purchasing property in these areas, and redeveloping will NOT translate into affordability on any level. It will, however, allow developers to multiply their profits by 4 times or 6 times....There can be no argument that Mount Royal is an exceptionally beautiful community. The loveliest in the city in my opinion. There is no doubt that tearing down gorgeous homes, lovingly and meticulously maintained for decades upon decades, will destroy one of Calgary's most historic areas. If the true aim of this campaign is to increase affordable housing in Calgary, Mount Royal has no place in that plan.
- I grew up in Calgary, have worked hard, and finally was able to purchase a lot in East Elbow Park where my wife and I plan to build our dream home. Following on from the City's city-wide upzoning, I find the desire to put 4-6 storey multifamily into a neighbourhood like East Elbow very disheartening. I have always thought there are places that make sense to add density, and along Elbow Drive is one of those places. But extending that to the south side of the block into East Elbow makes no sense to me and I think it will affect many of the characteristics that made me dream of building my own home there. I also find the City's drive to get multifamily housing into Mount Royal insane. Every Canadian City has one or more beautiful inner city neighbourhoods that service the high end of the housing spectrum. The proposed density on Carlton and 10th Street will encourage affluent people to leave this neighbourhood and personally I think that's a real shame. The City has a stated goal to provide a variety of housing options for Calgarians, but seems to turn a blind eye to the fact that one option (or segment) that should be served is people that have worked hard and been successful. Changing neighbourhoods to chase this demographic out is not good policy in my opinion... we're lucky to have many generous affluent people in Calgary, and we should be finding ways to encourage more of them to live in the City, not finding ways to make them leave.
- I object to all the light orange ( potential 4-6 story growth) on Carlton, 8th street and 10th street in Mount Royal.
- I would remove additional areas that are proposed for moderate to large-scale growth for the Marda Loop, South Calgary, and Altadore until all existing growth is complete. These communities are potentially over densified already. There are issues with: pedestrian safety, parking constraints, local schools at/over capacity. Thoughtful planning needs to occur to ensure the communities can handle moderate to large scale growth. I don't think a proper assessment can be done until the existing growth is completed. Spend a day in these communities and you'll understand.
- I would remove the areas being proposed for moderate to large scale growth for many reasons:

Aesthetic concerns

Infrastructure and services

Quality of life

Environmental considerations

Traffic and congestion

Property values will be negatively impacted

It shows an appalling lack of vision to destroy residential neighbourhoods lining many streets with 4-6 storey buildings. The city is spending billions on new LRT lines. It makes more sense to build around this infrastructure. Putting in large numbers of high rises on narrow, poorly serviced streets.

I am in tears of the idea that we could have 4-6 story buildings across the alley from the house I purchased. I am a single female and I bought my house 10 years ago - this is my primary investment and these proposed plans would negatively affect not just my quality of life, it will also impact my financial wellbeing. I would lose sun exposure (leading to depression), lose privacy (a safety issue), the character of the neighbourhood is at risk (and the city needs to maintain these character neighbourhoods to increase overall livability of the city), increased noise, traffic. There is already enough challenges with parking, I can't imagine what will happen if our street is chosen for this type of building. We will lose green space, trees, and the local school system will become even more strained. My home value is at risk, my happiness is at risk, and I will be heartbroken to see such a charming neighbourhood destroyed. Note that the new developments of the city were built for this - our neighbourhood was not meant to maintain this type of traffic / usage / density.

I am deeply concerned about the proposed development of 4-6 storey apartments along Carleton Street and 10th Street, which intersect the Mount Royal neighbourhood. I've outlined my objections below and this provides a detailed rationale for abandoning these plans because of its significant impact to the nature of our family-oriented community.

Historical Significance and Heritage Context

Mount Royal was initially developed by the Canadian Pacific Railway (CPR) in 1907, playing a crucial role in promoting beautification efforts that make this a uniquely Canadian neighborhood. The influence of the City Beautiful Movement, brought to Mount Royal by the Olmsted Brothers from the Chicago World Exposition, aimed to improve the visual aspects and quality of life for its residents. This movement inspired the creation of parks, boulevards, and a massive tree-planting initiative in the 1930s, giving Mount Royal its "special sense of place."

The historical significance of Mount Royal is not merely a matter of nostalgia but an enduring part of Calgary's identity. Preserving this heritage is crucial for maintaining the city's cultural richness for future generations. The unique natural landscape features, curvilinear streets respecting natural topography, wide boulevards, parks, and tree canopy all showcase a significant period of growth in Calgary's history. These elements embody the ideals of the City Beautiful Movement and create a distinct and irreplaceable community character.

Impact on Community Cohesion and Identity

Mount Royal is a tight-knit, family-oriented neighborhood with strong social ties and a cohesive community spirit. Allowing 4-6 storey apartments along 10th Street and Carleton Street would fundamentally alter the character of our neighborhood. Such developments would divide the community, disrupt the visual harmony, and erode the social fabric that has been built over decades.

The scale and proportion of 4-6 storey apartment buildings are not contextually sensitive to the historic urban planning context of Mount Royal. These buildings will overshadow the existing heritage assets, adjacent properties and disrupt the park-like character that defines our community. The proposed developments are not informed by any heritage assets in the vicinity and would result in a significant character loss to our "garden district" identity.

### Safety and Quality of Life

Building 4-6 storey apartments intersecting our community will significantly impact the safety and quality of life of residents. The proposed potential growth area identified will increase vehicular traffic in the area, making our streets less safe for pedestrians, children and the elderly. This also has the potential to increase the crime rate in the area negatively impacting on mental health and reduce enjoyment of our open spaces and recreational opportunities by community members.

### Preservation of Heritage Guidelines and Building Mass

The heritage guidelines policy direction aims to remove permitted uses from Heritage Guideline Areas (HGAs), involving restricting or eliminating specific types of development to protect the historical, architectural, and cultural significance of these areas. The proposed 4-6 storey apartments are incompatible with the heritage guidelines and the existing scale and proportions of adjacent buildings along Carleton Street, Levis Avenue, and 10th Street.

The visual impact of erecting 4-6 storey apartments would not respect the natural topography or the adjacent properties, thereby destroying the special sense of place experienced in our community. Ensuring that any new building mass is considerate of the existing streetscape is my expectation for maintaining the overall rhythm, continuity, and harmony of the community feeling and experience overall as a community member.

### Alternative Solutions and Recommendations

If the rationale for the proposed growth area is to capitalize on an existing local bus route running through the heart of our community, I advocate for relocating this route to the outer ring of the neighborhood. This approach would be more consistent with how other communities manage transit while preserving the integrity of the inner residential areas.

### Conclusion

In conclusion, any proposed potential growth areas must be contextually sensitive to established neighborhoods, informed by the heritage assets and building mass of properties in the vicinity. The erection of 4-6 storey apartments along Carleton Street and 10th Street is not considerate of the natural topography or the adjacent streets and will irreparably harm the unique character of Mount Royal.

I urge the city to prioritize harmonious composition in any growth plans, respecting adjacent properties and streets, open spaces, tree canopies, parks, and boulevards. By incorporating

cultural heritage preservation into the West Elbow LAP, Calgary can create a more vibrant and culturally enriched urban environment that honours the past while looking toward the future. This approach is vital for Mount Royal and for the preservation of other communities within the West Elbow Local Area Plan as well.

It is a very bad idea to blow away the heart of residential neighborhoods with 4-6 storey buildings. You should focus this nonsense on areas served by LRT. And focus on losing your job in the next election. The infrastructure does not exist in the Carleton St / 10th St / 8th St areas of Upper Mount Royal for this plan.

- Build it up in Mission, Beltline, and Bankview which already has the precedent for these highrises.
- I am a Rideau Park resident and I am not in favour of the proposed 7-12 storey growth area adjacent to Rideau Park School. This is a beautiful green space that is enjoyed by our entire community. It is also a very steep hill which would present significant structural challenges in order to build a safe and secure building.
- I would remove the 7 to 12 storeys along 17th avenue as this will cause further traffic congestion and take away the appeal of 17th avenue as a walking street and significantly increase noise levels. I would also remove the 4 to 6 stories in orange that go south from 17th avenue into the heart of Mount Royal which would take away privacy from almost every single family dwelling in Mount Royal. This would severely impact the social networks in the community and forever change the character of the community. Further, the additional infrastructure required to service these buildings will increase our taxes and puts pressure on an aging community where we have seen disruptions to our water and power services. Further, the density will reduce the desirability of Mount Royal and negatively impact property values as it will no longer be attractive as a single family home community.
- Further, when we and many others chose to live in this community, we relied upon zoning certainty and predictability to support the most important purchase and investment we ever made. Not to mention, with the increase in density, there will be more pollution, higher noise levels, all affecting our quality of life. Also, the increased density will strain local schools and does not provide for the increased need for parks and recreation areas. There are already shortages for our children to go to school in the community they live in.
- We would significantly reduce areas being proposed for moderate-to-large scale (4-6 storeys, 7-12 storeys, >12 storeys) growth. In particular, the following areas SHOULD NOT be targeted for this type of development:
  - Mount Royal
  - 14th Street SW, from 33rd Avenue SW to Prospect Avenue SW
  - Carleton Street SW (entire length)
  - 10th Street SW (entire length)
  - Prospect Avenue SW (from Carleton Street SW to 8th Street SW)
  - South Calgary
  - Entire area around South Calgary Park
- For avoidance of doubt, we WOULD NOT add any areas for moderate to large scale growth.
- Following are the main reasons for our submission:
  - Loss of Character:
  - Historical and Cultural Integrity: The densification proposed in the LAP, particularly on streets within or traversing neighbourhoods will disrupt the historic nature of Mount Royal.

- Aesthetic Concerns: Residents prefer lower-density developments to maintain the neighborhood's visual appeal. Consideration of ANY multi-storey development on residential streets is insensitive and contextually inappropriate.
- Negative Impact on Infrastructure and Services:
- Capacity Limits: Existing infrastructure (water, sewer, electrical) will not support increased density without significant upgrades and disruptions. The current water main break reinforces this concern.
- Public Services: Increased density will strain local schools and does not provide for the increased need for parks and recreation areas. Services such as fire and police will be inadequate to deal with the huge increase in residential population in West Elbow.
- Environmental Considerations:
- Green Spaces: Higher density reduces vital green spaces and tree canopies currently supported on single-family lots. Significant influx of residents by a factor of at least 10 (as proposed) would overrun parks, given issues such as high dog ownership.
- Ecological Impact: The development proposed in the LAP will increase pollution levels.
- Detrimental to Quality of Life:
- Traffic and Congestion: The LAP proposals will lead to worsened traffic and congestion. The concept of building density along bus routes cannot be applied without limit, given that the streets in question support local routes, not major express lines.
- Noise Levels: The proposed changes will elevate noise levels, affecting residents' quality of life.
- Economic and Certainty Concerns:
- Property Values: Increased density will reduce the desirability of Mount Royal and negatively impact property values.
- Infrastructure Costs: Upgrading infrastructure will be expensive, leading to higher taxes.
- Moving the Goalposts: Residents relied upon zoning certainty and predictability to support the most important purchase and investment they ever made. The LAP will move the goalposts, changing from an R-C1 designation, up multiple levels to an R-CG designation or above, without any effective opportunity to have a say in those changes.
- Social and Community Impact:
- Community Cohesion: Rapid densification will disrupt social networks and community bonds.
- 15-Minute Neighborhood Concept: Mount Royal is a model for this concept and should be preserved and should not be sacrificed for increased density.
- In summary, no consideration has been given to the unique and fragile character of the neighbourhoods making up West Elbow. There is no sensitivity for context or scale or history of the region. We are attempting to tell you what we already know: our West Elbow communities are so desirable because of their history, character, location, quality of life and amenities. Your job should be relatively simple... listen to us, show some respect for what is working now, and most of all, please stop pursuing ideological changes that would ruin all these desirable characteristics, forever.
- A note on process...
- This whole exercise seems to have been done with a simplistic, cursory and broad-brush approach. The irony is that a huge expenditure of taxpayers' money has gone into preparing these brochures, installing 16 "Engage Stations", and going through this clumsy consultation



process, all of which ignores one simple fact: community redevelopment is NOT that complex. You are making it so.

- Brutal. How can my tiny side street survive? This map show 7-12 stories on my small street. My god who did this? Have you actually driven or cycled to these areas? This is inhumane and will ruin the area. The old sewer and water pipes cannot support this growth. I am shocked this is being presented. You must immediately withdraw this and properly consult the residents. North of 54th Ave was already zoned R2. If you gently increase the south side to maximum R2 that is acceptable density that would not cause collapse of the area. Quality of life, the trees, the space for walking and safely cycling can be preserved. Livable areas. Gentrification must stop. Your ageism is evident. There is plenty of city owned land already available. Stop and rethink.
- I would not support moderate or large scale growth. These are historic neighborhoods with aging infrastructure that cannot accommodate this kind of growth. Our water pipes break, our local schools are full. The city administration I cannot defend this density in old inner city neighbor
- Remove Prospect Avenue and Carlton from those areas
- Please limit the storey heights of building along main streets with businesses. Patios are a great addition to restaurants in the summer, but it is drastically less enjoyable if there is no sun! It would be a shame is tall storey buildings are the cause of the lack of sun in patios. I would re-think in the proposed storey heights of the buildings on along 17th avenue and 4th st. Ideally they wouldn't be max 4-6 storeys, allowing for business annd residential uses, and consider the impact on sunlight they have.
- Personally I prefer shorter building along major roads. The mixed use building below 5 storeys along 17th avenue or 4st street are more enjoyable, as they are less imposing and do not restrict as much sunlight as 12+ storey building. I would suggest limiting these buildings, such as the possible ones planned along 17th avenue from 4st SW to 1 St se
- Tearing down homes along Carleton and 10th Street, along a bus route, to build 4-6 story units will ruin the historic character of this area, and the density will reduce tree canopy and create additional parking and traffic. I cannot conceive how this is considered good planning and will vigorously oppose this in all forums. Our neighborhood already has many challenges due to proximate density.
- Seems like a very poorly thought-out plan put together by students where a supervisor asked them to add density along transit routes and they drew in colored polygons offset from streets and called it a day. Really poor neighborhood integration with proposal of 4-6 storey buildings in 2 storey house area. The restrictive covenants seem to have been ignored as well. This goes far beyond what was being proposed with the zoning changes to replace single family homes with ground oriented duplexes and townhomes. Density increases in inner city single family zones will not produce more and cheaper options as is being stated but will result in more (smaller) luxury properties costing more than existing larger properties.
- I strongly oppose moderate to large scale development in Mount Royal, specifically along Carleton st, 10th st, council way and 14th street. This type of housing would ruin the cultural and historical feel of the neighborhood, the main reason why I chose to purchase in this neighborhood. There will be significant reductions in the value of my home if these changes come into effect and will affect my retirement savings when I choose to sell my current home. It would make big impacts on shadows and quality of life of not receiving direct sun due to the massive building envelopes of such buildings. This would also have a negative

impact on existing landscaping that has been designed based on current housing height limitations. Many homeowners have invested 100K or more in landscaping on these irreplaceable mature trees and yards and much more on their maintenance.

- As a homeowner that backs on to the homes on the east side of 14th street and also our home being a corner lot, I am very concerned that we are in the zone for Potential Growth Area of 4-6 Storey units. I would definitely remove these from your plan to keep the integrity of the garden plan of Mount Royal. Mount Royal already has multi family housing in the Lower Mount Royal area.
- All areas in Upper Mount Royal should be removed from any moderate-to-large scale growth. This is a single-family residential neighborhood and should not have any change to development.
- Extremely concerned with the proposal on multiple fronts. I think
- Blanket upzoning has reduced the protection for single-family homes, allowing for a variety of residential types. The proposed LAP builds on this decision by promoting 4-6 story development within Mount Royal.
- Moderate to Large-scale Growth Areas: Proposed multi-story developments are concentrated along along 14th Street, Carleton Street, 10th Street and Council Way without addressing historical, community, environmental context, infrastructure and public amenities, and concerns.
- This is unacceptable to many.
- Significance of the Engagement Booklet: The booklet outlines the City's redevelopment vision, emphasizing growth and densification with structures ranging from 4-6 storeys to over 12 storeys. Despite community concerns over the tone-deaf response of the city in relation to blanket upzoning, your response to the proposed LAP can help to create a record of concern and hopefully shape the proposed development priorities.
- Impact: Blanket upzoning has reduced the protection for single-family homes, allowing for a variety of residential types. The proposed LAP builds on this decision by promoting 4-6 story development within Mount Royal.
- Moderate to Large-scale Growth Areas: Proposed multi-story developments are concentrated along along 14th Street, Carleton Street, 10th Street and Council Way without addressing historical, community, environmental context, infrastructure and public amenities, and concerns.
- I am not opposed to the areas proposed for moderate to large scale growth, however I would like to see a real effort and commitment to a variety of living spaces. We currently own and live in what is probably the only condo apartment suitable for a family in our area (three bedroom). Development needs create real living spaces for people, not just targeted at investors that we have seen in the past decade.
- Please (please) resist the temptation to permit a development approved for 3-4 stories to subsequently be granted approval to go to 6 stories; pure profit for the developer, and a HUGE difference to daylight for surrounding blocks. 3-4 stores in the light orange, for example, on 33rd avenue is a good idea. However, expanding this philosophy to 34th Avenue is a significant impact to single family homes in the blocks to the north and south and blocks the daylight. Please avoid the proposed development on 32nd Avenue SW and leave a row, semi, and detached homes. An example of development gone terribly wrong and not suitable for the neighbourhood is the "tin" building on 33 Ave / 22 St SW. The 'tin' siding reflects the sun into detached homes several blocks away and should never have

been approved as an exterior material, and should never have been approved to go above 3-4 stories. There is not enough rigor around the approvals of 4-7 story buildings which, in some locations in the proposed areas, are only suitable for 3-4 stories. Parking also becomes an issue as, so far, these buildings do not even have sufficient temporary spaces to support the commercial businesses. There doesn't seem to be enough governance around all aspects of approving the specifics of the density. Please do a better job when entering so close to family homes. Watch out for crime/drugs near the transit stations as well and don't make it so comfortable for that activity to occur (e.g., obliging benches, shaded park/area). Careful!!

- The area of concern is specifically the focus area along Richmond Road between 26th Ave and 17th Ave. This section of Richmond Road is extremely busy with traffic during peak traffic hours as it is the only way for local traffic to connect to and from Crowchild Trail and 17th Ave. Construction of 4-6 story structures in this area will lead to massive traffic issues along Richmond Road and its intersections to 26th Ave, Crowchild Trail, and 17th Avenue. More suitable connections to and from Crowchild Trail will need to be put in place before more development to increase density in this area can be considered.
- To: West Elbow LAP Planning team

I am writing on behalf of the Mount Royal Community Association and our 5,700 plus residents who live in Lower and Upper Mount Royal regarding the West Elbow LAP. Our Board and its Directors have participated at various stages of the LAP process including being on the working committee, the heritage committee, attending opening houses, having robust Board conversations about the LAP and finally, talking to many residents and neighbours about the future of our 117-year-old community.

Two of our Board members, [removed] have been involved in the actual city process and have provided you with their comments. The Board and I support their positions and I will not repeat those comments today. My intent is to outline how the Mount Royal Community Association envisions our community evolving in the broader context of Calgary's growth strategy.

The City Terms of Reference dated September 2023 for the West Elbow project identifies some valuable statements that we can all support. It states that "...we will work together to create a future vision for how land could be used and redeveloped in the area- building on the vision, goals and policies outlined in Calgary's Municipal Development Plan." It goes onto to suggest guidance as to where growth makes sense. It addresses community life cycle with a choice of rebuilding or redeveloping.

Our neighbourhood was created by the CPR in 1907 and was annexed to the City the same year. The Mount Royal Community Association was established 90 years ago. It includes 17th Ave. as a mixed-use district, Lower Mount Royal as a transition area from high density Beltline to the single-family homes of the Estate Area and the Garden Suburb Area of Upper Mount Royal. Our housing choices are robust. Thirty-three percent of our housing is single and semi-detached housing (the City average is 61%). Fifty-five percent of our residents are renters (the City average is 31%). Mount Royal has matched or exceeded the principles of choice outlined in the Housing Task Force study.

While it is true that Mount Royal's population has dropped by 8% since 1970, it is important to note that our housing stock increased by almost 29% over the same period. Our schools are at capacity and overcapacity (e.g. Western Canada High is now using a lottery system to allocate spaces).

Mount Royal, both in the context of the West Elbow area and the City is indeed the poster child for the 15-minute neighbourhood, providing a wide range of housing types, affordability options and tenures. It is one of the most tree canopied neighbourhoods in the whole city and indeed is special. It includes the 17th Ave., Marda Loop and 4th St BIA's all within walking distance and provide commercial enterprises, professional services and entertainment. Mount Royal is home to a wide spectrum of Calgarians and it is important to allow the evolution of Mount Royal to continue. Allowance of extra high density in Lower Mount Royal will place many existing structures at risk of being redeveloped with more expensive or more exclusive tenures, which will remove many of our neighbours. Lower Mount Royal ranks in the top 24 neighbourhoods (#16) in terms of affordability. It should also be noted that Lower Mount Royal is ranked # 1 in density by population and # 2 in density by units/ha. Other changes proposed such as densification along bus routes through the heart of the community will create adverse effects including removal or damage of both public and private tree canopies. The tree canopy and parks in our neighbourhood are enjoyed by the residents of many nearby communities. These proposed changes within our neighbourhood will erode the objectives it hopes to achieve. While well intentioned, we are sure the City does not want to erase all the above -noted benefits with a blind pursuit of increased density that sacrifices all else. Presently, Lower Mount Royal ranks #6 in land productivity out of more than 190 neighbourhoods, while Upper Mount Royal ranks 12th. Instead, we would suggest that the City use Mount Royal as a model, one that accommodates a very wide spectrum of Calgarians.

All of the feedback that we have received in response to the initial growth concepts outlined in the mailout and the open house at Elbow Park, is that our residents were shocked and upset with the contents. In the past MRCA has accepted the continual rebuilding of the community over the years because it was based upon good urban planning principles, however the notion of indiscriminate redevelopment with unclear and in fact, conflicting goals has eroded confidence in the planning process.

In closing, I would ask that your team, in collaboration with our residents follow those original terms of reference and work together to achieve MDP goals and to reflect the history of our continuing multiple life cycle changes over 100+ years. We believe that the existing ARPs for both Upper Mount Royal and Lower Mount Royal remain relevant, and are roadmaps to achieve the goals. We would suggest you proceed cautiously and weigh whether proposed changes will allow for the evolution of our thriving community or in fact damage what has been statistically demonstrated to one of the most productive, diverse, and affordable neighbourhoods in the city. Presently, Mount Royal meets or exceeds so many goals of both the MDP and the Housing Strategy. Let's not break it.

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- MOST of the locations of the proposed for 4-6 storey potential growth are unacceptable. There is not and will not be enough transit support this massive increase in densification so all of the new people moving to the area will have to have and will drive vehicles. The

amount of densification that has already occurred along 33rd Ave is unacceptable and has significantly destroyed the neighbourhood. The increased traffic is unmanageable and adding more and more densification is going to make the problem much worse. These more established, historical neighbourhoods are NOT meant to be thrown into huge increases in density when the transit and infrastructure are far behind. We do not have well connected transit systems that people can rely on so people do not use them!

- I take the city bus to/from work during rush hour and they are already packed - I have seen bus drivers have to reject people from boarding.
- Densification needs to happen near high density transit - IE TRAIN stations - but only when the train stations are actually well connected throughout the city. Until then people will drive their cars whether you want them to or not. This area is not capable of handling an influx of this many more people and vehicles. The city needs more housing, yes, but do it in areas where it makes sense with transit. The large majority of this area is NOT one of them.
- I am strongly against the 4-6 storey building development along Sifton Blvd and Elbow Drive. There is already too much congestion on Elbow drive in the general area.
- Around the Sifton/Lansdowne/Elbow intersections there is significant congestion, especially at rush hour. This road is backed up from the south for several hours in the afternoon. The intersection at Lansdowne/42 Avenue and Elbow Drive is often blocked by traffic at rush hour so that it can be impossible to access Riverdale and Lansdowne Avenues. The intensity of the traffic here is also a safety concern when you add pedestrians and cyclists. Have seen many near misses. This is also a conjuncture of several pathways in the area, so there are always many pedestrians and cyclists.
- When planning the city's development, it is equally important to ensure we maintain the beauty of Calgary while expanding housing options. The City of Calgary is known for its beautiful river areas which include pathways. I would not want to see this destroyed by adding density in these areas. Right now, it is accessible by all.
- The bridge at the 42 Ave/Elbow Drive is also aging and will need to be replaced at some point. Extra lanes may be required to alleviate the congestion. The developments proposed would impede any future expansion required in this area.
- There are a number of individual homes along Elbow Drive and in the neighbourhoods just off of Elbow drive which have high value properties. These properties provide the City with substantial property tax income. Don't feel it is appropriate to place 4-6 storey buildings in their backyards, which directly impacts their property value and enjoyment of their property. Some of the City's other proposed development areas are already incorporating higher storey buildings (4th and 5th Street, 17 Ave etc) and are more appropriate to expand on this approach. It would be horrible to see our beautiful City become the same everywhere. This allows neighborhoods to be unique and not make the city all the same.
- I also want to ensure that the city continues to respect the existing covenants that exist on titles that restrict different types of developments. These were put in place for a reason and should be honored as part of honoring our city's history.
- I see a lot of white between 14 St SW and 4 St SW and 17 Ave SW and Sifton Blvd SW (where I live) and I think there could be a lot more orange here! It's a lovely neighbourhood with lots of trees and parks and it would be even better with more neighbours and stronger transit connections to the LRT stations to the north and east. (You didn't ask about red zones, but I would be thrilled to see that Safeway and all that surface parking on Elbow Drive between 4th St SW and 5th St SW turned into a high rise with residential above and commercial/grocery store below!)

- We would significantly reduce areas being proposed for moderate-to-large scale (4-6 storeys, 7-12 storeys, >12 storeys) growth. In particular, the following areas SHOULD NOT be targeted for this type of development:

Mount Royal

14th Street SW, from 33rd Avenue SW to Prospect Avenue SW

Carleton Street SW (entire length)

10th Street SW (entire length)

Prospect Avenue SW (from Carleton Street SW to 8th Street SW)

South Calgary

Entire area around South Calgary Park

For avoidance of doubt, we WOULD NOT add any areas for moderate to large scale growth.

Following are the main reasons for our submission:

Loss of Character:

**Historical and Cultural Integrity:** The densification proposed in the LAP, particularly on streets within or traversing neighbourhoods will disrupt the historic nature of Mount Royal.

**Aesthetic Concerns:** Residents prefer lower-density developments to maintain the neighborhood's visual appeal. Consideration of ANY multi-storey development on residential streets is insensitive and contextually inappropriate.

**Negative Impact on Infrastructure and Services:**

**Capacity Limits:** Existing infrastructure (water, sewer, electrical) will not support increased density without significant upgrades and disruptions. The current water main break reinforces this concern.

**Public Services:** Increased density will strain local schools and does not provide for the increased need for parks and recreation areas. Services such as fire and police will be inadequate to deal with the huge increase in residential population in West Elbow.

**Environmental Considerations:**

**Green Spaces:** Higher density reduces vital green spaces and tree canopies currently supported on single-family lots. Significant influx of residents by a factor of at least 10 (as proposed) would overrun parks, given issues such as high dog ownership.

**Ecological Impact:** The development proposed in the LAP will increase pollution levels.

**Detrimental to Quality of Life:**

**Traffic and Congestion:** The LAP proposals will lead to worsened traffic and congestion. The concept of building density along bus routes cannot be applied without limit, given that the streets in question support local routes, not major express lines.

Noise Levels: The proposed changes will elevate noise levels, affecting residents' quality of life.

Economic and Certainty Concerns:

Property Values: Increased density will reduce the desirability of Mount Royal and negatively impact property values.

Infrastructure Costs: Upgrading infrastructure will be expensive, leading to higher taxes.

Moving the Goalposts: Residents relied upon zoning certainty and predictability to support the most important purchase and investment they ever made. The LAP will move the goalposts, changing from an R-C1 designation, up multiple levels to an R-CG designation or above, without any effective opportunity to have a say in those changes.

Social and Community Impact:

Community Cohesion: Rapid densification will disrupt social networks and community bonds.

15-Minute Neighborhood Concept: Mount Royal is a model for this concept and should be preserved and should not be sacrificed for increased density.

In summary, no consideration has been given to the unique and fragile character of the neighbourhoods making up West Elbow. There is no sensitivity for context or scale or history of the region. We are attempting to tell you what we already know: our West Elbow communities are so desirable because of their history, character, location, quality of life and amenities. Your job should be relatively simple... listen to us, show some respect for what is working now, and most of all, please stop pursuing ideological changes that would ruin all these desirable characteristics, forever.

A note on process...

This whole exercise seems to have been done with a simplistic, cursory and broad-brush approach. The irony is that a huge expenditure of taxpayers' money has gone into preparing these brochures, installing 16 "Engage Stations", and going through this clumsy consultation process, all of which ignores one simple fact: community redevelopment is NOT that complex. You are making it so.

- Elbow Drive is a main transportation corridor and is not suitable for additional density given parking limitations. There would be no availability of parking in front of units without changing the corridor to one lane each way. 4-6 stories behind adjacent neighbours will not only create parking mayhem, but also shadowing and loss of privacy in back yards on neighbouring streets. Has the City investigated the water infrastructure to even know if additional density can be handled? We already know the school are at capacity so additional children will not be able to be accommodated.
- The areas of Carleton, 10th Street and Propsect Avenue being considered for 4-6 story buildings is very poorly thought out with so many other better suited areas. These areas would not help provide more affordable housing, and this would be a significant disruption to the communities. Areas along 14th Street, 33rd ave make a lot more sense for this type of

densification as they have many old but not heritage homes. Look to places like NYC where the neighbourhood aesthetic and style is maintained, even in a very dense overall city.

- If we lose areas of historical significance we'll lose our culture.
- You could simply build taller buildings on 17th ave West of 14th Street to add the units that you would be adding in Mount Royal and Elbow Park area, and with much less disruption.
- I would remove Carlton and 10th as growth areas. It cuts the neighborhood into thirds. You value park settings, not all parks are formal. Mount Royal offers a neighbourhood park look due to flow of vegetation Growth would disturb
- -7-8 stories are not suitable on 14th at Prospect. It will limit light and exposure. It will look like an uninterested island.
- -map needs more avenues defined for better orientation
  - -just because there is a bus route (Carlton) should not be a reason for 4-6 story.
  - focus growth where there already is relatively higher density. The proposed 4-6 growth cutting through MR would ruin something residents and non residents enjoy.
  - the streets in MR already serve as short cuts for commuters. Your proposal will increase traffic and impact safety.
- Plans for mount royal would completely destroy the area's vibe. Not to mention the capacity for traffic and available amenities is already by default a "walk down to 17th". Other than perhaps on 8th street, are you really going to add 6-story multi residential on narrow hill roads in an old-school nostalgic community? What train station is in the area? what amenities do we have other than walk to 17th or walk to the river?
- Any area bordering West Elbow, any higher density will impact the biodiversity in the areas and do nothing for providing low income housing. We do not live in a society where people will not have vehicles, higher density will lead to more vehicles being parked on the road congesting what presently exists.
- Topic 2 I believe the city is pulling the rug out from every homeowner who purchased their property in good faith, with the understanding that an even a moderate 4 to 6 storey home would NOT be constructed next to them. It is not up to me to decide which homeowner should suffer with the rule change - and it is not fair for the City to do this to any homeowner either.
- As a homeowner with a young family, we chose to purchase and raise our family in Upper Mount Royal because of the beautiful nature that this neighbourhood has created and fought to preserve. I feel very strongly that adding 4-6 storey buildings along 10th Street, Carleton Street and Prospect Avenue is a mistake and needs to be removed. Having high rises in the middle of this neighbourhood would take away the tree-lined streets that have existed for over 100 years. The city needs to consider how the preservation of a community like Upper Mount Royal is hugely beneficial to our city from an environmental perspective. Forests, parks, and tree lined communities decrease the temperature of our neighbourhoods. Once taken away this cannot be replaced. The city needs to take a hard look at how we plan to densify, while also preserving communities that have a positive impact on our environment. We need urban planning to include more environmentally friendly solutions, not less. I urge the city to see that putting high rises in Upper Mount Royal is a one size fits all solution that puts all the control in developers' hands versus existing residents. Having lived in Toronto for many years I have seen how developers have little regard for the communities they are entering. They are driven by profit and are regularly not held to account by the city. How are you planning on keeping developers in check? How are you going to preserve our



communities' values? I understand the need for densification along major corridors such as 14th street and do see the potential benefit that this will have on our community. Densifying corridors needs to be our focus, not changing existing neighbourhoods. In densifying these corridors we also need to talk about how the city intends to build capacity in our publicly funded services and infrastructure (Ex. schools, city transit, community centres, libraries etc). Is there an investment plan that will ensure that Calgary remains livable?

- Take out 10 Ave SW & 11 Ave SW - new builds. I live her for 15 years & the reason why we live here (Sunalta) is because of low-rise, community living. The trees need to be protected especially from 17 St to 20 St. SW. No changes here. \*No new builds on 10 AVE SW from 17 St - 20 St.
- On 14th St. high volume /w school - wont be able to support large towers Food desert - too many relying on one store
- These changes are impacting people's investments. Property value is not going to be maintained. I own a condo along 15th + 16th Ave and you are proposing to cut off any view I have wich ws the one bonus of this Place
- Don't know.
- Consider adding the full length of 20 St. from 26 Ave to Glenmore Trail. It has an existing bike lane and is great for bike commuters. I'm not sure why the orange doesn't run the whole length.
- We do not feel that the proposed 4 - 6 storey growth proposed for the stretch of 4th St SW that passes thru the Rideau / Roxboro community makes sense given the relatively small size and uniqueness of the community. We are strongly opposed to any change in this area that would allow for anything other than single detached homes to be built.
- You should extend your light orange area, it should include the next street over from main road included. This will help spread out some of the pressure on main roads.
- I am very concerned about development along 33rd Avenue. Parking is already a concern and as a result I choose not to frequent those bussinesses and drive to shop elsewhere.
- I agree ... Calgary needs to densify. By concentrating our population into a smaller area we are able to reduce the property tax burden on home owners to effectively deal with our rapidly growing population. Urban sprawl is continually reducing the effectiveness of our tax dollars. Sprawl is not efficient or Green. Mindful densification and rezoning around identified areas will create more efficiencies and less conflict. For example, my community, is the perfect area to have the whole area rezoned! The area bordered by 50th Ave SW → Glenmore Trail and Crowchild Trail to the Glenmore reservoir has both the "Need" as well as the transportation infrastructure necessary ... right near Mount Royal University (call is South Village) This is very similar to the Vancouver model with high rise apartments popping out in clusters out of no where. High rises close to universities and transportation should be a top priority as it reduces the need of vehicular traffic ... create communities that are close to where people need to be.
- I'm concerned about the area between 33rd/34th Ave and 14th/13A street. This is a single family home area. Many homes in this area likely have restrictive covenants on them prohibiting this type of construction. I think plans for growth should respect existing neighbourhoods and legal restrictions. Transit connections and access to amenities in this area are also poor (as above, you need a car to get milk or tylenol or diapers) so residents will need a car. This will lead to cars being parked on surrounding streets and around green spaces. Who wants to throw a ball at a park when there's a constant risk of hitting a car?

I'm also concerned about development around 33rd Ave (further West) Shading the South Calgary outdoor pool which will essentially make it unuseable.

- I would caution 7 to 12 and 12+ storeys in Marda Loop/Garrison/Altadore as the community is residential in nature and this sort of density takes away from the community feel and small town vibes. We also don't have parking to support this high density.
- I am opposed to the proposed 4 - 6 storey growth on 42 Ave S.W. I share a back alley with the homes and businesses along 42 Ave S.W. A 4 - 6 storey development behind my property would bring more traffic into our unpaved alley, which already suffers from significant pot-holes every spring. A 4-6 storey development behind my house would also overshadow my property, and I am unclear where the tenants would park aside from already over crowded public street parking that is used by customers of the existing businesses on 42 Ave S.W.
- We can't believe you want to build 4 to 6 storey units in the middle of Mount Royal. Have any of you ever visited this area? It is a very special community that should be preserved for future generations. You have already destroyed the Marda Loop area. You cannot be proud of what you have done there. What a shame. Ward 8 only has 18% single family homes. Is your goal 0%?? There are so many smarter options than you laid out. Do you really expect the average citizen can provide good feedback on this monstrous proposal. I believe your intentions are deceitful and dishonest. So very bad behavior.
- I'm in favor of having moderate - to - large scale buildings near LRT & rapid transit. I don't like 4 - 6 storey buildings in the middle of a residential block. It also looks like you have plans to replace the Guiffre library with a 7 - 12 storey building. I like the library & I am a frequent user. Would it still exist at this location? I love that I can walk there.
- We are residents of DUKE condo. The plan looks great to us. This would bring added services and life to our region.
- ① The Mount Royal corridors are not realistic or economic. Those homes will not be replaced by 4 - 6 storey apartments. Makes no sense, and a bus route is not enough justification. ② Same thoughts on Altadore bus routes that have proposed density. Lacks viability & imagination. Someone should actually drive these routes ③ South Calgary density is not appropriate given existing age of new infills & character of community.
- After 40+ years in Elbow Park our view is that the zoning in place during this time has resulted in the existing densities, with which the residents have adapted and are comfortable with. It appears to us, and many neighbours that Council is acting solely on the wishes of developers (removed) to institute "blanket" zoning. This approach will destroy the unique nature of the neighbourhoods that were the cornerstone upon which the city was built!!
- There is too much density already in Garrison Woods and Marda Loop. There is gridlock. Canada Lands developed Garrison Woods in 1999. It is a newer community with denser, walkable design. Please do not re-zone Garrison Woods.
- So deal with the infrastructure first!
- It is extremely concerning to me that it appears the city means to build large buildings along 4 Street. Mission is lovely, trendy area and these types of buildings will take away from its charm and introduce too much traffic to the area - and crime along with it. Parking is already tight for residents given the new city parking permit rules which aren't working out. This new infrastructure will ruin Mission.

- I'm not sure why I'm sending this in given 70% of people were against Blanket rezoning and you still approved it. I doubt you'll listen to my comments. - 4 - 6 storey along 4St is too high. I'm for densification but 3 - 4 storey is more appropriate 5 - 5 means it blocks light and is unwelcoming. Amsterdam has 4 stories everywhere and it's great. Why 12 stories where townhouses are near Rideau Towers? → leave townhomes.
- Remove the proposed areas: ① 27th Ave North side b/w 18th St. and 22nd St - ② 27th Ave North & South Side b/w 21st St and 22nd St. - ③ 22nd St West side. Why: · Loss of community character/culture (charm of single and semi-detached homes) · ↑ traffic/congestion · ↓ green on property & trees leading to environmental concerns such as urban heat island effect (↑ local 7°) · ↓ property value of existing homes due to noise/possible (increase in noise) pollution, garbage, cars, footprint.
- Excited about multistorey growth, but without any municipal interaction these are simply investment opportunities for existing homeowners in Calgary - or likely Toronto, or elsewhere. I am worried these units will be designed for single or dual occupants, making these neighborhoods out of reach for renting families & trapping single folks in over priced & yearly going by absentee landlords looking for immediate profits on "passive investments" or faceless REITS.
- You continue to destroy our communities and ignore input. We will see you at the ballot box and in court. You listen to developers but not citizens. You have no evidence the infrastructure will support your proposed densification & the developers will NOT pay - the citizens will.
- I would remove all greater than 12 storey & 7 - 12 storey growth south of 10th Ave SW. Start where there are empty plots of land around Heritage Station & other LRT's to promote high density development. Also keep re-purposing the commercial buildings downtown. Thanks!
- I like the idea of density near transit & building out current use corridors, however, I have specific objection to proposed 12 storey growth between 4th and 5th streets. Large towers adjacent to single family homes is an issue for sight lines, parking, shadows, sunlight etc. There should be a transition zone limited to 4-6 storey growth adjacent to single family. We have a historic home adjacent with historic trees & garden. The loss of sunlight will be specifically detrimental requiring enormous re-investment. In phase iii - historic guidelines should also limit this type of development across from a row of historic homes on 5th.
- Remove proposed areas along 16th st. between 38 ave & 50th ave. as well as 20th st, between the same avenues except the 42 ave junction. 16th st. especially, is not a major road to support this growth, there are no major amenities or businesses in this area to benefit from additional people and the school System is already at capacity and needs a lottery to get in. Large buildings like these ruin the aesthetic of of this neighbourhood, cause shading & privacy issues when placed next to single-floor homes.
- Yes remove the above flawed planning & start fresh with some thought to preserving our cities character, history & dignity [personal info removed]
- ① Do not allow 4 storeys or higher along Altadore Avenue S.W. Reasons: There is an elementary school \*Altadore school here. Children walk to school. - Traffic will increase - no safety for children. - There is a shortage of parking already - This avenue is a quiet residential avenue not meant for 4 storeys or higher
- I disagree completely with the idea of 4 to 6 story buildings in Upper Mount Royal where I live. It will destroy the nature of the community. There is something to be said about

preserving the historical nature of Calgary. Mount Royal is unique. To destroy its beauty & character would be a loss to the city. And apartment buildings would be completely out of place here.

- The medium growth Proposed along 14th Street seems ambitious. The road is already unsafe with the volume living/driving on/near it - The Sunalta train Stn. large growth seems very unreasonable. I don't know where you think people will park (they won't be able to ALL take the train in this city. This booklet talks about values most would agree with but doesn't show how they are going to be met with such an ambitious growth plan.
- I moved to this area as it had a suburban feel close to downtown. How will that feel be maintained When I can't even see the sky because you are proposing to surround me with large towers) You guys will do what you want no matter what I say but I obviously don't support that at all and I'm sure if you lived here you would feel the same.
- I live close to Marda Loop and the biggest concern is the management of traffic and cars. The proposed 7-12 storey growth on 14th & 34th St SW and greater than 12 storey on 7-12 storey on 34th St SW. How do we plan to manage infrastructure w/ cars and public transit in and out of downtown. More busing options w/ dedicated lanes to promote transit. The neighbourhood is made to be walkable but limited parking for visitors.
- Our community does not have the infrastructure for moderate to large scale growth. Our schools are full and there is no room to add on, there is no parking - no room to add on, there is no parking - no room to put more, our roads can't be expanded & there are no hospitals etc. in the area. It will destroy the heritage of the area and force kids to be bused out of the neighbourhood which is detrimental for the environment and community.
- The greater than 12 storey growth on 17th Ave near 14th St allows for occupants to see over our community. With Scarborough 17 at 4 stories, occupants overlook many houses now, backyard privacy is gone. With 7 - 12, let alone 12 and up many homes would be impacted.
- PLEASE REMOVE THE PROPOSED 4-6 storey growth along Richmond Road! This proposed area for growth will not only change the homey feel of the main road (with multiple older bungalow homes) but it will block the view of anyone living along 21st Street. Most of these homes have balconies (main floor and upper floor) that currently have a gorgeous view to the West. We purchased this home with that view in mind. Street parking is already limited and adding numerous multi-family homes will only make it worse.
- I disagree with the area between 14th St SW and Elbow drive. This area (mostly Upper Mount Royal) has always been a beautiful, old, character filled neighbourhood. Filled with gorgeous single-detached homes. These homes have much history and are filled with families who have worked very hard to live in such a neighborhood. These homes do not deserve to have a 4-6 story building put in next door. I think it would completely ruin it.
- I would advocate for removing the proposed 4-6 storey growth along 42 Ave-SW, as well as along 20 St SW and 16 St SW. There are already bicycle lanes along 20 St SW, which means there is no parking along the East side of 20 St SW. With many of the multi-family dwellings, there are NOT ENOUGH GARAGES to accommodate all of the units. If there is no street parking in front of the dwelling ... where do people park? 42 Ave SW. is also not a great target for growth as the area is designed for lower density with unpaved back alleys and stop signs at the intersections - too much additional traffic would lead to big traffic jams at the stop signs, especially during rush hour.
- All of Elbow park is a sanctuary and should avoid being rezoned for high density housing. This rezoning will not achieve more affordable housing and destroy the charm of the area. However, the proposal for changes on 17th Avenue parts of 4th St; and 33 Ave are

acceptable, but I do not like the plans for 14th St SW south of 33rd Avenue, Elbow drive for recreational reasons.

- The late sections of 34th and 33rd AVENUES and 14th St. SW are already too busy and always grid locked! This is why the development of 7 to 12 story growth should NOT be considered at: - 32nd Ave. and 14th Street - SE corner of 33rd Ave. and 14th Street. - SE corner of 34th Ave and 14th Street. as proposed!! TOO MUCH TRAFFIC!!
- Then I note the total disregard our elected officials exhibited as regards the citizen submission (700+) over proposed land re-designation. Is it really that easy for our Totally incompetent PRIME MINISTER to Buy his "wants" from council. Perhaps you don't understand the term "[removed]" - It's when you sell yourself for whatever the market is prepared to offer. 30yrs. is a long time out. Yet we, citizens can't get the financial info required to wake good/bad - right/wrong decisions. Perhaps a new mayor and council will be more responsible to us worn-out & stressed tax payers!!
- We're all for density in housing but it has to be done thoughtfully. This means taking the time to re-educate citizens so they understand the pluses in living in an apartment. It also means giving them green spaces for recreation and/or balconies as they can enjoy outdoor activities. Be mindful about things like bicycles and scooters. Have a plan so adults on bikes, for example, are not allowed on sidewalks. And be prepared to enforce this with tickets etc. Any housing that is purpose-built for seniors, affordability, or families may be support programs to be "baked-in" so that the building is used and enjoyed by all; those who live there and those who live nearby.
- Stay out of residential areas!!! Keep higher buildings to 4 st (7 - 12 storey. only!) There is no need for higher buildings South of 12th Ave, there is still lots of area to develop north of this
- Remove greater than 12 story on corner of 54th & Crowchild. One of the most dangerous corners in this area & adding that much density will make it worse. Remove 4 to 6 story growth on 19th Street from 50 Ave to 54 Ave SW. - a congested roadway already that will get more so as track & field s are opened for use. Permit parking only already on one side. Where will all these residents park, let alone all those who come to use parks, tennis, tracks etc??? \*BUT real question is What is the point of responding as the city has already made their decision & granted permit & build already!
- The orange density v increase along 20TH St south of 34TH does not meet the needs or character of the neighborhood and should be removed. Adding g12 stories along 33RD should also be removed and limited to six stories. 12 stories will affect light along 34 & that density will make already difficult traffic impossible.
- For areas that have residential homes (not facing main Streets), it is important NOT to build tall building over 3 floors, as it is impacting lights, privacy, and too many residential units will bring parking to be an issue on the street too. Townhomes could be a better option to solve home crisis and not bring too much changes in the neighborhoods.
- The Mount Royal neighborhood has some real Character homes, and a sort of affluence from Calgary's past. We find it odd to "cut a medium orange path right through the heart of Mount Royal, especially heading up 8TH Street from Royal Avenue. We fear that some of the beautiful character homes might be lost to medium size apartment buildings. The plans looks reasonable except in that area, in our opinion.
- I am personally in full support of increasing growth/density as mch as possible. And in as many different places as possible. So I support all shaded orange places on the map. I think all of 17th Ave should also be surrounded by orange. Also building more of a

connection between 17th Ave and Marda Loop. Biking them together more directing could be interesting!

- While keeping public greenspace, pathways, & transit, I would make all residential areas open for moderate & Large Scale growth. We need this for affordable housing. [REMOVED] the entitled, rich, NIMBY [removed] [removed] who are no doubt saying otherwise.
- → can't How does creating these unsafe conditions (which I see everyday already in Altadore) mesh with your core values of "Social Connections + Safety" and "Safe and Convenient Mobility". If you truly want to "improve the safety + ease of people moving through West Elbow communities", you would look at this issue of building any type of dwelling without adequate parking. And yes, everyone wants people to use transit more, but almost every family in the area has one or two vehicles. Please quit ignoring this issue - limited parking creates unsafe conditions for both drivers and pedestrians and bicyclists!
- No change - I encourage any initiative that Builds more homes for Canadians and enables Calgary to be a top Canadian City. + Pedestrian - only Streets.
- I do not agree with proposed 12 Storey + on current site of Garrison Safeway. This would dramatically change the character the Garrison Gate shopping / retail area. A building of this height could be developed at corner of 33 Ave & N20 St with Co-op Market at the base. This could be developed with the soon-to-be project rather than demolishing a recently renovated building.
- Where we should add moderate to large scale developments are places in these neighbourhoods that have no mid level developments (only single detached homes). Open air parking lots are a massive waste of space as well. Single storey residential and commercial need to be slowly & methodically removed in place of moderate to large residential/commercial. Less cars & parking and more focus on transit will increase the living standards for everyone
- I would add more 7-12 storey buildings, especially in focus areas such as 14th St & 33rd Ave. intersection. This could provide more opportunity for mixed-use/added retail/commercial spaces to these areas. Would like to see 26th Ave have more of this type of development as well. Would be cool to see more commercial space on 26th ave.
- None of these rezoning proposals, light → dark orange, 4-12 stories are acceptable. We "chatted" about this and we do not want this for our neighborhood. This area is already over congested due to the huge influx of people to Calgary in the past few years. Its your job to figure out a way to accomodate these new Calgarians. Cramming them in on top of us is not acceptable. You created this issue - its up to you to solve it. Your constituents have said "NO" to rezoning, it is your job to respect those wishes.
- I would remove ALL of the orange areas in the beautiful old inner City neighbourhoods. This map looks like the City wants to destroy these areas. Since when does every newcomer to the City get to move into whatever area they want? We started in the suburbs and worked our way into the area we chose for our forever home. Now the City wants to say we mean nothing and it's all about "affordable housing" - But that's False. This new stuff is NOT affordable. VERY SAD VERY DEPRESSING
- creating solid blocks of 4 - 6 along Elbow drive creates visual blockage into beautiful neighborhoods - wind tunnels - over populate already full schools - Western high school full - no more 7 - 12 storey growth - go to suburbs - create 15 minute communities there - deal with your infrastructure!!

- South of 33rd Ave SW - both 20th St and 16th St. 4 to 6 storeys on both 20th St and 16th St seems intense in such close proximity. I would suggest to choose either 1th St r 20th St. but not both. This is a residential area originally designed as a friendly - walking community. With the upgraded Flanders exit and high density housing in Altadore, streets like Passchendaele has become a high traffic corridor for vehicles. Many near miss incidents with pedestrians / vehicles have been witnessed.
- I would remove some of the development / proposed growth → near Royal Ave SW along 4th + 5th Street. The larger buildings that already exist near Elbow have created a wind tunnel. I would also like to see less development along parts of 17th ave so that it can maintain some of its charm
- I am concerned about the costs to mental health and potentially also physical health of individuals living in tower blocks along the fringes of expressways and train lines. These places are ugly and isolating. - they are not "places", in fact, with a sense of the land in any sense, or any natural way to become home
- I would suggest no 4-6 storey growth along Elbow Drive (did we learn nothing from the 2013 floods?), as well as along 16 Street from 38 Ave to 50 Ave (congestion is bad enough now, plus wind tunnel-effect if too many bigger buildings) (unless 16 Street is widened). 20 Street from 42 Ave to 54 Ave doesn't need taller buildings as it is densified enough, and parking is already a problem. 33 Avenue needs to be widened as well from 14 St to Crowchild Trail if more residences are added (bad enough already). And widen 17 Avenue, too. Traffic is already horrible. We need to enlarge green areas and tree coverage in each residence to help with climate change. Taller buildings should need to provide some space for trees and grass, too (in addition to at least one off street parking -space for every resident).
- I would remove all the areas of growth. There are to many people here with the growth we have had. To many cars, the noise pollution is unbelievable. Buck Master Park once a gem is now a disaster. The Park has less green space due to all the paving and a stage (unnecessary). Again the park is a consistent area of noise now and way to many people for the limited amount of green space. STOP Building!
- I understand that the public schools in our immediate area that our children attended are already close to or at full capacity - esp. Western Canada High School. We welcome more neighbours to our great neighbourhood, and hope that densification plans include plans for more schools or renovations to existing schools to accommodate higher student numbers. And we will of course need more teachers too! :)
- Topic 2: Potential Focus Areas for Growth
  - Proposed density increases concentrated in Richmond and Bankview - recommend adding more density to neighbourhoods closer to downtown, transit corridors, and C-Train options (Scarboro, Altadore west, Mt. Royal, Elbow Park)
  - Add mixed use (commercial and residential) to any buildings greater than 4 storeys
  - Add lane way housing (seen in Garrison Woods a 'well designed, people oriented community')
  - 5+ storey dominates streetscape, creates shadowing and overlooking to neighboring residents, colder streetscape and wind tunnels
  - 7 storey max limited to routes with multiple transit options
- Topic 2: Potential Focus Areas for Growth - continued
  - Introduce vacant lot tax based on current assessed value/average value for neighboring lots, increasing a property values increase. This will reduce vacant lots that aren't maintained and lot holding and flipping for a profit as land value increases
  - \*picture Formerly commercial on the corner of 33rd ave and 21 street SW corner has been vacant for 10 years, trees removed, sold multiple times
  - \*picture Formerly residential commercial mix on the corner of 33rd ave and 21 street SE.

Development application for 6 storey, trees removed, now back on the market. MainStreet sidewalks and road improvements will be disrupted when this side is developed. Meantime barren - no foot traffic. Erodes vibrancy of the commercial corridor. Effects of Development in Richmond Knob Hill \*pic → Sidewalks and roadways throughout the neighbourhood eroded, driveway cutouts not restored hampering walkability \*pic ^ Sidewalk and curb cut not removed, repaired, mature trees removed by developer, not replaced \*pic Topic 2: Potential Focus Areas for Growth • 6 units in development on lot that was single family home → overshadowing and overlooking neighbouring two-storey home \*pic • Four bungalows removed, all trees, property undeveloped for 8 months, no winter sidewalk clearing

- Apartments on 33rd and proposed 12 stories + in Safeway would be unacceptable for the manor or Garrison Woods the area has already density of apartments town houses etc.
- Stop Wokism and asking people → solve the housing crisis!!! Act Fast!
- In order for the community to understand what is the real impact of the large-scale areas, 3d perspective views with the actual shape of the planning area will help to gather better insights and results.
- The Marda Loop and Altadore area has been exposed to densification for years and the infrastructure and roads in The area are full and not able to support the concepts presented in this report - 4 story growth on 16th, 20th, and 50th are obviously proposed by people not living in the area are already issues due to R2 development in the area. Access to schools etc has not been thought through - 20th is already a disaster /w no parking /w bike lanes - Access to Crowchild via Garrison is full! - We no longer go to the 33rd Area as there is no parking or access.
- Remove the moderate 4 - 6 storey growth on 20th St. and 16 St SW. Leave Growth on the corners of 20th St & 42 St. Leave the single/semi detached/mixed that currently exists along 16 St. It would change the integrity of the area No Where does this plan address parking especially along 33rd or traffic/congestion. Your plan to increase density does not address this and it is a Massive Problem. Too much large scale development will also deter families from the area. Families are the core of Garrison/Altadore/South Calgary. Need to keep the single detached/semi detached homes. Do not add Row house etc. 16 St - 14 St along 33 Ave or east of 14St Leave single detached/semi detached north of 33 Ave b/t 18 st & 14St. TRAFFIC CONGESTION NEEDS TO BE ADDRESSED.
- Why do you insist on building in beautiful well established areas. We have worked hard to move here & do not wish to have our neighbourhood destroyed! You have no sense of the importance of history Packing in cheap housing/builds is not solution Marda loop has new ugly tin can building renting for 3000.00 a month. Who can afford that! The traffic through our neighbourhood has increased - taxes have increased. Kids have to be bused to school as our local schools cannot accommodate population we have now so NO NO NO to your project proposals. We gave you our input at the Rezoning hearing. AGAINST
- I would remove Elbow Drive from the proposal. All the trees will be gone and the beauty and support for wildlife and waterfowl along the river will be destroyed. It would be such a tragedy! People will look back on this proposal and, in the next election, will NOT re-elect this City Council. This blanket rezoning has been vehemently opposed by 88% of Calgarians and 70% of presenters at the hearings. We will use our vote to send a message of opposition to this proposal!
- The map is tricky and difficult to read; it seems like it's intentionally misleading. These are massive changes to these neighbourhoods and people can barely see the little "shaded" areas that in some cases have massive density changes. - Higher density to "orange" 14



St., 26th Av 33rd Av - Lower proposed density from "Orange" to "tan" for Rideau Towers. Should not be allowed on slope above school. - Public schools are over capacity. City of Calgary should be gifting the CBE lands for new schools. Enmax building on Mission Road up for tender could be K-4 school. - Altadore/Roxboro 4th St. & 3rd St cul de sac should not be 4 - 6 story apt.

- 1. Areas near LRT to be for high density 2. Areas near BRT may be appropriated depending on neighbourhood context (ie higher density.) 3. Urban Mainstreets should be prioritized for densification & Mixed Use. 4. Neighbourhood mainstreets are suitable for densification with a maximum height of 4 storeys to ensure compatibility 5 17th Ave West of 14 should be high density 6 Medium density should have two categories - up to 4 and up to 6 - similar to other ARP's 7. Densification on 33 & 34th Ave should follow proposed zoning in the Streetscape Master Plan (See attachment for more info & rationale)
- The following comments relate to Topic 2. Areas for Growth Highest Priority Areas for Densification - General Principles 1. Areas within 400m +/- of LRT stations should be primary areas for high density mixed use development. 2. Areas near BRT stops may be appropriate locations for developments higher than four stories depending on the neighbourhood context. There has to be some qualification regarding height near the BRT stations as they represent a current system and locations and routes are subject to modification or relocation in the future. These sites could accommodate mixed use. Currently BRT stops in the area on Crowchild Drive are difficult to access and exposed to the elements. BRT should be considered on appropriate Urban Mainstreets. 3. Urban Mainstreets as identified in the MDP should be prioritized for densification. Urban Mainstreets should be identified for mixed use. 2 4. Neighbourhood Mainstreets are suitable locations for densification. Sites at key intersections (collector intersections, transit transfer locations) may be suitable for mixed use. The maximum height should be 4 stories to ensure compatibility and height transition with adjacent residential uses. 5. 17th Avenue west of 14th street should be designed higher density-mixed use and serviced by BRT or a tram system the complete length of 17th Ave. 6. Medium density should have two categories: up to four stories; up to six stories. 7. Densification on 33rd and 34th Ave Streetscape Master Plan including the recommended zoning regulations. Policy Planning and Implementation 1. The City's practice has been to treat policy documents as "aspirational documents". As a result, they appear to have little impact when considering land use and Development Permit applications. This approach has to change for effective planning, community building and resident and community support. 2. Higher density is proposed along transit routes which would be serviced by the primary transit network (service every 10 minutes or better, 15 hours a day 7 days a week). Current service levels combined with the absence of support for transit funding make this an unrealistic service level in a city heavily committed to supporting the use of private automobiles. 3. There is a need to rethink current transit routes and service levels as a key driver for "densification". A pre-condition for densification along transit routes which are not "Mainstreets" should be sites adjacent to the primary transit network. 4. Mainstreet Land use policy implementation is deficient. There is a need to develop, uphold and enforce "acceptable development standards" and not what "the developer wants". The City has a role in regulating development. There is a major gap between approved policy and policy implementation in the Zoning Bylaw. Close the gap by supporting approved policy by adopting complementary development standards. The practice of evaluating individual proposals on their "merits" has to end as this leads to negative community response. Deviations from the policies in the

MLARP and Mainstreet Master Plan are good examples of good policy and poor implementation, The Mixed Use zone as it currently exists is deficient with respect to the absence of height and FAR development standards. 5. If the Approving Authority is granting zoning variances it should be required to provide a written notice with rationale for the variance to adjacent property owners. If an objection is filed the matter should be advanced to the Appeal Board.

33rd and 34th Avenue Mainstreet Implementation

1. This exercise does not appear to recognize the previous good planning work that has been done by the City. The Marda Loop Area Redevelopment Plan and 34th Ave Streetscape Master Plan Final Report 2019 provide a detailed blue print for the development of a commercial precinct with detailed policy guidance. Those policies should be maintained and implemented for the benefit of the Marda Loop/Altadore area.
2. The maximum building height on 33rd Ave between 14th Street and 20th street should be 4 stories (16m.) residential use only as per the approved the 33rd and 34th Avenue Streetscape Master Plan,
3. Free standing commercial and mixed use should be in the commercial precinct defined in the MLARP as a "neighbourhood scale" centre. There is no identified need to expand this commercial precinct as it is in fact "underdeveloped". Encourage further build out of the commercial node and re-evaluate it in ten years.
4. The approved 33rd and 34th Ave Streetscape Master Plan Final Report 2019 recommended to Council zoning and development standards (Page 34) that were implemented for the commercial area but not for the Residential area. Those Administration recommendations, developed with extensive consultation and community support, should be advanced and included in this process. The proposed maximum height of 16m and FAR of 3.0 should be applied to the section between 14th St nd 19th St along 33rd Ave at this time.

Transit and Mobility:

1. Consideration should be given to redeveloping the Manchester Industrial area as a new community. There is a massive amount of underutilized dated, industrial land that has high redevelopment potential, located adjacent to an LRT line providing access to several employment nodes.
2. Consideration to linking the West Elbow area to MRU and the employment area located there through better transit and transportation improvements (tram line to MRU)
3. Improved walkability and transit service is an aspiration. Realistically, the overall city structure is primarily designed to serve the automobile. This is the legacy of 4 City decisions of the past 70 years This position is substantiated by the development of park and ride and parking structures at LRLT stations after 30 years rather than densification at these locations at the outset and the absence of LRT to the airport or MRU.
4. Consideration should be given to re-introducing a tram system in the portions of the City built before 1940.

Vision and Value Statements I have no comment on Topic 1, the "Vision and Value" statements as these are generic "aspirational statements" that have little bearing on policy and policy implementation.

- [see attached] General - revise second statement
  1. Proposed areas to go from low-medium to high rise.
  2. Densification areas to be reduced to reflect impact of City wide zoning.
  3. Proposed use of densified areas is missing. Community impact varies between having commercial vs. residential neighbours.
- GENERAL Community Response Marda loop would be hooped, especially South Calgary. It is already suffering from the after effects of rapid, intense developer driven densification. Calgary is a large City – look elsewhere.
- Preserve communities that are attractive. Build other Communities to be attractive. People love Marda loop so make more Marda Loop's → don't destroy the one we have!

- You've got to be kidding. 12+ storey buildings on an escarpment in Rideau??? It's not feasible.
- Residents here and in Elbow Park do not want any changes to density. We brought in a single family neighborhood and we want it to stay that way. Low density character homes, adequate parking, space in good schools = high quality of life. This densification Would drastically decrease quality of life.
- Mount Royal & Elbow Drive – coming 3 weeks after the city's decision on blanket rezoning (where the city said it was talking about row houses, duplexes, 4-plexes, the map showing 4 – 6 story apartment bldgs. All through South Calgary, Mount Royal and Elbow Drive comes across as seriously heavy-handed. These are lovely areas that are basically being attacked in this proposal. No 4 – 6 story bldgs., in these areas. Why destroy them?
- We support densification in its current Form, with a focus on multi-family development on main streets, and/or corners. However, interior streets such as 31st Ave between 10 – 18th Streets is not acceptable. This is a narrow residential street that is a mix of heritage homes and new infills. Buildings that are 4 – 6 stories are inappropriate for narrow, internal streets. 31st Avenue should be removed from this plan.
- The city of calgary has a goal of a 20% tree canopy in the future. How will allowing for the construction of large apartment buildings in areas with old beautiful mature trees (Elbow Park & Mount Royal) work towards this goal? So much of calgary's older neighbourhoods house the most beautiful foliage, it would be a tragedy to allow them to be removed.
- Carleton St – This is a beautiful, well maintained + preserved corridor. To build multifamily / 4 – 6 stories s careless and makes no sense. Respect people who have worked hard to live and maintain their homes here (I don't even live here.)
- I have seen the Chinook LAP and it looks nothing like this. Why is the City contemplating creating an apartment [removed] in Marda Loop, South Calgary, and others? Enough! You should not disrespect existing owners in those areas. We have been paying the taxes to run this City for years. The new residents have not. The balance is way off in this plan.
- The congestion along 33rd is intolerable – no longer do business in Marda Loop at all as it is pure misery – Please Stop
- Opposed to East Side of 14 St
- Doesn't make sense. Hopes too valuable.
- In the floodplain
- Traffic congestion.
- No Dev'p on Carleton.
- Do not want to see 4 – 6 storey here. Better locations. Support on places like Elbow Drive. Where transit supports sustainability & Smart growth that makes sense.
- I do not support multi story development in Rideau Park. The school is already full, the access in and out is already beyond capacity. The character of the neighbourhood should be preserved.
- There should not be any development on the East side of 14th Street SW. This is a historical and well-treed neighbourhood that would be ruined with 4 – 6 storey buildings. Please preserve my neighbourhood.
- More intensification is fantastic (esp. #1, #31, etc). But it also needs more frequent transit!
- Use the ??? and 33rd & 34th Ave Streetscape Plan to inform development regulations
- Need a parking area "up to 4 stories"
- High density on Urban Mainstreets

- General – Focus on target areas for the next 15 years
- This area has new infill housing < 20 years
- Residential only – 4 storey/??? Townhouses
- Having recently renovated a house in the flood plain, I was subjected to significant restrictions on what I could do with my house footprint. The reasoning being that any changes would disrupt the flow of flood waters.
- Apartment buildings along Elbow Dr. would serve to significantly channel any flood water flow. How will this be addressed
- Potential Growth Area's
- Parking
- Roadway
- Greenspace
- Fibre optics ability
- Buying out older homes?
- Increasing the density – will the develop-ers be forced to have/match parking
- Delete heath centre land from map
- Delete library land from map – only open space in South Calgary – needed for civic/comm facilities upgrade
- Delete safeway property from map – not suitable for high rise
- Densify full streets only. Marda Loop does not have the necessary underlying conditions for massive development. South Calgary will lose its identity / sense of community
- Implement mainstreets heights fir 33rd.
- 4 to 6 Storey Buildings Make No sense in this area. It is extremely costly real estate You are ruining a beautiful neighborhood. It is NOT affordable. We are Not Vancouver or Toronto.
- I feel very sorry for all the young people who have chosen to live in what are now “pink” areas. Old people too! Incredibly unfair, poorly thought out, unbalanced idea
- Parking availability
- Green spaces
- Fibre optics ability
- Every single water tie in is poorly managed/not checked by the city Soil bulking is a thing All Civil Engineers know about this. Logging trucks cannot haul in the Spring due to compaction. Why are the roads we pay for not correctly paved? Poor job.
- Scarboro, 17th
- Along 17th Ave, West of Crowchild, medium rise buildings already exists and have affected shadowing impacts to neighbours behind them.
- In Scarboro, many residents “fight” and property owners along 17th ave may not have the same opportunity to build similar height buildings.
- How can the city ensure that policies will apply equally to all Calgarians to have the same/equal opportunity without having to fight neighbours?
- If property owners were able to build medium rise buildings West of Crowchild, the city should also allow it East of Crowchild. That's just fair!
- 17th Ave should be residential/commercial/or mixed
- General
- Min parking allocation of 1 off street per unit.

- Elbow Park is the last vestige of Calgary's history in real life. Sadly City planning has zero respect for our history & culture
- ① Significant challenges around traffic crossing Elbow River on Elbow Drive. 4 – 6 story building would change this even further.
- ② With children in Elbow Park School + Rideau, we already see schools @ capacity. High density housing will create significant challenges
- 4 to 6 Storys? So we are leaping from duplex/single family to 4 – 6 Stories? Seemingly right over the Blanket Rezoning RCG Joke!
- condo building, 4 – 6 story along elbow drive doesn't make sense it is the most beautiful street, also as a geologist I am concerned about drainage and floods + infrastructure Condo buildings could affect water in the area.
  - Also Elbow drive is a very busy road already also its gorgeous and we don't want to see buildings, also the value of the houses behind will be devalued significantly
- Evidence of that is shown in marda loop and These housing prices directly with condos over time
- The areas adjacent to the proposed 4 – 6 storey development (Elbow Drive between 30& 32) all have heritage properties that back onto the alleyway that would be shared with this development. How can the new buildings afford privacy to those in the heritage homes, how can value of their property be protected?
- These homes all have rear garages that use the alley to access parking. During the winter, Elbow Drive is often closed to parking with snow events, Forcing extra cars from those living/parking on Elbow Drive to then use the alley to park.
- Extra units with only .5 of a parking space will greatly compound congestion on side streets & alleys
- The proposal to allow 4-6 storey buildings on Elbow Drive is concerning for multiple reasons:
  - significant loss of privacy/overlook concerns into neighbouring houses
  - loss of tree canopy
  - significant shadowing effect from on surrounding buildings
  - loss of heritage quality feeling on surrounding streets
  - parking and infrastructure constraints in an already busy neighbourhood
  - effect on the water system so near to the Elbow River.
- As a resident of this community, the proposed 4 – 6 storey growth plan on elbow drive has numerous negative impacts on nearby residents and I don't believe is appropriate
  - Moving from RC-! To RC-G is already a substantial shift, this is yet another significant jump to consider 4-6 stories in areas that have been up until now single family homes
  - It will negatively impact adjacent home values. It's also unrealistic to expect anything that's 4-6 stories can be properly developed within contextual consistency for a heritage area that's comprised of century old single family homes
  - It will also exacerbate already limited parking issues and put more pressure on our schools which are experiencing record attendance
- Solution: we should target densification of 44 storey growth on Streets like 14th Street SW as it already has multiple higher rise buildings. It's a commercial route with transit access and achieves densification with limited negative impacts to the community
- Remember the great Elbow flood of 2014 and 2005?

- The streets adjacent to the proposed 4-6 storey growth area along Elbow Drive (Salmon area between 30th Ave/Sifton Blvd) are mostly composed of heritage homes, likely to be included in the new heritage guidelines.
- As such it doesn't seem to make sense to incent developers to tear down the (also) Heritage Houses along that stretch of Elbow Drive and replace them with 4-6 storey condo.
- Please amend the map to remove the 4-6 storey recommendation.
- N.B. Also the area proposed for development also a flood zone?
- Here's another concern:
- Look at the current water crisis in Calgary.
- With all this over-densification, we do not have the infrastructures to support.
- I wonder if City Council feels a bit sheepish asking Calgarians to "all step up" after they just ignored 70% of us.
- Marda Loop
- City has approved too many incompatible projects (too high, bulky, rear lane access when side street is an option
  - Need strong development guidelines
  - mix zoning need height & FAR standards (See Main Stret Water Plan)
- Overlapping transit wa??? & Mid – density?
- Up-Zone this !
- South Calgary/Marda Loop already has lots of diversity in homes:
  - houses
  - apartments
  - tons of duplexes
  - 4 plexes
  - even 8 plexes +
- Why cram in apartment buildings? Unnecessary and not true diversity
- I think the LAPs are a great step towards renewing neighbourhoods. As a boomer I understand the importance of attracting a great mix of people/ages/demographics.
- You're not listening to the residents impacted. Unacceptable.
- We have significant flood concerns along Elbow Dr.
- 4 – 6 Story buildings will divert flood waters into the neighbourhood.
- So out of place. Building the culture and fabric of a special area in the city.
- 4 – 12-storey buildings in 2 blocks?
- Really??? Spread it out.
- Up-Zone this Mansion it can be Apartments
- No development on Carleton St or Council Way
- Must protect existing tree canopy & green spaces. Some neighbourhoods in the West Elbow Communities should be able to retain the single family housing zoning.
- ALL housing types should be made available including communities zoned for single family homes ONLY.
- There are many communities in the area offering multi-family housing.
- it is very common to see deer wildlife, coyotes, bobcats in Elbow park and mount Royal they travel through the main streets 4 – 6 story condo buildings will destroy their homes and presence.

- ① For the past 3 years our neighbourhood around 18st & 40th Ave has been under constant construction. A fourplex was put in as a pilot project, then across the Street a 4 plex with 4 more suites was constructed +2 duplexes were constructed. So there was construction noise for 3 years within a one block radius. Please consider the cumulative impact of your construction approvals.
- ② why is 42nd considered for further upzoning. Not a bus route, currently contains low rise apartments (affordable housing). The roads can't support additional traffic. Why are you including 42nd Ave SW?
  - 60 foot trees cut down, - roads tore up & not restored, heavy equipment dropped off @ 6AM. – water shut off – lawn cut up for sewer
- ③ Our neighbourhood is considered one of the hottest in the city re: heat islands. The local developer is building black exteriors, & not required to put in soft landscaping that allows for reduction of heat retention. They put in rocks for the front yard to retain heat. Not required to plant very large trees. I have planted more trees & shrubs than the developer. If Climate Change is a motivator then please be consistent in your planning approach / developer requirements.
- ④ A 30 year plan does not mean this can't be built in the next 2 years (or quickly) if council decides to take a note re: upzoning
- If we cut down 60 foot trees & pave everything, paint it black + put in rocks how does that help with flooding & heat
- ⑤ Please share the data on which you are basing your decisions. We were told our neighbourhood was declining + schools would close. We have had record rapid building & the schools can't keep up. The units being built are \$700,000 +, so not affordable housing.
- ⑥ Many corner lots near Kiwanis Park are vacant for 2 – 3 years. So developer can purchase land, hold it, council rezones. Land is now valuable so they can sell it @ a profit and no homes got built. Valuing the land does not result in affordable housing.
- ⑦ If you tear down all the bungalows + put up 3 story homes, how do you expect seniors to age in their homes. Not every senior wants to live in a Condo.
- ⑧ You are not considering a # of homes are multigenerational homes.
- RE: Adverse Environmental Impact of Proposed 4 – 6 story growth on Elbow Drive. Replacing 100 homes & households will increase household count 5 – 10-fold, thereby increasing waste water & storm water outfall directly into the adjacent Elbow River. Erosion & other shoreline deterioration will result. Similar development in Mount Royal & South Calgary/Marda Loop will increase water infrastructure demand, placing at great risk the Elbow Park community association grounds – the infrastructure investment made 10 years in the community will be inadequate & could result in the conversion of the EP com. Grounds to a wastewater reservoir. Serious consideration & restraint should be shown to protect the river and green space of E.P.
- How are areas selted and omitted? There are white spaces that are not in potential growth that equitably should be.
- I believe this council has lost the Trust of its residents. Dismissing our concerns as ill informed & opposed to change means they are not listening.
- After many years off attending similar meetings where local residents concerns have been ignored, this is more of the same. Anything east of 14 street will not be affected – Mount Royal. will NEVER see this increased density. You have [removed] + destroyed the South Calgary community & it is clear it will continue.

- More densification is great – bring more services + more diversity to the neighborhood. Ensure there is affordable housing so young people + a variety of income ranges can live in this beautiful area!
- Go to other cities such as Hong Kong to see how densification is done properly. When they needed more accommodations they did not go into older, prime established & expensive areas & build apartment blocks. they went to the out areas like the new territories & built. They also invested heavily in infrastructure to build up those areas. It works!
- This area does not support development b/c of the traffic at Sifton Blvd. To alleviate the ever increasing traffic on Sifton – partly caused by increase density in Altadore, N Glenmore + S Calgary, consider a bridge on 50th Ave.
- change to 7 – 12 stories
- develop 33 & 34th Ave as a community commercial node. Let it build out for ten years before creating further sprawl east of 19th St SW
- far too much density. It is already so busy. No one can park. Businesses, are struggling with people parking. Buses are inefficient. Build density with trainline in walking distance and areas that already have dense population with tall buildings
- X – the area north of 33rd a little too dense – these streets are not busy streets and should be treated like other similar streets.
  - I think up to 3 – 4 stories is fine on all the “pink areas” with increased density. 5 + 6 stories is too tall except along larger roads – 32, 33, Elbow, 14th, 50th etc.
- → Worried about losing the historic character of the neighbourhood. → Infrastructure in the area can't support increased density → We have a young family, We moved away from a mixed density community and are worried about safety of our kids outside with increased traffic. → We love that there are young families & we know our neighbours. It makes us feel safe. Increased density will ruin this. → Million dollar land does not make affordable housing.
- a poorly conceived plan – there is no Scientific evidence that rezoning and introducing condos along major transportation routes will increase affordable housing in Elbow Park
- to effect change pilot projects are the best method to determine if a proposed change will be effective. Gradual introduction of laneway houses and duplexes likely would be more effective in increasing density but increase affordable housing in Elbow Park is unlikely.
- Really do not think this fits the feel of this part of the community! 12+ stories should stick to being in areas where “it fits” aka 33rd!
- The proposal of allowing Heritage homes to be converted into new 4 – 6 storey apartment buildings along Elbow Drive ignores the fact that Calgary has such a limited number of older neighbourhoods and the way in which they add to the fabric of Calgary (ie/ its history – its our roots!!). I appreciate the need to make the city more affordable but would suggest that the availability of now building row houses (subject to those houses being built contextually) should afford these neighbourhoods higher density while preserving what limited heritage we already have.
- No need for “growth and change” to be forced on us.
- electric vehicles!!! Where will all the plugs in be, how can they accommodate that much power. Not 14 hour charger but fast chargers.
- Density is not a dirty word but it can be so much more sensitively handled.
- Stop allowing Monster houses to replace huma scale buildings



- SQ footage should be addressed for living spaces a 6000SQ house is as volumous @ 6X 1000SQ foot units
- Building envelope needs go be more human scale
- Relaxation on setbacks, parking, landscape → Needs to STOP zero lot lines, small easements & encroaching front setbacks make unpleasant living conditions for everyone else.
- Loss of Mature trees, large front parking pads & driveways crossing sidewalk make for loss of quality spaces esp for pedestrians
- Neighborhoods need their own character & village identity
- Loss of heritage is a loss to everyone. Once its gone, we cannot get it back.
- Realistically understand this city is designed for vehicles → stop pretending → build better local transit instead of bikelanes. Make streets better with trees → they are the environmental champions and do sooo much more
- Improve communication to see many forms of density
- Create opportunities for alternate styles of suites to improve density/affordable housing → not pricey condos
- I would like to see a combination of existing small-scale homes with pre-existing character, with functional / usable higher-density homes. Densification is needed, but shouldn't be at the cost of all neighbourhood personality
- Specifically, I'm in support of densification in Marda Loop, Bank View, Sunalta, Mission as long as all character isn't blown away.
- Obviously, this will necessitate growth of commercial offerings to match the growth in population.
- TOD should be where more density goes
- GENERAL: Map Comments
  - Add category of maximum 4 stories low-medium like other Calgary LAP's
  - Revise/downsize densification areas to reflect city wide rezoning
  - Identify commercial/multi-use densification vs residential
- (A) intensity Mission Road corridor: H-GO or similar (3 – 4 – 6 corners)
- 76th & 20th st are good for 3 -6 stories! (mixed, complete streets) (same for 26th AV)
- 4th St can take 7 – 12 all the way through
- Raise MAX station areas to 12+! (+ Crowchild corridor)
- I support 4 – 6 story growth along major arteries in principle, however, 3 story brownstone would be more appropriate along Elbow Dr. b/w 26th Ave and Sifton Blvd., and on 14th st. between 26th Ave and 38th Ave. These would not be affordable but they would unify the streetscape and allow more density
- I do not support multi-story development within Mount Royal or Elbow Park.
- Building 4 – 6 storey high buildings would block the sun on my house! My Kids like playing in our backyard – please do not make a dark cold backyard for them with these tall buildings on 14th Street and Alfese St!
- Concerned that the existing low-rise affordable apartment and will be torn-down if 7 – 12 storey become permitted
- 4 to 6 storey buildings make no sense in this area. It is extremely costly real estate. You are ruining a beautiful neighbourhood. It is NOT affordable. We are not Vancouver or Toronto.

- only up to 3 storey attached Brownstones make sense here NOT 4 – 6 stories. These (Brownstones w Double garages.) will be over \$1.6 M So Not affordable. Makes more vehicles & more traffic for little/No gain For residence & community.
- We need to consider the small buisnesses in Marda Loop! Horrible plan → no parking already! Makes NO sense
- 29th avenue is a dead end street, and therefore does not allow for traffic flow through. from 27th Ave to 29th Ave the slope of the hill, narrow streets, along with only access (by car) to Macleod tr + erton street, would cause lots of congestion and not support such high density. Single family homes and duplex style housing, low density, are best suitable for these streets.
- Please do not build 4-6 storey buildings along Elbow Drive. WHY NOT ?
- All of this side of 14th St on the East consists of mostly small bungalows, many heritage this is the border of Mount Royal from 33rd Ave SW → all the way to Mount Royal Jr. High is not appropriate for 4 – 6 storey apts. as proposed, it will negatively impact houses directly behind on Wolfe St. for Ex.
- No need to change existing zoning. Plenty of high rises on 33rd, 14 St., - Keep status quo! - Integrity of community is Paramount!
- Isn't this already MC2? White is thus a down-zone? Upzone it instead!
- Object to 4-6 storey buildings on Elbow Drive – no parking – flood zone – reduce light/create shades – would remove trees/vegetation – traffic density (not built to carry greater traffic) – lacking water/electrical infrastructure
- The Safeway at the corner of 4th street and Elbow drive is an important grocery store within walking distance for many residents of the Rideau Park area and also important to the students of Rideau Park school as a lunch spot.
- ① First of all 'Listen' so far City has not truly engaged & taken feedback on board. Transit in this area is NOT sufficient for the kind of density you are proposing it will be a congested mess just like Marda Loop (Nightmare). ↓ ② There are plenty of places to add density where transit & services exist There is no need to chew up our neighbourhoods. This engagement is ridiculous – nothing is accomplished by this sort of event as you never ever listen anyway  
....
- I strongly oppose 4-6 story buildings along Elbow Dr. We recently moved to this neighborhood and have a young family (two kids, 4 and 2). We picked this neighborhood because we thought it was family friendly. We used to live in Currie Barracks. Many people in the condo buildings drove unsafely and were not respectful. We have several other concerns including privacy. Busy alleys, cutting down old trees Row Houses / Duplexes would be better.
- Do not change south Calgary to an apartment [removed]. ① Far too much focus on people who do not live in the area yet. What about those who are already there, who have spent every dollar & got huge mortgages to live there? ie. the people who have been paying taxes to the City of Calgary for years. Maybe they have invested in improving their properties – maybe ② they want to do so. Why would they do this if the City plans to turn their lovely area into block upon block of 4-6 story apartment bldgs.? This would be a community - destroyer.
- We have bought and invested here significantly. We've made sacrifices to live in an RC1 neighborhood – it's a great lifestyle. We want to keep it this way. This proposal is ignorant and outright offensive. No densification whatsoever in Elbow Park!!

- 4 – 6 storeys along this road is poor planning. Very disrespectful to existing neighbors.
- There should not be any 4 – 6 storey high buildings on the East side of 14th St SW. This will block the sun on my property.
- I am concerned about the lack of attention to HERITAGE & HISTORIC neighborhoods. We hear endlessly about the need for AFFORDABLE HOUSING I challenge the advocates of this plan to explain how densifying Elbow Park will provide AFFORDABLE HOUSING for those who need it. I have concerns about the increase pressure on aging infrastructure – (sewers, roads, power) I have concerns about the inevitable destruction of the canopy. ETC. ETC. ETC.!
- Not sure I understand how 12+ story apartments make sense when it is already so congested! I understand these need to go somewhere, I am not sure this is the spot based on traffic already! Please re-consider :)
- Love that more density is going on bus routes like on Carlton
- Blanket Rezoning to RCG was poorly delivered. What I see here is leap frogging to 4 – 6 Stories. [removed]!
- Upzone the mansion that's always for sale. It's a half city Block!
- These dots form an oval through Mount Royal please → walk, bike or drive it and you will see that even one apartment will not fit and will be the beginning of the end of the jewel of Mount Royal. A destination for residents & visitors to Calgary [personal info removed]
- Areas Proposed for 4-6 storey buildings conflict with heritage guideline proposed are as on → These streets: There is no way that a 4-6 storey apartment even following the draft heritage guidelines for the draft West Elbow LAP can be made to look at home.
- Area 4, 47, 31, 32, 35 Someone from the City needs to drive down all of these streets. Multi-storey development has no place on these streets. Focus on streets on the outskirts (like 14th Street) that already have development. Stay out of the heart of these communities.
- This section of Elbow Drive cannot take more density, parking already tough and is needed for park users of Elbow River pathway Also many heritage homes and areas on West side of Elbow.
- There's clearly very little thought in putting a 7-12 story building here. This is such a busy corner surrounded by single family homes. This isn't what the community wants and is not in touch with the character of the existing neighborhoods. Frankly, this is just a stupid idea.
- There are heritage resources and heritage homes and character homes. Do not ruin this area.
- While I do support densification in Marda Loop/Altadore, it looks like there are few areas along 33 ave that may remain Low-Density. Some mix is desirable, supported by commercial growth to support the population growth.
- Developers COULD develop these as soon as the changes go through ... Saying no Plans is meaningless
- Why is this jumping to 4-6 story condo buildings when we don't know what the blanket zones will do – 4-6 story condo buildings are not wanted cont' make sense in Elbow Park
- 4 – 6 storey high buildings here will block the sun on my property and affect where my kids play. Thank you for listening.
- Concern over flooding of neighbourhood.
- As someone who visits the area frequently for therapy, walks, etc. and would love to move here, I would love to see more density near high-traffic areas such as the hospital, schools,

and transit stations, (and parks) while also ensuring an equitable division of apartments/tall buildings instead of only putting them along busy, loud roads. Thanks for your hard work :)

- As members of the South Calgary community – we understand the need to densify inner-city communities and understand the positive repercussions that come with the growth. We have stood by and support infill development, and even multifamily development in our area. With that said, we live on one of the only inner-community streets that is being flagged as an area of interest for development up to 6 stories. This makes no sense – logistically. We are surrounded by beautiful new, and wonderfully maintained older homes. There are only a handful of homes left on the street that would even make (financial) sense to develop – and they would be more suited as duplexes, 4-plexes, or at most 3-story townhomes. This coloured map feels thoughtless, and careless to residents who have willingly paid higher taxes, and higher prices to live in a community close to downtown. Development over 4 stories should be reserved for primary, or at most secondary roadways (14th, 26th, 20th, 37th). 31 Ave is not even a through street. This strategy feels ill-informed, and inconsiderate. Hoping the city truly uses these “engagement” sessions for → meaningful consideration – and not just another “checkbox”. Consider adding density on these streets in the form of row homes, legal suites, and duplexes. The average cost of a 1-bed condo in Marda Loop is over \$2,000/month. Adding shiny new condos does not help affordability – it simply increases inventory on empty, (poorly built) unaffordable units.
- There are no 12+ story buildings in Marda Loop nor 6-12. Adding these all next to each other in a small area that is already super congested for driving doesn't seem smart or optimal. Most of the streets surrounding this area are single lane due to street parking. Let alone the impact the 6+ to 12+ will have on the feel.
- Some very extraordinary homes are on these blocks of 10th St. Would be a shame → to see them lost to 4-6 storey apt. buildings.
- More density near greenspaces allows for greater access to & enjoyment of city's beauty & resources
- Block after block of 4-6 story apartment buildings will create the opposite of diversity. We have diversity of home types in South Calgary
- Marda Loop community has a very quiet and peaceful vibe. The existing mix of 4-6 story buildings seems to fit the community feel. 6+ to 12x story buildings will likely change that. Impacting home prices
- South Calgary comm. Has done more than its fair share. Let's see density increase in surrounding communities, including Mt Royal. Fairness & Equity for S. Calgary citizens!
- Kids play on this street and walk to the parks – 4-6 story condo buildings would ruin this neighbourhood. Ruin the Value of people's Homes. We invested 1 million dollars to update and build our forever home. Absolutely NO! condo buildings should be allowed anywhere in Elbow Park and Mount Royal – we have seen what has happened in Marda Loop it is not wanted. Remove all orange in Elbow Park & Mount Royal from the plan
- the size of the proposed buildings are excessive and would place an unjustifiable/unreasonable burden on the local road infrastructure and food resources. 12+ Stories and 7-12 story zones being added to a 4-6 story max neighbourhood ignores the culture + fabric of the communities that make Calgary what it is.
- Saying this just allows the development to feel like a cop-out. Why would big \$ developers not jump all over this ASAP???

- As a person who would love to move here. I work in the area, some micro-mobility, transit enhancement will help me afford to live here.
- All these orange areas are great, but they need to be mix use with commercial not just residential
- focus on areas with train transit. Far more efficient ...
- Transit Areas need more density around them
- How do we encourage a more diverse set of families & individuals to live in WE?
- This project feels like it comes up Short on functionality. Higher income areas don't' access busses with some regularity. We cant apply data without contextualize
- William Reid – old Catholic School lot – repurpose.
- 6 story apartment block zoning in the entire block has a large negative effect on the entire neighborhood to the east. I support row housing along Elbow Drive but not large apartment blocks
- How will City planners evaluate the flood risk on the flood plain and flood fringe in terms of permitting high density high value construction in those areas? Property/Flood insurance is still hard to purchase in Those areas. If a lot of new construction is built along flood way, fringe etc. and it floods again, tax payers will be on the hook for flood relief when the risk was completely foreseeable! [removed]

## Additional Feedback: Draft Chapters 1 and 2

### Do you have any feedback on the initial draft Chapter 2 or refined draft Chapter 1 of the West Elbow Communities Local Area Plan?

- Nodes and corridors are an incredibly inequitable way to grow. What are we doing to break down this poor 90s compromise and create more mixed use communities
- Rather than pack even more height onto 4th Street, contemplate a full 6-storey build-out for this transect all the way to Macleod Trail. Where are the bike lanes, cycle tracks, multi-use pathways? Get those residents to the Barley Belt more safely, get that density from Rideau Towers, etc., downtown on separated bike lanes!
- It feels like there needs to be a significant focus on real active transportation investments coupled with this plan given how significant and wide-reaching the upzonings proposed are.
- I don't know if this is a reflection of you and I know there were 21 people in the room at one point and I saw signs, etc., but I don't know if getting feedback from twenty people is enough input on this topic as it does really impacts people.
- I just want to say that you guys really seem to know what you're talking about and are trying to strike a balance with peoples happiness and density. It isn't easy trying to please everybody but you guys are doing a great job. Let's get more homes built!
- Let's make sure we're looking forward 30 years with a plan that's able to change and adapt. Not looking to the past 30 years and trying to maintain the status quo.
- Appreciate this approach to the LAP process better than the previous generic identification of "Potential Growth Areas". Would definitely recommend carrying this approach forward.
- The only sustainable growth and development that's not going to reply or a marked increase in vehicles is to build density close to LRT and major transit. From an environmental perspective we should be working towards city planning with greater emphasis on utilization of public transportation
- Yes don't do it!
- I am interested in more accessibility for mobility and public transportation to reduce carbon footprint and avoid having to drive to do errandsz
- Dear City of Calgary Planning Department,
- I am writing to formally express my objections to the proposed rezoning of Elbow Park. While I understand the city's need to accommodate growth and development, I believe that this particular rezoning plan is ill-conceived and will have detrimental effects on our community for several reasons.

Firstly, the proposed rezoning undermines the historical and architectural integrity of Elbow Park. As one of Calgary's oldest neighborhoods, Elbow Park boasts a unique collection of heritage homes and mature landscapes that contribute to its charm and historical significance. Rezoning that permits higher-density development would inevitably lead to the demolition of these heritage properties, eroding the historical fabric of the community. This loss would not only be a blow to local residents but also to the broader Calgary community, which values these historical enclaves as part of the city's cultural heritage.

Secondly, the infrastructure in Elbow Park is not equipped to handle the increased density that rezoning would bring. The tree-lined streets and limited parking spaces are already strained, particularly during peak hours. Increasing the population density would exacerbate traffic congestion, strain parking availability, and increase wear and tear on local roads.

Furthermore, essential services such as water, sewage, and emergency services might be stretched beyond their current capacities, leading to potential degradation in service quality and increased costs for upgrades.

A specific and acute concern is the proposal to construct a 7 to 12-story building at the southeast corner of 14th Street and 33rd Avenue. This space is too small to accommodate such a towering structure without severely impacting the surrounding properties. The proposed building would overshadow neighboring homes, block sunlight, and significantly alter the local skyline. Additionally, the increase in traffic and demand for parking generated by such a development would overwhelm the existing infrastructure, creating congestion and noise pollution. The scale of this building is incongruent with the character of Elbow Park, and its presence would disrupt the harmony and residential nature of the community. Moreover, the proposed 4-6 story structures between 34th and 36th Avenues and 13A and 14th Streets and the 7-12 story structures between 34th and 36th Avenues and 14th and 15th Streets will completely change the sightline for all single-family homes on the east side of the development. Currently, these residents enjoy views of the mountains and sunsets, which are significant aspects of their quality of life and property value. The introduction of these mid-rise and high-rise buildings would block these scenic views, leading to a loss of aesthetic and emotional value for existing homeowners. Furthermore, the increased building heights will cast long shadows over the neighboring homes in the winter, particularly those on the east side of 13A Street, resulting in significant loss of sunlight. This reduction in natural light would adversely affect the living conditions and overall well-being of the residents. This change not only diminishes their daily living experience but also potentially lowers their property values, which is an unfair outcome for long-term residents. Environmental concerns also play a significant role in my objections. Elbow Park is home to many mature trees and green spaces that contribute to the neighborhood's aesthetic and environmental health. Rezoning to allow higher-density development would likely result in the loss of green space and mature trees, negatively impacting local biodiversity and contributing to urban heat island effects. Additionally, the increased impervious surfaces from new developments could exacerbate stormwater runoff issues, potentially leading to more frequent and severe flooding events, an issue the community has struggled with in the past.

Another critical concern is the impact on community cohesion and the quality of life for current residents. Elbow Park is known for its tight-knit community, characterized by strong neighborly bonds and a high quality of life. Introducing higher-density developments can alter the community dynamics, leading to a transient population less invested in long-term community building. This shift could undermine the sense of belonging and community that current residents cherish.

Furthermore, the rezoning proposal appears to lack adequate consultation with the residents of Elbow Park. Meaningful community engagement is essential in urban planning processes to ensure that the voices of those most affected are heard and considered. The perceived lack of transparency and insufficient engagement in this rezoning process have left many residents feeling disenfranchised and concerned that their legitimate concerns are being overlooked.

In conclusion, while I recognize the need for urban development and growth, I firmly believe that the proposed rezoning of Elbow Park is not the right approach. The historical, infrastructural, environmental, and social ramifications of such a move would have lasting negative impacts on the community. I urge the City of Calgary to reconsider this proposal and to engage in a more inclusive and transparent planning process that respects the unique character and needs of Elbow Park. Alternative solutions that balance growth with preservation and community integrity must be explored to ensure that development benefits all stakeholders without compromising the essence of what makes Elbow Park a cherished neighborhood.

Thank you for your attention to this matter. I look forward to a positive resolution that considers the best interests of all involved.

- I appreciate the thought that has gone into this phase of the draft and I thank you for the opportunity to give feedback.
- Please adjust 2.2.4.1 to include consideration of recreation value in natural areas, including but not limited to trails, river access, and other activities within natural areas.
- Consider also enabling above grade parking with appropriate liner and/or ground floor uses as an acceptable alternative to underground parking in 2.2.6.2d. Underground parking at the Holy Cross site may be challenging and costly due to the high water table and appropriately sited and designed above grade parking can work on such a large comprehensively planned site.
- Strengthen and clarify 2.2.6.2i in relation to shadows on riverside park space; this should be a shall, not a should/discourage. If flexibility is needed, then define the amount of shadow impact that is acceptable or not.

Consider designating a portion of 26 Avenue SW (around 14 Street SW and around 20 Street SW) as a Main Street in policy 2.5.1.

This might be more of a Chapter 3 consideration (or could be in 2.5.2.4), but please add policy to support the conversion of the block of Elbow Drive SW between 4 and 5 Streets SW to a riverfront open space (along the lines of the East Village riverwalk), rerouting transit and vehicle traffic to 25 Avenue SW via 5 Street SW. This could be supported by policy allowing for a shift of the Safeway site property lines slightly (3-6m) to the south to allow for a widening of 25 Avenue SW (including potentially a transit priority lane) to better accommodate this shift. This would work well for mobility (transit and most vehicles are going between Elbow and either 5/4/2 Streets or the 25/MacLeod intersection anyway and don't need to be on 26 Avenue SW) and the resulting riverfront open space could be an incredible destination anchor for the area, and could incorporate flood resilience protection. In section 2.5.4.2, clearly allow for the MacLeod Trail urban main street to include an additional signalized intersection at 22 Avenue S to allow for active modes access across MacLeod Trail, and all turns vehicle access to/from Lindsay Park (MNP) and the north end of the Anthem development site, without necessarily connecting (for vehicles) further west into Erlton. This would help future proof the Lindsay Park (MNP) and Anthem sites and provide a better connection to the Erlton LRT station (which should be rebuilt with a level crossing of the LRT tracks at the north end, along the lines of the rebuilt Victoria Park Stampede LRT station), at a far lower cost (capital and operating) than a +15 overpass. A full intersection at 22 Avenue SW would also help signal a change in character to MacLeod Trail as drivers come northbound over Cemetery Hill, indicating that they are now 'in the city', with signals at most blocks. This would also be a far more attractive walking and wheeling crossing than the 25 Avenue SW intersection with its long signal cycles (due to vehicles crossing the LRT tracks).

Sections 2.7.3 and/or 2.7.5 should clearly identify transit corridors where investment in signal priority and dedicated lanes should at least be explored and where transit is an identified priority over accommodation of parking or vehicle LOS.

- 50th ave is congested, please anticipate a solution
- This plan is terrible. Talk to the people who live here before you start making changes. We do not want it
- [removed] is with this city planning wanting to cut up nice neighborhoods?
- These plans look old fashioned and short term thinking. Not considered and modern and innovative for a long term safe welcoming liveable community for families and singles.
- Yes these areas are worth preserving for their historical context and different style of living versus trying to turn it into a beltline like corridor of high rise buildings
- Extend the 5 St cycle track to Elbow Dr and upgrade the bike facilities on Elbow Dr to cycle track to create a seamless connection to the SW Neighbourhood Bikeway project.



- I don't agree with most of it.
- Please look into back alley reconstruction of watering retaining in south Calgary community. Some streets are consistently having bad conditions when raining and snowing, which could be almost impossible to pass. This also significantly influences the value of the neighborhood and residents and future residents life quality.
- Can we do things that make big trees again? How come in the past we could plant trees that create lots of shade and cool our streets, but now we're limited to tiny little trees that don't really do anything?
- Please make sure that there are completed cycling connections. It doesn't make sense to puke people out on 5th street in the opposite direction of traffic, when that cycletrack can go all the way to the river.
- What the city is proposing along 32/33/34 is acceptable and welcome for many residents of the surrounding area. However, additional development coming down 20/16/42 is deeply concerning and frankly, dangerous. As a community, we are are not set up to handle this scale of change. The supporting infrastructure is already bursting (schools, doctors, amenities etc). Most importantly, the volume of traffic is at an extremely unsafe level, including the speed of vehicles in the Altadore area. As a family of 2 year old daughter living on 19th Street SW, we have almost been struck by a vehicle twice in the last month - 4+ story development will only exacerbate this issue, limit parking, and negatively impact the quiet/community nature of Altadore. I'm extremely disappointed by the proposed changes, specifically those relating to the proposed density increases along 20th street.
- This plan does not have the broad support of existing residents - quite the opposite. So, densities goals should be achieved by other means including developing other in-city land that is currently unused or zoned industrial.
- Your focus should be on leaving the character of the existing neighborhoods intact and not try to put higher density buildings in these areas. New developed should be focused on the main streets like 14th and 33rd and 34th Ave SW. If the city want higher density then they should build it in greenfield sites throughout the city and not only focus on inner city neighborhoods. With the percentage of people working from home and not downtown, I not sure why the focus is on building density around downtown?
- You are ruining calgary
- I am writing to express my strong opposition to the proposed growth plan and zoning changes in our community. As a resident of Bankview, I am concerned about the negative impacts this development will have on our already strained infrastructure and the character of both my own neighborhood and the West Elbow community as a whole.

One of the most pressing issues we face is the severe lack of parking. Our neighborhood currently has more residents than available parking spaces, resulting in vehicles being parked all the way up to the intersections. This often leads to cars being parked illegally, creating dangerous conditions for drivers and pedestrians. The lack of visibility at intersections makes it extremely hazardous to turn onto main roads, increasing the risk of accidents. In fact, we have witnessed multiple accidents at the intersection in front of our home, which I believe are directly related to the poor visibility. The area cannot support additional street-parked vehicles, and any new buildings must include adequate off-street parking.

Additionally, our city is already facing significant traffic problems. Increasing population density without improving our transportation infrastructure will lead to more traffic, longer commute times, and increased pollution, further degrading our quality of life. For example, I have had to modify my daily commute due to unmanageable traffic patterns. At the intersection of Lansdowne Ave and Elbow Drive, cars are often so backed up on Elbow

Drive that not a single vehicle can enter from Lansdowne during an entire green light. Issues like these will only be exacerbated with your plan, as this is one of the main roads leading into the West Elbow Community.

Calgary residents are experiencing growing frustration with the rapid influx of newcomers, and this development will only add to that frustration for current residents. The Marda Loop area (33rd Ave) has already become so congested that I have stopped visiting the businesses there, even though they are conveniently located near my home. This area has a large number of proposed growth lots (4-6 story, 7-12 story, and greater than 12 story). I believe that residents of this neighborhood, as well as those in neighboring areas who would otherwise enjoy the businesses and services located there, will be very negatively impacted by additional congestion.

The proposed high-density development will worsen these issues, increasing congestion in areas that are already crowded. Our beautiful, historic homes will be overshadowed by apartments and high-rise buildings, eroding the charm of the West Elbow communities.

I urge you to reconsider the proposed zoning changes and address the existing traffic and parking issues before proceeding with new developments. Responsible growth should enhance our city without compromising the safety and well-being of its current residents.

I hope I can trust in the credibility and transparency of the government to ensure that the concerns of myself and my neighbors are accurately reflected and not minimized or ignored.

- Increased density is a must, we can't keep growing outward. However, we need to do it responsibly. Where possible, instead of saying "NO" to more density, we just need to put in traffic-slowing or traffic-prohibitive mechanisms where a lot of cut-through traffic happens. Also we need to see where children are crossing at busy intersections, and put up appropriate traffic lights to ensure nobody dies.

Two areas of concern:

1. 42nd ave and 20th street intersection. So many kids cross here. It's a busy intersection already. Ice cream shop and the pub at this corner as well. While death rate is low and hopefully non-existent, many are witnessing instances where traffic is moving so fast on 20th street and some child almost gets injured. Thankfully, parents are diligent.

2. Cut-through traffic from 20th street to 16th street going down 44 ave. Why? It goes from 44th ave onto Passchendaele ave, and thus allows people to access crowchild trail. Happens to be a corridor of schools extending from Altadore School, Rundle school, Lycee School and Masters Academy. Happens to have lots of kids walking it. Traffic loves to speed through the neighbourhood at certain times as stressed out parents try to get their children to school on time. Someone is going to die. I live right on the corner of 44th ave and 19th street. And I always see, and can get camera recording proof if needed, or people disregarding the stop signs on my corner and just rolling right on through. My kids know that during certain times, be careful as stressed out drivers can miss them crossing the road, and then they'll get injured.

- There are areas on the south side where or 33 Ave SW where 7-12 stories could be appropriate, particularly where the surrounding properties are already 4-6 stories, and the north side of 34 (i.e., behind the 33 Ave SW properties are commercial (e.g. south side of 33 Ave SW between 19 St. and 17 St.). In addition, there could be opportunities to increase density in the blocks between 33 Ave and 34 Ave SW by eliminating the lane ways in these blocks, and allowing development to amalgamate the lots on the south side of 33 Ave, the laneway, and the north side of 34 Ave.
- Chapter 2 has very little on Heritage Guideline Areas content under section 2.6.2. I expect this is primarily a timing issue as I know the maps and places for these areas are under development. I think it would be good to include as much of a draft of that information as possible as it is a significant part of the West Elbow Communities. Specifically it should mention the policy guidelines that are being developed to protect the heritage aspects of the

community and what part of the community are Heritage Guideline Areas. Map 5 was referenced as part of this but there is no map 5 in the document. The draft map of heritage guideline Areas should be included. It should also be noted Section 2.6 references Riley Communities which I don't believe it should be referenced in this document (and may be a typo or "cut and paste" error from another LAP).

- -Not a single mention of beauty, beautiful, beautification in the entire chapter... Pathetic... These are older green neighborhoods. They are desirable and beautiful. It should be mandated in the Local area plan that the neighborhoods should remain as such, and any new development be in development, road works, or public land use should pass the eye test and be scrutinized for aesthetic appeal.  
Needs more of:
  - Locations of public squares (think of the entrance to Heritage park). Where is that? Why are we not mandating or developing common pedestrian/transit/commercial hubs?
  - elaborated plans for bicycle transit and bike paths
  - detailed traffic calming vision and guidelines
  - detailed street scape beautification vision and guidelines
  - Detailed and strict architectural guidelines (provide more guidance in sections 2.3 and 2.4 and specifically 2.4.2.2)
  - Clear and concise mission statement to enforce strict adherence to existing rules for development, and explicitly forbidding variances to existing rules.
  - Vision and detailed plan for Light rail/streetcars connecting mardaloop to the Sunalta C-train station on 10th ave SW, -Light rail/streetcars on 17th Ave SW,
  - Vision and Detailed plan to shut 4th St. SW to cars/buses, make only pedestrian and bicycle access
  - Vision and Detaile plan for how the community can nix or penalize developers who create UGLY buildings that differ from renderings prepared in permitting process (Ugly-ass CY33 by Roundsquare).
  - Where are the maps (Map 3 and Map 4)? Why were they purposefully left out? Why is the information not being made pulbic at this time?
  - 2.3, Why no scale modifier? I would want to see larger structures further setback and their mass x height effect on ground level reduced. ie. More Kensington-esque than beltline-esque.
  - Change 2.4.2.1 i) to Shadow studies MUST be required for all development
  - Where is Chapter 3?
- My feedback has to do with the city process and the lack of leadership shown by it in application of the existing ARP in the Marda Loop area and the lack of credibility the city has the n management of an of these plans. The fact witnessed in the redevelopment of Marda Loop is the developers will simply take any plan and leverage that to demand more height and more footprint and the city will acquiesce and allow it to happen. I have absolutely zero confidence that the city's elected officials or administration will apply any input to this predetermined policy with the paternalistic we know best attitude based on prior efforts by the community to provide input and receiving no response in hold developments to the ARP.
- Lack of parking and VERY badly timed lights and reduced roadways suck.
- Why does North Glenmore Park just have density stop on 42nd Ave? Just connect it all the way to 16th st
- Overall I think this plan is lacking the required density that an area with so many transit stations should have. Putting all the density in one area and concentrating it in one space doesn't mean a community is dense. We need to utilize these transit station areas better than we currently are.

- Why are there so many relaxations allowed for this plan? That isn't right and that shouldn't be allowed to break the rules!
- In section 2.5.2.1 10 Avenue SW Neighbourhood Main Street subsection policy (g): The language used is "relaxation" when the MDP specifically uses the language of "variation". Now this is a broader City of Calgary issue, but using the language of "relaxation" is a good way to make the general public think a developer is getting away with something because things are being relaxed just for them. You should be using the wording of "variation" since that's what the MDP is and it is more reflective of what's actually happening.
- Let's turn Mission into an urban garden with trees, lilacs and dense housing.
- This engagement seems to be targeted towards homeowners that already got theirs and the voices of renters or condo owners appears to be diminished. If anything, single detached homeowners are at the pinnacle of wealth and success, their voices do not need to be amplified more.
- I want to see stuff about trees. Not trees being used to block development. But I want to see Mission just covered in lilac trees/bushes. It's kinda lame there's a place holding a festival about lilacs, has barely any lilacs on it's main street.
- I really hope heritage designations won't be used to stifle development and density near transit in areas like Scarboro. I keep hearing that density belongs near transit, that's even what people in these neighbourhoods say. Allow more building height near all transit.
- As usual with these LAPs, it appears that there are certain areas that are being saved away from having to redevelop. This is not equitable. Nodes and corridors is a pretty failed approach that has created the housing problems in Toronto, why are we emulating this?
- There is a lack of future main streets. The main streets that exist are unenjoyable places - 17 Avenue and 14 Street are noisy, exposed streets. This explains why they are chosen for intensification - they are hostile to humanity and thus suitable for "others" to live in. This is also visible in the way that there is little upzoning along Sifton Blvd, or 14a St, or 19 St SW - places near parks and green space, with quieter traffic.
- We need to allow and encourage more growth in our communities by allowing more mixed business/residential development. It is also important to also allow and encourage development growth in ALL neighbourhoods... including lower Mount Royal, upper Mount Royal, Elbow Park, Altadore and Garrison Woods.
- You fail to discuss the implications of restrictive covenants in many of the historic communities you are proposing to restructure.
- Please allow for more mixed use development off corridors!
- Close more roads  
Build closer together  
Streets are way too wide  
Communities should be designed and built around humans walking, not cars speeding
- 100% completely disagree with any plans to add non-single family home development to Mt Royal
- Does our input into this plan mean as much as our input into the Marda Loop Area
- Redevelopment Plan and Richmond Knob Hill Redevelopment Plan. Every time a developer asks for a change you give it to them. Are Developers contributing the the utilities upgrades required to increase density?
- Is the City of Calgary currently upgrading the services in the Marda Loop area to support the increased density proposed in the West Elbow Communities Local Area Plan? If so, then why are you asking for feedback when you have already endorsed the Plan with your actions? Shouldn't you be asking for taxpayer input before spending taxpayer money? Or is this just another sham process like the conversion of the entire city to RC-G zoning where 75% of the citizens who spoke before City Council were against the rezoning?

- These are pretty dense documents for a non-planner. A plain language summary might be nice. In general, based on what I read I think this is in the right direction but it's hard for me to understand/a lot to read. I suspect you're leaving this here so that people who are professional planners or more interested can get the details.
- The PLAN as proposed is a joke ! Calgarians live in a SEA of CONCRETE from Lower Mt Royal .north to the Bow River ! There is literally NO green space in between! We also live in a city that is 5 million sq kilometers where vehicles are necessary to go from one part of the city to another to get things done ie live a normal life . What you are proposing is to effectively remove one of the cities oldest ,greenest ,most beautiful areas and infill with 6 storey or more concrete buildings !! You articulate caring about the environment then destroy one of the greenest spaces in Calgary with 100 plus year old trees .dense garden planting and grass- a veritable Garden of Eden for animals, birds and insects ! A simple Google Earth look at Upper Mt Royal and then look north at unending concrete buildings .sidewalks and roads -it paints a real picture —a walk through the neighborhood would be much more rewarding in your deliberations as to WHAT AND WHY YOU WANT TO DESTROY SOMETHING SO UNIQUE AND BEAUTIFUL — SO CLOSE TO THE CITY CORE . .What is proposed is a CONCRETE CATASTROPHE ! Downtown Calgary is ALREADY a concrete heat sink —OOPS DIDN'T THINK ABOUT GLOBAL WARMING AND LOGICAL MITIGATION METHODOLOGIES . Again what you are proposing is to actively remove HUGE AMOUNTS of carbon sequestering trees .bushes and grasses —these same plants importantly provide COOLING,IMPROVED AIR QUALITY AND NOISE ABATEMENT (versus a concrete echo chamber ). There are other considerations such as the materially increased traffic ,drugs and crime - the later two items, the CITY clearly has a poor record of rectifying -and its getting much worse !

I think some in City Planning may have read Jane Jacobs The Death and Life of Great American Cities ,Vital Little Plans ,The Economy of Cities and Dark Age Ahead but they did NOT understand her context (grew up in NYC and moved to Toronto ) . In a city like Calgary we need to create CENTRAL NODES —if left without Planners -it would organically develop that way ,anyway -over long periods of time ! You DON'T want all the density in one small patch of downtown . Cities around Calgary become CENTRAL NODES — COCHRANE,AIRDRE,BALSAC,CHESTERMERE,OKOTOKS,BRAGG CREAK etc .BUT PLANNING SHOULD FOCUS ON ENABLING OTHER NODES TO DEVELOP WITHIN THE CITY - remember Calgary is like a Cow Patty dropped from the sky —again 5 million plus sq km! One last comment ,Upper Mt Royal is the most expensive land per sq meter by adding more density ,this will not assist in creating more affordable housing

- I appreciated learning about the history of various areas in Calgary (several of which I have resided in). I appreciate the Core Values and the vision (and need) to increase housing throughout the city. But this value is superseded by the value and need to preserve and protect our green spaces; especially along the Elbow River. I see on the Draft the light orange colouring of the area where I live (north of 25th Avenue and south of Lindsay Park. I cannot imagine there is space to put more housing here and I am expressly opposed to any more chipping away at the trees and green space that my neighbours and I enjoy.
- 1. There is a lack in the draft chapter 2 building scale map for a 30-year plan and un alignment with the Municipal Development Plan for 50% of Calgary's cumulative population growth to have come from developed areas. All unchanged areas should be completely beige (4-6 storeys) to reach this long term goal.

2. Un alignment with the City's 30-year Primary Transit Network Plan for 60% of Calgary's population to be within 400m of a PTN line. Building scale should be greatly increased to

only red and orange within the distance circles drawn around LRT and BRT stations for TOD development. Similar building scale changes should be made within 400m of the PTN network down 14th St, 33rd Ave, Elbow Drive, and 4th St. The #3 bus down Elbow Drive is currently one of the most under capacity future PTN lines, which can be fixed with density. This will also help bring equitable housing options to what have been historically exclusive inner city neighbourhoods.

3. The draft growth areas remain largely inequitable in terms of housing options close to key amenities such as parks, community gardens, libraries, the future PTN, medical care, grocery stores, rec centers, and the elbow river pathway. This applies to almost every single park on the map, where building scale is largely unchanged. All of these amenities have extremely limited building scale growth areas in the current draft, in many cases they have none.

- Looks like the transit station areas aren't as dense as they should be. And a whole patch of North Glenmore, Elbow Park, Scarboro is also being excluded. This doesn't seem equitable
- The transit station areas need to be connected with active transport modes like protected cycle tracks
- Can we make it so that Mission has to have Lilac trees and buses on 4th st? Like I want the entire city to be able to smell lilacs from Mission and it's kinda silly there's a festival about lilacs in an area where they don't really grow. Do we need deeper tree well areas?
- Having density along primary transit areas is completely fine and exactly what people have said we should do. However these areas should be mixed use and have commercial in them as well
- As discussed previously, I strongly oppose the construction of 4-6 story buildings on Carleton Street. We have our family house there and will be forced to move out or endure being stuck between tall buildings. Not to mention the loss of the existing community. There is no need to destroy this neighbourhood.
- Chapter 1 of the Local Area Plan sets the stage for the vision, goals, and guiding principles of the West Elbow Communities. Upon reviewing the refined draft, the following points of feedback are provided:

Vision and Core Values:

The vision statement is clear and resonates well with the community's aspirations for sustainable and inclusive growth. It effectively captures the essence of what residents envision for the future of West Elbow Communities.

Core values such as sustainability, inclusivity, livability, and heritage are well-articulated and align with the community's long-standing priorities. It's important to ensure these values are consistently reflected in all subsequent chapters and planning decisions.

Community Engagement:

The refined draft highlights the importance of community engagement, which is commendable. However, it should include more specific mechanisms for ongoing resident participation throughout the planning and implementation phases. For instance, establishing regular town hall meetings, online forums, and feedback surveys could be beneficial.

Clearer communication on how community feedback will be integrated into decision-making processes would enhance transparency and trust.

Sustainability and Environmental Stewardship:

The emphasis on sustainability is strong, with references to green building practices and the preservation of natural spaces. More details on specific sustainability initiatives, such as renewable energy projects or green infrastructure investments, would strengthen this section.

Inclusivity and Equity:

The plan's commitment to inclusivity is evident, but it could benefit from more concrete examples of how this will be achieved. For instance, outlining specific affordable housing projects or community programs aimed at marginalized groups would provide clarity and reassurance.

#### Initial Draft of Chapter 2:

Chapter 2 delves into the detailed strategies and action plans necessary to realize the vision outlined in Chapter 1. The initial draft provides a good foundation, but there are several areas where further refinement is needed:

#### Zoning and Land Use:

The draft discusses zoning changes and land use adjustments, but more specificity is needed on how these changes will preserve the community's character. For instance, explicit guidelines on building heights, architectural styles, and density limits should be included to prevent incongruous developments.

Addressing concerns about the potential for high-density buildings next to single-story homes is crucial. The plan should include transition zones to ensure a gradual shift in building heights and densities.

#### Infrastructure and Services:

While the draft mentions the need for infrastructure improvements, it should provide more detailed plans for upgrading transportation, utilities, and public services. Including timelines and funding sources for these projects would enhance credibility and feasibility.

Specific strategies for managing increased traffic and maintaining road quality in the face of new developments should be detailed.

#### Housing and Development:

The draft rightly focuses on housing diversity, but it should ensure that new developments do not compromise existing residents' quality of life. Measures to maintain sunlight and privacy for existing homes should be explicitly stated.

The potential impact on local schools, healthcare facilities, and recreational areas due to increased population density should be assessed and addressed.

#### Economic Development:

The plan's economic development strategies should aim to balance growth with the preservation of local businesses and historical sites. Incentives for small businesses and guidelines for integrating new commercial developments into the existing urban fabric would be beneficial.

Ensuring that economic growth does not disproportionately benefit developers at the expense of community needs is crucial. Clear policies and checks should be established to manage developer activities and ensure community-centric growth.

#### Community Amenities and Green Spaces:

Preservation and enhancement of green spaces must be a priority. The draft should include specific plans for creating new parks, enhancing existing ones, and ensuring that all residents have easy access to recreational areas that have yet to get proper traffic reports.

The integration of community amenities such as libraries, community centers, and sports facilities should be detailed, with plans for equitable distribution across the area.

Both the refined draft of Chapter 1 and the initial draft of Chapter 2 of the West Elbow Communities Local Area Plan show promise in guiding the future development of the community. By addressing the feedback provided, the plan can better align with the community's vision and core values, ensuring sustainable, inclusive, and harmonious growth. Continued engagement with residents and transparent, detailed planning will be key to the plan's success.

- Your draft is delusional. No one in Elbow Park want any multi family. You've already ruined Marda Loop, ruined businesses and people's livelihoods

- I support the plan as I'm in favour of higher density development because we are an inner city area where this is to be expected. Increased density will lead to greater community vibrancy! Great work, thank you! Ignore the trolls.
- It's horribly inconsiderate and poorly thought out. One example is Garrison Woods. There is no where near the infrastructure available both in terms of transportation as well as basic needs and services to accommodate another 300-1000 people as would result from the proposed zoning changes. The community is already extremely densely populated. Why are there not changes to the south side of Lower Mount Royal where large homes are? We are instead looking to further complicate a neighborhood already punished by poor construction planning? The need for more housing is understandable but let's be a little more thoughtful about where secondary and tertiary downtown like areas make sense. The current changes appear to only serve the needs of rich developers.
- This is a disaster! STOP IT!!
- This draft plan is NOT in alignment with the city's growth plans of having 50% of growth occur in developed neighbourhoods. This will not go far enough in addressing housing supply and affordability challenges. It is not ambitious enough and I beg you to go back to the drawing board and come up with something better.
- I'm supportive of the need to densify the city, but the proposed idea of adding proposed 4-6 storeys in most of the locations you have outlined in the growth map are ridiculous. Townhouse/rowhomes can work - and my community in Altadore is a great example where this works well. However, adding multi level buildings in these same areas tells me the plan was put together by people who have either never been to the city in the first place, or who have never walked the streets to understand what makes a community just that - a community. Adding a whole bunch of densification through the form of high rises is very short sighted and will take away from the beauty of the city. How are we going to supply all these new buildings with water when we can't even keep our main feeder line operational? Where is the sewage from all these new people going to go? What upgrades will be made to the road system to accommodate.... Calgary is hardly a walking or cycling city 7 months of the year for the majority of our population. I'd like to see a plan that encompasses the plan to support this building and then we can have a more meaningful conversation. This short sighted view on housing alone is disappointing.
- My main feedback is to limit high rise buildings (max 6 storeys) especially to areas like Sunalta where a draw of the community is to not have tall buildings and feel like having a community rather than living downtown.
- I believe this is a preconceived plan. You will go through the motions of consultation and implement what has already been developed within the city bureaucracy. I do not believe that any input from residents will actually be implemented.
- General comments on all were given in Topic 2.
- We understand from the feedback from one of our community representatives that this plan does not reflect the consultation and comments provided through that process. We find this incredibly troubling and shocking. We are completely opposed to the proposed plan that has been provided for our neighbourhood that borders Elbow Drive.
- The City of Calgary Planning and Development group needs to immediately halt any further work on the WECLAP due to its inherent flaws and lack of due consideration and respect for concerned and angry community residents. Many of the proposed changes are an utter disregard of community context and heritage.
- The Vision and Core Values are so generic and nebulous that they are of little or no value. As stated above, your actions seem perfunctory and dismissive in nature. Halt any further work on the LAP is my recommendation.



- The City of Calgary Planning and Development group needs to immediately halt any further work on the WECLAP due to its inherent flaws and lack of due consideration and respect for concerned and angry community residents. Many (most!) of the proposed changes are utter disregard of community context and heritage.
- This plan is not being thought through properly. To overly populate every area of the city is not the answer. Destroying beautiful established neighbourhoods is not the answer. There are plenty of dense areas that additional high rise buildings and multi story buildings would not look out of place in. There needs to be some thought to the aesthetic of the city which is not being taken into consideration. This plan is thoughtless and selfish.
- For my neighbourhood (Upper Mt. Royal) the the proposed application of the Vision does not at all resonate with me. I feel my neighbourhood already achieves the Vision and what is being proposed will completely changes the neighbourhood I have lived in for over a decade and specifically chose to live it because of what it has to offer. To put 4 - 6 Storey apartments in the middle of this historic and unique neighbourhood is shocking to me and lacks respect for the residents and the history of this neighbourhood. Here is a summary of my position and concerns:
  1. Preservation of Character:
    - o Historical and Cultural Integrity: The densification proposed in the LAP will disrupt the historic nature of Mount Royal.
    - o Aesthetic Concerns: Residents prefer lower-density developments to maintain the neighborhood's visual appeal.
  2. Infrastructure and Services:
    - o Capacity Limits: Existing infrastructure may not support increased density without significant upgrades and disruptions. The current water main break supports this concern.
    - o Public Services: Increased density will strain local schools and does not provide for the increased need for parks and recreation areas.
  3. Environmental Considerations:
    - o Green Spaces: Higher density reduces vital green spaces and tree canopies currently supported on single-family lots.
    - o Ecological Impact: The development proposed in the LAP will increase pollution levels.
  4. Quality of Life:
    - o Traffic and Congestion: The LAP proposals will lead to worsened traffic and congestion.
    - o Noise Levels: The proposed changes will elevate noise levels, affecting residents' quality of life.
  5. Economic and Certainty Concerns:
    - o Property Values: Increased density will reduce the desirability of Mount Royal and negatively impact property values.
    - o Infrastructure Costs: Upgrading infrastructure will be expensive, leading to higher taxes.
    - o Moving the Goalposts: Residents relied upon zoning certainty and predictability to support the most important purchase and investment they ever made. The LAP will move the goalposts, changing from an R-C1 designation, up multiple levels to an R-CG designation or above, without any effective opportunity to have a say in those changes.
  6. Social and Community Impact:
    - o Community Cohesion: Rapid densification will disrupt social networks and community bonds.
    - o 15-Minute Neighborhood Concept: Mount Royal is a model for this concept and should be preserved and should not be sacrificed for increased density.
- West Elbow does not make sense for this type of density and modification over time. Though you may term it as "Evolving" I feel this plan is multiple steps in the wrong direction and will only lower the quality of life of new and existing residents. Accessibility, greenspace

and affordability will be lost. Look to greenfield or LRT/BRT areas for greater growth. Allow for supply to increase not rewrite the plan upon recent increase of people. It was not long ago we had ads saying "Alberta is Calling"... Don't modify the DNA of wonderful communities for a short term pain. Build a better city, not one that takes away from long time residents.

These communities are well over 100 years. Take more time and adjust areas that truly make sense. Remove new 4-6 story planning from un sustainable areas.

- I have lived in Erlton for over 45 years and I was very involved in the preparation of the Erlton Area Redevelopment Plan (ARP). There are two important issues of context related to your draft plan:

1. The dynamics at the time were such that the ARP showed the area in north Erlton (north of 25th Ave) having higher density than what was actually built, and
2. The trade-off was the certainty of the zoning in south Erlton (south of 25th Ave).

It should be noted that in 1994, Catherine Ford, editor of the Calgary Herald, described Erlton as a "decaying inner city community." Subsequent to this opinion, the residents of Erlton have shown their confidence in the community and at this time, Erlton is a very stable community with predominantly long term residents.

Erlton is a very small community, and wholesale changes in land use will have a greater effect than in larger communities. We are not a NIMBY community - for example the community was supportive of affordable housing being developed on the former Erlton School site with higher density, given the important objectives it was achieving. To keep it in perspective, this project, when completed, will represent probably 10% of the households in south Erlton. The point is, Erlton has been ahead of the curve in terms of facilitating an increase in density since 1982. Any changes, other than potentially on 25th Avenue or adjacent to Macleod Trail, will likely sterilize land that will not be developed in the foreseeable future - similar to the Anthem lands on Macleod Trail in north Erlton which have been rezoned many years ago and have yet to be developed.

In my opinion, Erlton is redeveloping under the current planning framework and has a cohesive vision for the future. The current iteration of the draft plan is not realistic for Erlton's long term viability.

- As someone who lives adjacent to a new BRT, I'm very disappointed and expect this plan will destroy my property value.
- None
- The drafts are too long and I would appreciate a summary of key points for both of them.
- Please be advised that [our] family doesn't not support the proposed changes to add 4-6 story and 12 story apartments to the community of Mount Royal.

Firstly, community input was minimal in the first phase (Envision, making the current phase (Explore) the first significant opportunity for any public feedback. The Envision stage should be re addressed for broader community input and to set the vision/path for community changes.

The Proposed multi-story developments along 14th Street, Carleton Street, 10th Street and Council Way without addressing historical, community, environmental context, infrastructure and public amenities is a travesty. Any future planning should encompass the broader vision of Mount Royal with regard to its historical significance. We do not want a cloned community and need to retain the unique characteristics of Mount Royal regarding its heritage; the mature lush urban forest (tree canopy), charm and community-based cohesiveness of our neighborhood.

We prefer lower-density developments to maintain the neighborhood's visual appeal. Increasing density will undermine Mount Royal's visual appeal as will the required significant infrastructure upgrades and will disrupt the neighborhood as a whole and lead to increased taxes. The community amenities (parks, schools, green spaces) will be strained along with increased traffic and congesting.

The [removed] family does not endorse the proposed changes and the blanket rezoning affecting Mount Royal. Under the current process, are we as a community and individually abdicating our responsibility and allowing industry to choose lands that meet their needs? I believe we are. How about we "clear the slate" and work together to achieve the broader community/public interest, well-thought-out growth and re-densification plan based on what Mount Royal truly is to its residents and the city at large.

To reiterate, we do not support the proposed changes to our community.

- I will be putting a restrictive covenant on my home and will vote against this council for going against the wishes of citizens.
- In South Calgary (surrounding the South Calgary Park), the plan proposes densification from a neighbourhood of presently primarily 2-3 story detached and semi-detached housing to blocks of a 4-6 story buildings. Alongside the traffic and parking (particularly an issue for the recharging of EVs) congestion that this would inflict on the neighbourhood, as well as the demand for already stretched local amenities, this would fragment a walkable community with personal connections between neighbours and space for children to safely play informally (e.g., on sidewalks and laneways) into an impersonal area with stretched resources and psychological barriers for accessing greenspace. Alongside demand on limited parkspace, schools/childcare and facilities for sport and recreation, it would require displacing many single-family homes and a period of towering buildings imposing on existing dwellings - making continued residency unpleasant for present owners and inciting exile to seek permanent, single-family housing elsewhere.
- If you actually want feedback on your plans, put it to a vote. If you're sincere in wanting to listen to people in implement their desires, put it to a vote. Otherwise, it's clear, you have no intention of listening to the general public.
- Yes! I wonder if the council is being influenced by the federal governments offer of how much \$233 million to undertake what appears to be a completely Undemocratic review of housing initiatives.

While, clearly, Calgary needs more affordable housing, to be looking to provide this in Mount Royal, a garden suburb, covered by CP covenants, seems to be counterproductive. Any new development in this area would not be affordable, but would be designated luxury. This will not help affordability around the city. My opinion is that affordable housing needs to be built in areas that already encompass affordable housing. It does not help the housing crisis to be building in areas that are clearly not suited for it. The West elbow and Mount Royal communities already afford a great deal of affordable housing through , the areas north of 17th Ave. And any additional housing requirements would damage not only the Historic and established tree canopy, but also in danger, the cohesion of a community.

I have engaged with my city counsellor on this issue. But I believe that he and the council generally appear to be following their own personal convictions rather than the convictions of the people who elected them.

- The idea that the city council can unilaterally decide to interrupt the solvent communities of Rideau, Roxboro, and Mount Royal, by installing 4-6 story buildings or 7-12 and greater than 12 story buildings is absurd. A city needs to have a few communities left as single homes to add a sense of character.

You have proposed to do anything you like, anywhere you like. You will destroy the character of Calgary if you turn every neighborhood into a condo atmosphere. Going forward, please begin a community as condos and go crazy with that but don't destroy areas that already exist.

Your idea that everyone deserves a place to live is honourable. However, everyone does not have to live in all neighborhoods if they cannot afford a home there. Nor do all people have to have a street level front door. That's impractical. Many people live in condos bc they choose or cannot afford a single family home. That is life. That is democracy. Stop trying to make Calgary living socialist. Just build condos around the Catarina and solve the housing crisis.

This council has offended so many with their blanket decision of housing and let the city fall apart on a number of other issues. You truly could have taken the temperature of citizens in the areas you have chosen to infiltrate with your inconsiderate plans. Instead of running on these issues, you blind-sided the home owners and left a bad taste in everyone's mouths. You refused to adopt alternative plans to aid the housing crisis. Shame on you. You don't deserve the positions you currently hold.

- Again, anyone who questions higher density is painted with nimby brush which is unfair. The city puts out a slick brochure to sell an ideology, ignores citizen inputs and then wonders why this council and this administration is so detested. It feels like this isn't a consultation but a done deal.

How will you deal with lack of schools,

Parking and noise problems

Infrastructure that cannot kind of density without massive upgrades

City administration fails to provide any answers to questions they simply don't care to address

- These plans go against the exiting ARPs which remain relevant and have produced a statistically larger amount of rental units and lower share of single family homes than in other areas of the city while preserving green space. I do not support the proposed changes.
- This is a terrible plan and should be cancelled. It has been a complete waste of time and resources.
- I support adding density and it makes sense to add density close to transit corridors, but it also looks like the map showing opportunities for growth has growth focused on corridors where there is high (private + commercial) vehicular traffic. This exposes residents in multi-story buildings lining these corridors to higher levels of noise, exhaust, and particulate matter (brake dust, etc.), and they risk a lower quality of life than residents living in areas away from these roads (but who are still served by them). How is this potential inequity being addressed in this plan? Is the City looking at planting additional trees on these higher volume roads to help buffer these effects? Is the City looking at reducing speed limits and improving transit access on these streets to buffer these effects? Multi-story buildings on high vehicle traffic corridors shouldn't act as a sort of pollution and noise buffer for wealthier single family home owners on quieter streets behind. I am strongly in favour of densification and intensification with an equity lens.

Chapter 2, 2.5.4 Transit Station Areas - Policy (a) (iv): great to see public washrooms here!

The city needs more public washrooms! Does "water fountain" refer to drinking water or decorative fountain? Drinking fountains would be great; decorative fountains probably shouldn't be encouraged. Climate change is bringing hotter summers and water restrictions. While decorative water features do have a cooling and aesthetic benefit, trees and other shade structures could provide that function without use of potable water. Water fountains

require potable water that is then either drained (wasteful) or recycled and treated (infrastructure that is costly to install and maintain).

- It does not appear much thought has been given to the additional density recommendations and that someone just took a highlighter to existing transit routes and made that the recommendation. Committee member feedback is not represented in this draft plan.
- It's quite obvious the city has already decided what they want to do, and I would be shocked if any of my comments are taken into account. It is however a great opportunity for the city to actually do that and make changes to the proposed draft.

If not, I am afraid the citizens of the city will lose trust in our government.

- The draft plan provides some very good information with regards to climate change and the benefits of a green city. West Elbow already fits with what the City is trying to accomplish and the goal of making the area affordable is unrealistic.
- The area as is provides one of the largest carbon sinks in the City. The vegetation provides a habitat for the most biodiversity of plant and insect life in the City. The canopy cover is also the best in the City. Any higher density construction will disrupt the balance.
- The only thing higher density in this area will do is make a number of developers very wealthy as they can subdivide and sell the properties for a very good profit, it is impossible to conclude that the area can be made affordable without destroying it. I live adjacent to a City park in the neighbourhood, if the City would only come and see how many people from adjacent areas walk in our neighbourhood, you would very quickly realise that Mount Royal is an inner City Park. The affluence in the area allows the area to be maintained to a high standard without City funding. One topic not mentioned was Mental Health, Parks provide a good balance to all and Mount Royal is one big park.
- Subject: Concerns Regarding the Potential Focus Areas for Growth Map - South Calgary.

I strongly oppose to the 4-6 Storey Growth proposal, specifically surrounding the South Calgary Park between 30th Ave and 32nd Ave from 16th St to 18th St.

The proposal appears to aggressively increase density, threatening the long-standing suburban charm of one of Calgary oldest neighborhoods. Boxing in the park with high-rises would disrupt its current tranquility, enjoyment, and safety.

We should not be trying to mimic a 'Projects' style scenario.

Moreover, this plan significantly reduces the available space for low density housing in South Calgary by more than half. Coupled with the Main Streets Initiative Plan, which already consumed much of the areas lower density housing, the impact is substantial.

Wouldn't it be more logical to relocate the 4-6 Storey developments closer to 20th Street and beyond where significant commercial growth is occurring along 33rd Ave? Unlike the area I am objecting to in the current proposal, these blocks are nearer to key business areas on 33rd Ave and within walking distance of the 'Marda Loop Transit Station' (32nd Ave & Crowchild Trail), likely slated to become a major transit hub (ie LRT) in the future.

Any transition to larger building sizes should begin at the core retail structures in Marda Loop, gradually tapering into lower density housing. While I acknowledge the need for densification, it must be thoughtfully placed to honor and preserve our community's unique character.

I urge reconsideration of the proposed 4-6 Storey Growth zone in South Calgary around the South Calgary Park.

Thank you for your attention.

